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

Minutes June 10, 2016

A meeting of the Planning Commission of the City of Saint Paul was held Friday, June 10, 2016, at 8:30 a.m. in the Conference Center of City Hall.

Commissioners Present:	Mmes. DeJoy, McMahon, Merrigan, Reveal, Shively, Underwood, Wencl; and Messrs. Edgerton, Gelgelu, Lindeke, Nelson, Ochs, Oliver, Ward, and Wickiser.
Commissioners Absent:	Mmes. *Thao, *Wang, and Mr. *Makarios. *Excused
Also Present:	Jonathan Sage-Martinson, Director of Planning & Economic Development, Donna Drummond, Planning Director; Larry Zangs, Department of Safety & Inspections, Josh Williams, Kady Dadlez, Bill Dermody, Jamie Radel, Tony Johnson, Mollie Scozzari, Margaret Jones, and Sonja Butler, Department of Planning and Economic Development staff.

I. Approval of minutes April 29th and May 13, 2016.

MOTION: ***Commissioner Reveal moved approval of the minutes of April 29, 2016. Commissioner Nelson seconded the motion. The motion carried unanimously on a voice vote.***

and

MOTION: ***Commissioner Reveal moved approval of the minutes of May 13, 2016. Commissioner seconded the motion. The motion carried unanimously on a voice vote.***

II. Chair's Announcements

Chair Wencl welcomed the people in the audience attending the public hearing.

III. Planning Director's Announcements

Donna Drummond announced that there will be a presentation on the environmental review for the Snelling Midway site at the next meeting on June 24th. Also for people in the audience who cannot stay to speak or choose not to speak they can fill out written comments on a form at the sign-in table outside the meeting room.

Considering that the public hearing may be long Chair Wencl made a motion to change the order of the agenda to handle the three zoning cases before the public hearing.

Commissioner Reveal moved the change in the order of the agenda. Commissioner Gelgelu

seconded the motion. The motion carried unanimously on a voice vote.

IV. Zoning Committee

SITE PLAN REVIEW – List of current applications. *(Larry Zangs, 651/266-9082)*

Two items came before the Site Plan Review Committee on Tuesday, June 7, 2016:

- Outdoor Lab Landscape – addition and remodel for office, workshop and storage at 1196 7th Street East. SPR# 16-037948
- Como Campus Transportation Phase II – Access and circulation improvements at the Conservatory Visitor Center Forecourt at 1225 Estabrook Drive.

NEW BUSINESS

#16-034-211 Zafar Khamdamov – Rezone lot 7, block 3, Sauer's Addition from B2 Community Business to T2 Traditional Neighborhood. 113 Annapolis Street East between Robert and Oakdale. *(Bill Dermody, 651/266-6617)*

MOTION: ***Commissioner Nelson moved the Zoning Committee's recommendation to approve the rezoning. The motion carried unanimously on a voice vote.***

#16-036-037 Mylan Sleets – Change of nonconforming use from construction business equipment storage, maintenance, and workshop to auto detailing business. 743 Snelling Avenue North between Minnehaha and Englewood. *(Jamie Radel, 651/266-6614)*

MOTION: ***Commissioner Nelson moved the Zoning Committee's recommendation to approve the change of nonconforming use subject to additional conditions. The motion carried unanimously on a voice vote.***

#16-037-270 TV Eklund LLC – Rezone from VP Vehicular Parking to I1 Light Industrial. 476 Minnehaha Avenue West, SE corner at Mackubin. *(Tony Johnson, 651/266-6620)*

MOTION: ***Commissioner Nelson moved the Zoning Committee's recommendation to approve the rezoning. The motion carried unanimously on a voice vote.***

Commissioner Nelson announced the items on the agenda for the next Zoning Committee meeting on Thursday, June 16, 2016.

V. PUBLIC HEARING: Snelling-Midway Redevelopment Site: Master Plan, Stadium Site Plan and Zoning Clarification Amendment – Item from the Comprehensive Planning Committee. *(Donna Drummond, 651/266-6556)*

Chair Wencl announced that the Saint Paul Planning Commission was holding a public hearing on the Snelling-Midway Redevelopment Site: Master Plan, Stadium Site Plan and Zoning Clarification Amendment. Notice of the public hearing was published in the Legal Ledger on May 26, 2016, and was sent to the citywide Early Notification System list and other interested parties.

