Saint Paul Planning Commission
City Hall Conference Center
15 Kellogg Boulevard West

Minutes April 1, 2016

A meeting of the Planning Commission of the City of Saint Paul was held Friday, April 1, 2016, at 8:30 a.m. in the Conference Center of City Hall.

Commissioners Present:	Mmes. DeJoy, McMahon, Merrigan, Reveal, Shively, Thao, Underwood, Wang; and Messrs. Edgerton, Gelgelu, Lindeke, Makarios, Nelson, Ward, and Wickiser.
Commissioners Absent:	Mmes. *Padilla, *Wencl, and Messrs. *Ochs and *Oliver. *Excused
Also Present:	Donna Drummond, Planning Director; Allan Torstenson, Bill Dermody, Josh Williams, Jake Reilly, Kady Dadlez, Joe Musolf, and Sonja Butler, Department of Planning and Economic Development staff.

I. Approval of minutes February 5th, February 19th and March 4, 2016.

MOTION: ***Commissioner Wickiser moved approval of the February 5, 2016 minutes. Commissioner McMahon seconded the motion, which carried unanimously on a voice vote.***

Commissioner Thao proposed a correction to her comment on page 5 of the February 19 minutes regarding the priority for funding assistance, where the words "structured parking" should be taken out.

MOTION: ***Commissioner Wickiser moved approval, with the correction, of the February 19, 2016 minutes. Commissioner McMahon seconded the motion. The motion carried unanimously on a voice vote.***

MOTION: ***Commissioner Wickiser moved approval of the minutes of March 4, 2016. Commissioner McMahon seconded the motion. The motion carried unanimously on a voice vote.***

II. Chair's Announcements

Commissioner Reveal, the Commission's First Vice-Chair, chaired the meeting. She announced that the Mayor's Office has issued a request for new members for boards and commissions. The application deadline is April 17. There are several vacancies on the Planning Commission. She encouraged commissioners to inform people who would be helpful on the commission. The application is on line at:

https://www.stpaul.gov/departments/mayors-office/committees-boards-and-commissions

III. Planning Director's Announcements

Donna Drummond announced that the Great River Gathering is on May 12, 2016. The theme is Design for Equity. Planning Commissioners who would like to attend and sit together should let her know and she will arrange it. She also noted news about City sale of the Penfield Apartment project, which has turned out to be a good investment. After repaying the initial investment, the City made a profit of about seven million dollars.

IV. PUBLIC HEARING: District 1 Community Plan – Item from the Neighborhood Planning Committee. *(Bill Dermody, 651/266-6617)*

First Vice Chair Reveal announced that the Saint Paul Planning Commission was holding a public hearing on the District 1 Community Plan. Notice of the public hearing was published in the Legal Ledger on March 17, 2016, and was mailed to the citywide Early Notification System list and other interested parties.

Bill Dermody, PED staff, said that the District 1 Community Plan was put together by the District Council with the help of a consultant over the course of a couple of years. They had broad public outreach. The document was sent to City staff in late 2015, at which time there was a thorough multi-department staff review. The plan was reviewed by the Neighborhood Planning Committee and the Planning Commission, and then was released for public review. It has also been reviewed by the Heritage Preservation Commission and by the Transportation Committee. Testimony will be forwarded to the Neighborhood Planning Committee. It will then come back to the Planning Commission for recommendation, and then go on to City Council for adoption.

First Vice Chair Reveal read the rules of procedure for the public hearing.

The following people spoke.

1. Tom Dimond, 2119 Skyway Drive, Saint Paul, MN 55119, noted the Highwood Development Policies, recertified by the City in 2009, and the Great River Passage Master Plan developed in 2011. He said the Highwood Development Policies resulted from a multi-year process involving the District 1 Community Council, the Highwood Task Force, St. Paul PED and Public Works, Ramey County, and the Ramsey-Washington Metro Watershed District, and specifically cited the following policies:

    G1. The wooded areas in Highwood, especially along the fragile bluff line, should be preserved and protected.

    G6. The City and/or the County should institute a plan for acquiring additional open space in the bluff area. Platted, but non-existent streets could provide the basis for a trail system for non-motorized use.

    G7. Battle Creek Park and Pigs Eye Lake should be tied to the neighborhood through an open space and trail system. Access to Pigs Eye Lake by trail should be developed.

    G8. In the event Totem Town becomes available for alternative uses, it should be designated as public open space with appropriate areas set aside as undeveloped natural areas representative of the region's ecosystem.

To be consistent with previously adopted area plan language for Totem Town, Mr. Dimond suggests that LU4.4 of the proposed District 1 Community Plan should read as follows:

> LU4.4 Ramsey County has determined the current use of Totem Town will be discontinued. Saint Paul and Ramsey County Parks Departments should facilitate an open process to implement the City Council approved plan to retain this property in public ownership as open space and natural areas representative of the region's ecosystem.

In the adopted Highwood Area Plan, the City Council cities the importance of conserving and protecting natural and scenic resources within the Mississippi River Critical Area. The City Council goes on to say they support Ramsey County's acquisition program, but share the neighborhood's frustration that acquisition has slowed. In this case, we have natural and scenic resources that are publicly owned. The 80 acres at Totem Town should be retained as public property for the benefit and enjoyment of the public.

Mr. Dimond submitted a detailed packet of comments and suggestions, noted two other suggested amendments to proposed District 1 Community Plan language:

> ENV5.1 should include Pine Creek and Ogden Creek.
>
> ENV9.1 Construct crossings of Highway 61 and the railroad facilities near Lower Afton Road and near Henry Park <u>as shown in the Bicycle and Pedestrian River Access Plan</u> to connect to Pig's Eye natural area and riverfront.

2. Betsy Leach, Executive Director of District 1 Community Council, 2105½ Old Hudson Road, Saint Paul, MN 55119, clarified that the last time there was a public process on Totem Town it was in 1990. Recertification of the Highwood Development Policies in 2009 consisted of a phone call between City staff and herself.

   Ms. Leach spoke about the process by which they developed the community plan. District 1 has one of the smallest operating budgets of all the district councils, with just part time staff, (less than 1 FTE), so they have had to be creative in how they developed this plan. They listened to all people in the neighborhood and used all the data about their neighborhood that they could find. They incorporated community visioning into their on-going work, taking every opportunity to listen to people whenever and wherever they met them, in their storefront office, at social gatherings, at a variety of community meetings held by other organizations, in chance encounters and so on. In addition they conducted surveys via their neighborhood newspaper and online, held meetings specifically about issues covered in the plan and about sites that were, would be, or should be under development.

   They worked over several years in this way and then began to compile the various elements of the plan. The final refinements of the draft were a joint effort guided by Paul Sawyer. The draft was presented to the community in a couple of meetings. They took feedback from those meetings, incorporated it, and then addressed comments by City reviewers. They feel that the District 1 Community Plan reflects the best thinking and dreaming of the very diverse voices that call their neighborhoods home. It provides them and the City with a realistic and inclusive roadmap for the future. Ms. Leach submitted written comments.

3. Paul Sawyer, President of the District 1 Community Council, resides at 1346 Point Douglas Road South, Saint Paul, MN 55119. Mr. Sawyer focused his comments on a few areas of the plan. Much of the content and the spirit of the Gold Line Station Area Plans have been incorporated into their community plan. Those plans chart an exciting path forward into the future of their district where there are current problems of poor walkability, and limited neighborhood-walkable corridors and nodes surrounding stations that will connect them to the rest of the region. The Land Use chapter of their plan helps strategize how to make this future a reality.

   One concern is about a change that was made at the committee level to policy LU1.4. They understand market conditions will dictate when and how the Sun Ray site is redeveloped, and they expect the City to play an active role in promoting that redevelopment and pursuing the most optimum use of the new T4 zoning. The concern is that the language added removes any role for the City to play in the future redevelopment.