Jonathan Sage-Martinson, Director of Planning and Economic Development (PED), made a presentation on behalf of staff. He said what the Planning Commission is considering this morning is routine as the Planning Commission looks at site plans all the time and guides development that happens all across the city. On the other hand what is being considered today is relatively unique given the size and scale and the significance for not only the city, but the region and state. Many of us in the city including the Mayor belief this privately funded soccer stadium is a catalytic event that could help with the redevelopment of that entire super block and have great benefits for the Midway and the rest of the city. The super block is an important part of the city and an important part of University Avenue corridor and the Midway District. In 2006, the Planning Commission initiated the Central Corridor Development Strategy, the plan that looked at the seven miles of the city adjacent to the Green Line that was to be built. In 2008, the Planning Commission approved the Snelling Station Area Plan, providing guidance about what the hopes and dreams of the community were for that site. In 2011, the City rezoned much of the land along the Green Line including this super block site to the T4 zoning designation and in 2014 the City partnered with the land owner of most of the site, RK Midway, and the Metropolitan Council, which owned the remaining portion, and did what is called the Smart Site study. This study looked at what potential redevelopment under the T4 zoning might look like. Over the last decade there has been a lot of community input and deliberation about what the City's hopes and dreams would be for that site, taking advantage of the LRT and also the BRT on Snelling which starts running this Saturday, June 11, 2016.

The hopes and dreams for the city are laid out very well in the documents, talking about a transit-oriented, walkable, vibrant neighborhood. Today we have specific proposal to redevelop that site, a master plan and site plan for the first phase of that work. The good news is we have a decade worth of planning and investment of time and energy from the neighborhood and the Planning Commission to look back on as we consider that specific proposal. The two proposals today are jointly from RK Midway and Minnesota United, the soccer team that is proposing to build this stadium. The role of the city Planning Commission is to look at the master plan and site plan and weigh it against all of the community planning done in that area, look at where it meets our vision and goals for the area, where it can be improved or where we have questions about how it fits the intentions laid out by the City.

The master plan is the long-term vision for the 35 acres. We do master plans in the city regularly but they are not something that comes before the Planning Commission every day. The long-term vision for the full 35 acres will take years to come to fruition. Each phase of the master plan will require a site plan, so you will use this master plan many times over the years as specific projects come forward, with the first one being the MLS Stadium that is being proposed. So you look not only into the long term vision master plan but also the specific site plan for what is the first phase, what the team is proposing to build if the master plan and site plan are approved through the Planning Commission and City Council.

Both come after a lot of community input in a process that started last October when the Mayor appointed the Snelling-Midway Community Advisory Committee (CAC). They began meeting in December of last year and met nine times. There have also been four public open houses and another half dozen other community events where City staff and a CAC member presented to other interested groups in and around the stadium site. The purpose of these meetings has been to obtain input on matching the hopes and dreams that have been part of that previous planning with this specific proposal and providing guidance to the developer. What we are seeing today in the

master plan and site plan comes out of that process that started November 30, 2015 with the first public meeting and ended last Tuesday with the last public open house.

Any proposed redevelopment of this size also requires a state mandated environmental review. There are various types of environmental review that are done and for this project an Alternative Urban Areawide Review (AUAR) is being done. The draft AUAR and draft mitigation plan was released on Monday, June 6, 2016 and has a 30-day comment period and will be finalized later this summer. The important thing about the AUAR is that it covers a host of things such as wild life, sound, noise, traffic, parking, etc. At the next Planning Commission meeting you will get an in-depth review. We are anxious to see the Planning Commission's review and recommendations on to City Council for public hearing and a formal vote later this year.

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

Larry Zangs, Department of Safety & Inspections (DSI), is coordinating the site plan review for the stadium project. In the commissioners packet is a staff report with the current status of the site plan. It outlines the details about the site plan that we know and items that need further information and discussion. In the coming weeks there will be several meetings with City staff, stadium architects and designers about how to move the project forward with the goal of making a recommendation on the stadium site plan and master plan to the Planning Commission on July 8th. The recommendations will likely include approval with conditions. Part of Mr. Zangs' presentation was a continuation of Ms. Dadlez's power point, which is posted on the web page as indicated above.