   Another concern pertains to policy LU4.4. It looks like Ramsey County will no longer be operating Totem Town within a few years. The facility and associated site is of significant importance to the community. Due to the nature, size and potential uses of the site, they requested a development moratorium so that the community could weigh in on current values, hopes, and concerns about the future of the site. Removing the language about the moratorium opens up the potential of a change on the site that could be devastating to the community. They strongly ask to restore the original language to LU4.4.

   The Housing chapter attempts to address many housing issues in their district where 55% of the renters are cost-burdened and paying a higher median rent than the city as a whole. The Environmental and Recreational resources chapter celebrates the tremendous natural assets that define much of District and works to ensure that their green space and recreational services are able to be enjoyed by everyone within the community. The Transportation chapter is a reformatting of the district's Transportation Plan and comprehensively addresses every mode of transportation in their district. It provides a robust plan to help their residents shift from the automobile preference built into their district while it was developed in the 1960s and 1970s to less expensive, healthier modes to ease the crippling transportation costs many of their residents face. Mr. Sawyer submitted written comments.

MOTION: ***Commissioner Shively moved to close the public hearing, leave the record open for written testimony until 4:30 p.m. on Monday, April 4, 2016, and to refer the matter back to the Neighborhood Planning Committee for review and recommendation. Commissioner Ward seconded the motion. The motion carried unanimously on a voice vote.***

V. Zoning Committee

SITE PLAN REVIEW – List of current applications. *(Tom Beach, 651/266-9086)*

Four items came before the Site Plan Review Committee on Tuesday, March 29, 2016:

- Johnson High School – Small addition to existing school building and changes to parking lot at 1349 Arcade.

- Tom Reid's – Building addition with patio at 258 W. 7th Street.

- Schmidt Keg and Case – Site work and parking lot for renovation of existing building at 928 7th Street West.

- McMurray Field – Parking lot, street and site improvements at 1200 Wynne.

One item to come before the Site Plan Review Committee on Tuesday, April 5, 2016:

- Flint Hills – New secondary spill containment wall around existing storage tanks and repave existing entrance road at 2209 Childs Road.

NEW BUSINESS

#16-012-584 72 Cesar Chavez – Conditional use permit for a maximum building height of 45 ft., and variance for new construction on slopes greater than 12% in the river corridor. 72 Cesar Chavez Street. *(Jake Reilly, 651/266-6617)*

Commissioner Lindeke said this parcel and the lot across the street have been vacant for a long time. As someone who lives in the neighborhood, he is really excited to see this happen.

MOTION: ***Commissioner Nelson moved the Zoning Committee's recommendation to approve the conditional use permit and variance subject to an additional condition. The motion carried unanimously on a voice vote.***

#16-016-050 Moises Romo – Reestablishment of nonconforming use as a triplex. 419 Sherburne Avenue between Arundel and Western

Commissioner Nelson announced that this case has been laid over to the April 7, 2016 Zoning Committee meeting.

#16-015-194 Victoria Park Apartments Phase 3 – Appeal of Planning Administrator approval of changes to the Victoria Park Master Plan to allow a 49½ ft. high apartment building on Lot 1, Block 6, at 763 Kay Avenue, SW corner at Mercer Way. *(Bill Dermody, 651/266-6617)*

Bill Dermody, PED staff, gave an overview of the master plan. He showed graphics, which can be seen on the web page at: http://www.stpaul.gov/planningcommission.

Mr. Dermody said that there used to be a tank farm on the site. He showed how Plate 7 of the master plan, referring to building types, has changed numerous times over the years through both minor and major amendments. The largest change was in 2011. The Exon Mobil lawsuit resulted in large areas of the master plan being no longer developable and being changed to parks and open space. What was formerly the central green shifted to the school's institutional use, and the road network was realigned to accommodate the school.

Commissioner Nelson said the school was a major modification as was the parkland change, while the changes for Victoria Park Apartments Phases 1 & 2 were minor.

Mr. Dermody agreed, noting that the original plan proposed 840 dwelling units, the major change in 2011 dropped the number of dwelling units to about 458, and minor changes since then have brought the number of dwelling units to 655.