In addition to the master plan and stadium site plan, the project includes a preliminary plat. The plat is being reviewed by staff and will go before the City Council in August. The designers and architects are working to finalize the stadium footprint and surrounding site, including defining roadways and determining what is public and what is private. Once those alignments are set details about utilities and infrastructure can be finalized. The designers are in contact with MnDOT which controls Snelling and St. Anthony Avenues and Ramsey County which controls University Avenue. Mr. Zangs briefly discussed the future relocation of the traffic signal from Spruce Tree Avenue to Shields Avenue noting that additional study will be done to determine the appropriate timing of the relocation. The relocation may or may not occur during phase one of the redevelopment (stadium site); it is part of the discussion going forward. He added that the site plan will look at what the proposed roadways will look like and what are their widths. The current design talks about curbless streets. This is a nontraditional design for the city, so there will be some discussion about how that looks and functions. He added that outstanding items include a system for stormwater conveyance and delineation between vehicle traffic and pedestrian surfaces to provide necessary protection and organization of traffic control. The plans need to include more discussion about bike and pedestrian paths and what the walking surface looks like and how those elements integrate into the overall layout for that site. At this point staff is not making a recommendation on the stadium site plan or master plan. Staff will meet over the next couple of weeks to work through the missing details so that they can come back to the Planning Commission on July 8, 2016 with a recommendation.

Commissioner Edgerton will abstain from the voting portion of the public hearing; however he can participate in the discussion, which he confirmed with City Attorney Peter Warner.

Commissioner Edgerton noted that the site plan does not include a water feature and asked why the idea was dropped. Is there no intention of including a water feature in the future? The stormwater workshop brought to light a public desire for visible surface water feature if possible.

Kady Dadlez said that the applicant would be able to address that.

Commissioner Edgerton said that there was also talk of tree trenches, so are there tree trenches for storm water management?

Larry Zangs, DSI staff, said that that is part of the discussion that needs to happen, all of the stormwater treatment options are open for discussion, but at this point they need more input from the developers. They need to determine how they are going to approach this and staff will respond accordingly. We have been at those meetings and where we were going with our ideas about stormwater management and stormwater treatment is still ongoing.

Commissioner Edgerton said the master plan has some great things in it relative to sustainable stormwater management, there's permeable paving surface mentioned. Is it shown in the site plan the parts that are shown as permeable for this part of the project? Is the site plan consistent with what is shown here in the master plan?

Mr. Zangs said that they are still working through those final details; he does not believe the plans have specific details as that. It will all be on the table for where that goes, and that is where they want to flesh out and take your comments seriously and try to incorporate them in their review and have more detailed analysis of the plan as it develops and goes forward.

Commissioner Edgerton said he understands for the master plan you won't have all of these details worked out but for the site plan some of the details would need to be worked out if you want to go ahead with site plan approval. One other thing staff had mentioned is a comprehensive approach to stormwater management. Is what's shown in the site plan consistent with a larger comprehensive approach for the whole site?

Mr. Zangs said again we are still in the early stages of discussion. We will have to work through that. We don't have enough information on the plan at this point to give you a clear answer.

Commissioner Edgerton said the open space is primarily turf grass. Who is going to own and maintain that? Is there going to be parkland dedication? Will the City take it over as a park and if so was parks and recreation involved in the design of that? What is going on with that open space?

Ms. Dadlez said that is one of the pieces that is missing in the master plan and noted in the discussion that they would like to have an open space plan and a preliminary design treatment as part of the master plan.

Chair Wencl read the rules of procedure for the public hearing.

Chair Wencl called the applicants to speak first:

Bill McGuire, Rick Birdoff, and Bruce Miller

Bill McGuire represents Minnesota United Football Club and the principles who are engaged in bringing major league soccer to the community and the state and also part of the group that has been designing the stadium and the site plan. He added that he also is working with Rick Birdoff and others at RK Midway. RK Midway owns the 25 acres surrounding the stadium site.

A 20,000 seat stadium is proposed. The stadium is designed to fit in an urban community setting that is well served by public transportation to enhance the redevelopment of the area. What the designers tried to do on the stadium site, which was their primary purview, was to design something that would fit appropriately in the area. The placement of the stadium is configured to allow an improved site development for the entire 35 acres rather than trying to put the stadium anywhere it might fit.