In response to letters from people from Nova Academy, Commissioner Underwood asked to see the map showing where Nova is. Mr. Dermody pointed out the playground location and how the streets have been realigned.

Commissioner Wickiser commented that there is a picture of Mayor Kelly and him, as district council president, with a shovel during Housing 5000. Opportunities to redevelop pieces of property like this are rare. We have three right now. He discussed things that happened in this case, with a master developer that was not able to withstand the economic storm and building a street grid that didn't apply to what happened later. He would like to revisit what happened here to inform how we plan such sites to help avoid similar problems.

Commissioner Underwood asked about the most recent Victoria Park project the Planning Commission considered within the last year, for which she remembered height being an issue.

Commissioner Nelson said that was at the corner of Shepard Road and Otto, a building that is not yet complete. He explained height regulations in the T3 District, which generally allow a multifamily building to be 45 feet high, greater height with greater setback, and up to 90 feet with a conditional use permit. In this case there is a master plan that has additional height regulations. The master plan has been modified in the past to allow different heights, such as the modification to allow the adjacent Nova Classical Academy to be up to 52 feet in height. This application is about modifying the master plan height limit from 40 feet to 49½ feet for a building on this site, consistent with the character and building mass on the adjacent school site. They would still have to meet all of the general T3 height and setback requirements.

Commissioner Merrigan discussed the impact of current structural techniques, with anywhere from 18 to 24 inches of structure between floors, on building height. She noted other nearby buildings have similar height. Commissioner Merrigan supported Commissioner Wickiser's comments about evaluating how master plans work with changing market conditions, recognizing neighborhood concerns, so we don't get backed into a corner years later.

Commissioner Underwood asked about the change in building type from townhome to rental apartment, and whether the townhomes would have been rental.

Commissioner Nelson said the City doesn't have authority over ownership, he believes it's against state law to designate type of ownership in a particular zoning category, and questioned the master plan specification for "rental apartments." He thought townhouses built in Phase 1 were intended to be for-sale, but may have become rental.

Commissioner Wickiser said that the current townhouses were intended to be owner-occupied and are now all rental. He said that the height limits we are talking about here seem to be well within reason, and provisions in the original master plan for some building heights up to 90 feet were agreed upon by the District Council at the time. Building heights are also dictated by economics, and a stick-built building is only going to go so high. We are not getting 90 foot high buildings because of market conditions and building economics.

Commissioner Edgerton said it looks like about 80% of Victoria Park has changed from the original master plan over time. At some point, such as when half the site ended up going to open space, maybe a holistic look at the remaining site would be merited. Trying to piece-meal from here on out can work, but maybe we can do it better. Looking forward to master plans for other sites like Ford or Snelling-Midway, maybe there should be language about amendment procedures and updating the plan. It is hard to pin point, but there should be some discussion about when enough has changed that we need to step back and revisit the plan because the old assumptions no longer apply.

Commissioner Lindeke noted that one of the letters in the packet mentioned a requested traffic study, and asked if it would focus on traffic or parking. With the park and the school, he would like to see a traffic study focused on crosswalks, walkability, slowing down cars and safety.

Mr. Dermody said that there has been an informal request for a traffic study looking at the amount of traffic generated by the site as well as parking implications. We intend to request it formally when we get to the site plan review process, and the developer has started work on it.

First Vice Chair Reveal added that the Zoning Committee had asked that the site plan come to the Zoning Committee for a public hearing to see the results of the traffic and parking study.

Commissioner Nelson said that Nova Classical Academy had approached the City regarding current traffic issues, especially during school drop off and pick up. We heard testimony from the school that they purchased additional land at Kay and Mercer, so there may need to be another master plan modification to change the land use there from residential to commercial.

Commissioner Gelgelu asked why Commissioner Makarios had voted against the motion at Zoning Committee.

Commissioner Makarios said that this is clearly a minor amendment, but he is sympathetic to neighborhood, school and parent concerns about traffic, safety, and drop-off and pick-up of students, and he thinks it alters the vision for the neighborhood. He knows that the number of housing units is significantly less than proposed in the original master plan, but with all of the green space where there was going to be housing there is now two-thirds of the housing density on one-third of the housing space, and that is a significant change.

Commissioner Ward said it seems that an underlying issue is traffic safety. Getting drivers to respect crosswalks, school zone signs and speed limits is an education and enforcement issue.

Commissioner Underwood thinks adding 37 dwelling units is a lot. She appreciates the dialogue around traffic and pedestrian safety. Victoria and 7th is a dangerous intersection. The rest of this area is green space where there will be picnics, sports, and a lot of activity in addition to Nova. She is going to vote against the motion to deny the appeal.

MOTION: ***Commissioner Nelson moved the Zoning Committee's recommendation to deny the appeal of the Planning Administrator's approval of changes to the Victoria Park Master Plan to allow a 49½ foot high apartment building. The motion carried 12-3 (DeJoy, Makarios, Underwood) on a voice vote.***

Commissioner Nelson announced the items on the agenda at the next Zoning Committee meeting

on Thursday, April 7, 2016.

VI. **Snelling-Midway Master Plan** – Informational presentation on current draft plan by Kady Dadlez, and Josh Williams, PED. *(Kady Dadlez, 651/266-6619, and Josh Williams, 651/266-6659)*

Kady Dadlez PED staff, gave a power point presentation which can be seen on the web page at: http://www.stpaul.gov/planningcommission.

Commissioner Ward said that the plan doesn't give any information about the capacity of the soccer stadium. He said the capacity of the Xcel Energy Center is about 18,000.

Ms. Dadlez said that the initial capacity of the stadium is proposed to be 20,000 with the ability to expand to about 25,500. The actual stadium would not expand but seats would be moved closer together to achieve the larger capacity.

Commissioner Ward noted that there isn't a lot of parking just for the stadium and wondered where fans are going to park. There are only 4,600 spaces for cars at total build out. Where are the patrons that are going to come to see their favorite team, not everybody is going to ride the Green Line, or the BRT. Some will drive so where are they going to park?

Ms. Dadlez replied that is something staff is working on. The consultant for the transportation study is taking a look at vehicle traffic, pedestrian traffic, transit and how all of that works together and serves the site. Clearly not everybody is going to be able to come and park on the site, but we are looking at people taking transit in order to reduce the number of people coming to the site and remote parking will probably be called for in the mitigation plan, part of the AUAR.

Commissioner Ward said that there are people who come and park in the neighborhood and hop the train, and the residents who live on those streets are affected. So if there is a game we're talking 20,000 people. You can plan and plan but there are always going to be people who park in the neighborhood here and because they want the freedom when the game is over to get out quickly. So what are some of those long range and contingency plans for what happens outside of the immediate area so it doesn't affect the residents and doesn't become a sore spot for the community overall? I'm coming home from work and it's late and I can't' even park at my own house or the spot behind my garage that is off the alley that is not street parking but because some person decided here's a spot I'm just going to the game I come back and somebody's parked in somebody's spot off the alley.

Ms. Dadlez said that those are questions that have come up regularly at public open houses and at Community Advisory Committee meetings. We are thinking about this and talking about how to manage it. This will be discussed in the environmental document (AUAR) and specifically in the mitigation plan. We have no specific answers today.

Commissioner Thao asked whether the transportation study is looking at the extent to which all 1,700 current surface parking spaces are currently used by the shopping center. It always feels like there's a lot of cars parked there but there is actually is a lot of empty spaces.

Ms. Dadlez said that generally speaking the peak time for parking happens at Christmas time and other wise often times a lot of parking in parking lots are not used.

Commissioner Thao assumes that they will be hopefully taking the current counts in their study.

Josh Williams, PED staff replied yes, he actually had a conversation with a representative of RK Midway last night. One of the slides in the presentation showed a portion of the shopping center that will be coming down to accommodate the stadium. Assuming no other development in 2018, that will free up a portion of the site for surface parking to serve the stadium temporarily; existing surface parking will serve existing retail uses. We will continue to discuss with them whether there is the opportunity to use some of the area for stadium parking.