There are purposeful things in the design that you can see relative to green spaces. The design is the result of engaging many parties to consider their input and does feature grass as the most usable publically available space. It is their intention to construct the green space and maintain the green space and have it available for public use. They have met with Parks and Recreation and talked about this; the idea that they would be in a position to help maintain this at a caliber that they think would be appropriate to enhance the neighborhood. There are trees and other features involved in this, whether they are trenched for stormwater management has not been determined. They have not built that into the pricing. Nor have things like public water features been priced.

They have not seen the stormwater report which has been considered and have not committed to it one way or the other. This is in part because of the significant economic costs that are associated with some of those things and the relative amount of green space and other areas that are available for use and how to best use the space. An aesthetic feature of water is very costly and difficult to maintain. It has to be weighed against open space that people can use for throwing Frisbees and running around. He stated his experience with this is Gold Medal Park, which they constructed 10 years ago in a similar fashion with the City of Minneapolis and how that has functioned and how they have been able to maintain it. He stated that the stormwater considerations have been focused only on the stadium part because that is their primary concern right now. They recognize that stormwater has to be dealt with for the eventual redevelopment of the whole area but that is a multiyear project and would have to be considered as the pieces are unveiled. So, they have designed the stormwater in the area that works with the stadium as the initial first step in the site redevelopment.

Rick Birdoff, one of the principles of RK Midway, which is the owner of 25 acres of the 35 acre super block. They have owned that property since the early 1990s and have been interested in redeveloping the site for a long time given the changes happening with the Green Line, BRT and general changes in the area. Their goal is a mixed use development with multiple uses. Today it is almost strictly retail with a few some restaurants. Their goal is to make it a 24 hour vibrant urban community with a restored street grid. The intended uses on the property are residential, retail, office, hotel, cinema, and health club. The timing for that, and when it would take place is going to be market driven. They have been meeting with people who have an interest in the retail and that have been successful at that site and will continue to be successful at that site. He has been talking with the current tenants of the shopping center and everyone who has leases there they are going to honor those leases. Some have indicated a desire to relocate so there are some business discussions he is having with people and he knows that is a concern with the City and

the Planning Commission. They have started that process which is ongoing and they will continue that. Again the goal is to have a mixed use facility that the city and all of the residents are proud of.

Bruce Miller, with Populous, is the lead architect on the stadium project. They are very excited about the project. They think it will be catalytic for this area of the Midway and that is their experience across the country. Large public assembly buildings do catalyze development. They bring activity to an area that may not have it at present. They intend to design a first rate building that provides an incredible experience on game days and non-game days. For non-game days, they tried to incorporate uses that make it an active place year round and make it fit with the public open space that surrounds it and the buildings and uses in the master plan so it can be integrated into the redevelopment of the site. It is a very collaborative relationship working with Rick Birdoff and his team and city staff. They look forward to finalizing all of these details. He added that he has been involved in the Twin Cities for about nine years on Target field, the Xcel, and TCF Bank Stadium. So they have a long history of working in the community and those have been very successful projects for the Twin Cities and they look forward to creating another one in this case.

Commissioner Oliver said one of the more compelling critiques of the plan that he has seen in the comments so far is the orientation of the green space. Where the city grid was prioritized over orienting the green space towards the corner of Snelling and University where the transit and basically the entry to the site is from the north since the light rail cuts off any pedestrian traffic from the north. So had there been plans tried out orienting the green space either staggering it or having the whole thing point to the corner or if that would be disruptive somehow to do so. He would like to know whether that has been considered.

Mr. Birdoff said this is a transit oriented development and Snelling-University is a "hot corner". Snelling and University is where the transit platforms are for the Green Line stations. There is a need to balance uses here. There has to be economic consideration for what the highest and best use would be in that location and the most desirable of the various uses may be for potential office users. Green space is an important thing but at that location it's more important to have an income producing element. We have had discussions about this and the highest and best use for the "hot corner" is for commercial uses.

Mr. McGuire added that ideally they'd like the stadium to run north south for soccer and the green space is valuable to them personally because of the public usage and opportunity it presents and so oriented in a way that works well with the stadium as a feature as well as an aesthetic orientation looking down into it. From the beginning their idea was to try to get several acres of green space. There is opportunity down the road as the development on Mr. Birdoff's land proceeds to consider additional pathways, walkways, it doesn't have to configure ultimately as a single large area. There could be something in between but there is sensitivity to access there just as there is sensitivity to access down on the corner of Snelling and St. Anthony coming from the west or coming from the south across the bridge or over on the Pascal side.