Commissioner Thao assumes they will be studying how TCF Bank Stadium manages parking during events. There are lessons we can learn from them about where people park, how much they are willing to pay and how far they are willing to walk.

Mr. Williams said the City is looking into that. The stadium architectural team worked on both Target Field and TCF Bank Stadium. We've had some staff from Public Works who've worked a Vikings football game at TCF Bank to see how traffic, crowds, and parking are managed. Game day management will be a big part of the operational considerations in the mitigation plan. How specific the mitigation plan gets on that we don't know but it will be with the goal of a performance based standard so they will need to manage traffic and people.

Commissioner Merrigan asked Ms. Dadlez if she thinks the City would be willing to make a request to the soccer team to pay for traffic control on days of games so that it didn't fall on the City Police and City costs. Also, it is really important that we do something that indicates their intentions to have green spaces for the neighborhood on that site before we start building everything else out. Looking at where the green spaces are, we should make a commitment to do that. So how do you think building that out this early in the development plan might impact a potential master developer? But regardless of that it is an important act of faith to say that we're just not dropping the stadium there and oh come what may at some later date. This has to be a simultaneous move.

Ms. Dadlez answered the second question first. Regarding the master plan, the green space shown is what's being proposed in the master plan. If that is what is proposed, then green is what we are saying should be there. She is not sure what the phasing is for the development of the green space. She did say that based on presentations she has seen from the team and Bill McGuire, the green spaces are an important part of the fan experience they are trying to create for the stadium.

Commissioner Merrigan asked if they could legislate that the green space needs to be there when the stadium opens, she does not know how much control the Planning Commission has or what kind of statement we can make to make sure it happens.

Ms. Dadlez said that part of the uncertainty at this point is that there are businesses (McDonald's and Perkins) currently occupying the site where the green space would go. These businesses have leases with RK Midway so the timing for redevelopment is unknown.

Mr. Williams added that RK Midway owns everything but the stadium site itself and will continue to have control. The stadium site doesn't exactly line up with Metro Transit property. And they recognize that they are getting a good deal out of this, if the vision comes together

putting in the green space will substantially increase the value of their property; having the stadium really changes the identity of the site. They are dislocating tenants to allow this because they see that they have the possibility of building something better than what is there today, something that brings more to the neighborhood.

In response to the first question, Mr. Williams said that the mitigation plan will spell out what needs to happen and there will be negotiation from there as to who is responsible for those costs. For example we can look to how it is done with Xcel Center today. If their events are causing the transportation system to fail it shouldn't fall on the City to pay for the management for those events.

Commissioner Nelson said that Spruce Tree Avenue is currently encouraged as a bypass to the intersection of University and Snelling and if that light is relocated, are left turns going to happen on Shields instead? That residential street will be much less amenable to the traffic bypassing that intersection. Mainly coming from west to east on University and heading south on Snelling there is actually signage to encourage people not to use the intersection of University and Snelling currently. Looking at the green space and the stadium, that whole middle area is right for underground parking. The lake front in Chicago is nothing but underground parking yet there is a park on top of it. In other places it's the city green spaces that have parking underneath them. That is how small towns can handle modern day cars and parking requirements yet we never seem to look at that vision and see that as a public good to provide those things.

Ms. Dadlez replied the cost of going underground is more expensive than the cost of building parking above ground. In addition, the area under the green space is planned to be used for stormwater management, allowing for a surface water feature.

Commissioner Nelson said that if we are going to give incentives to developers, underground parking beneath green space is probably what we should target it towards as opposed to other incentives. He would encourage people at the legislature to point in that direction. Because that is a public infrastructure improvement that really improves everything in the whole area not just for the stadium itself. That is the kind of thinking we need to do as planners in order to really start looking at the big picture. There are ways to do underground parking, it could be elevated slightly, could get rid of the requirement for mechanical ventilation by going half up and half down; there is all sorts of ways to help do that.

Donna Drummond, Planning Director, commented about the question on Spruce Tree. She thinks that Public Works and the transportation study will consider whether the bypass of Spruce Tree Avenue to go west on University is still needed. It was done for air quality attainment because it was a nonattainment intersection but the design of the Spruce Tree building helped ameliorate that condition. So it may be that that is not needed any longer and there is a potential that there would not be a left turn allowed at Shields to go into the neighborhood. They are looking at those different options and what impact it would have.

Mr. Williams added that they are still working through it and part of the AUAR is an air quality analysis based largely on traffic impacts. The way it is proposed, coming east on University to southbound Snelling you would still be able to use the Spruce Tree bypass. Moving the light may provide for improving left turns at University, because part of the current problem is that there is not much room between Spruce Tree and University for vehicle stacking. The study will also look at signal timing and slight lane realignments.

Commissioner Lindeke said thinking about stadium design in general there is a lot of variability in how stadiums work and how transportation works around stadiums. Also, soccer fans are a little different. Currently the team plays up in Blaine and the fan club meets at two different bars in Saint Paul and then gets on buses and goes up to Blaine because nobody wants to drive to Blaine. The positive vision that the Mayor and Dr. McGuire have been putting out about how much transit can be a big part of this, he really believes it and he is very hopeful that a lot of the worrying and concern in the neighborhood and from people here is not going to materialize. We have the two largest transit investments in the city right here on this corner and people are going to use it. Regarding the light rail in these reports, it says the team is going to modify the station. Is that just the sidewalk plaza, and how is that going to work as far as pedestrian traffic and getting those people to and from the transit options to the game?

Ms. Dadlez has not heard anything about changing the station yet, but maybe it is a reference to the plaza. Management of pedestrians is part of the transportation study.

Mr. Williams said that he saw that same reference and he doesn't know where it came from other than the plaza. Changing the station is not a small task, utilities in that area are very complex, and it could take tens of millions of dollars of work. He is not sure if it will be needed at some point in the future, but how people are going to get to and from the light rail station in the middle of the road is a big concern.

Commissioner Lindeke said that it is too bad that we could not have done the Snelling redesign this year instead of last year because there would have been a lot more options on the table.

Commissioner Ward said that the Planning Commission has the option to put in some conditions and controls with the site plan and master plan. Rather than having a whole list of demands from Dr. McGuire, we should say we are willing to give you this if you are willing to do X, Y, and Z. There are taxpayer dollars going into this, there are City dollars going into this, and even though a lot of the locals participate in soccer we have to consider all of the outstate residents that constantly complain and say the Twin Cities get everything but we have to pay for it. And if this is going to create long term problems for us then we need to set some conditions and determine who pays for it. It is not too much to require team funding for parking and transportation management. It's not too much to say how can we put parking under that green space rather than having it be a problem within the neighborhood. Let's put something in the plan long term that the team pays for the landscaping, maintenance and storm water management control plans. He sees this as a positive addition and welcomes it, but we need to think long term about how it affects the area.

First Vice Chair Reveal announced that Josh Williams' environmental review part of this presentation will have to wait for another Planning Commission meeting.

VII. Comprehensive Planning Committee

No report.

VIII. Neighborhood Planning Committee

No report.

IX. Transportation Committee

Commissioner Wang announced the items on the agenda at the next Transportation Committee meeting is on Monday, April 4, 2016.

X. Communications Committee

Commissioner Thao had no report.

XI. Task Force/Liaison Reports

None.

XII. Old Business

None.

XIII. New Business

None.

XIV. Adjournment

Meeting adjourned at 10:20 a.m.

Recorded and prepared by
Sonja Butler, Planning Commission Secretary
Planning and Economic Development Department,
City of Saint Paul

Respectfully submitted,

Donna Drummond
Planning Director

Approved April 29, 2016
(Date)

Daniel Ward II
Secretary of the Planning Commission

Planning Team Files\planning commission\minutes\April 1, 2016