Commissioner Ward said that this is a public as well as a private project and projects don't happen in a vacuum and it takes money to make things go around. And you would not be doing it if you were not in it for the profit. So in looking at this it is happening in the city, it's happening within a state, it's happening within an environment where culturally this is our town and there is a lot of displacement that is going to take place both for businesses and individuals. As far as the

meetings that have taken place there have been about four really large meetings but what commitment are you both going to make in order to bring about more awareness as these plans become more formalized? There are a lot of moving pieces in this. So that the public and their interests are represented to the fullest, what commitment are you Mr. Birdorf and Mr. McGuire going to make to address the issues of gentrification, affordable housing, transportation and the little guy being left out?

Mr. Birdoff said change is always unsettling and we are talking about a gigantic change here. We realize and the city realizes that and there's been a collaborative effort on this site dating back to the Smart Site study that was done a few years ago which was funded equally by the City, Port Authority and RK Midway. During that process they asked for public input. He has met with some of the community groups and some of the leaders. The Snelling Midway Community Advisory Community met on a regular basis and he or his representative attended a lot of these meeting as well. It is important to have the existing tenants as well as community leaders give their input to what they would like to see on the site. As it moves along there will have to be some compromise, compromise on their part and on representatives to see what can be the best ultimate design of the product to incorporate everyone's needs. He has been committed to that economically and time wise and he will continue to do that and keep an open mind and to talk to people and talk to tenants. There are local tenants that have been merchants there for many years who want to continue there and he wants them to stay. Their locations and where they might be situated might be changed but this is something that for the existing tenants is a positive change.

Mr. McGuire has lived in the community since 1989 and he represents a group of people who are going to put $275,000,000 into this project. It is public record that major league soccer is not on the same scale as the NFL economically. He can't get into a debate about motives, but he will say that there is no question of their motive to improve the community and city. We are obviously sensitive to everything you talk about hence some of the things that we put in the agreements with the City, some of the things we talk about when we meet with other people. Things that are on some people's mind may seem like trivial issues, such as having local foods of all types in the stadium. He will continue to live here, he considers his family and himself as long time and future participants in the community as are others and they are sensitive to these things.

The following people spoke:

1. Eric Molho, 1888 Feronia Avenue, Saint Paul, Co-chair of the Snelling-Midway Community Advisory Committee (SMCAC). The Snelling Midway redevelopment site presents incredible opportunities and risk for the city and for the neighborhood. The vision presented here represents many of the attributes that neighbors and City staff have long advocated for this site. When fully realized this vision has the potential to dramatically enhance the quality of life in the Midway bringing new residents to the area, providing additional jobs and services in the neighborhood, adding much needed green space, and generating increased tax revenues for the City. When this vision was presented to members of the SMCAC there was general agreement that the drawings and proposals represented the kind of development desired for the site. Personally he is excited by the potential that this vision provides us and supports approval of the plans here today.

   The reality is we know very few of the critical details about the future of this site. While the vision they have presented is encouraging, we have frequently been reminded that the development plans are just concepts and do not represent the final programing, the design or

density that will eventually exist on this site. This creates tremendous risk for the city, the neighborhood, and for those of us who are publically supporting this redevelopment. It's possible that 10 years from now we will have something even better than the drawings seen here today. It is also possible that we will see development proposals in the coming months that do not meet the aspirations presented here today. Members of the SMCAC outline significant concerns and frustrations about the process we participated in, and he hopes the Planning Commission reviews their final report which expresses concerns about the limited public engagement in the approval process and lack of critical details. He also calls attention to the staff report that identifies similar concerns of the Union Park District Council. He does not believe it was due to the City dragging their feet or any lack of critical desire to be transparent but this has been a very huge and fast moving project and the cost of that pace has been the accessibility to critical details. Together these concerns demonstrate that much work remains to assure that the redevelopment of the Snelling Midway site achieves the aspirational goals set forth in the plans here today. As future plans move through the process and through this body he encourages the Planning Commission to exercise their option of holding public hearings to gather community input. It is exciting to see the potential for this critical piece of real estate in the heart of Saint Paul and in the next phase of this process it will be essential that the development team and the City fulfill the implicit promises that have been made during this initial planning process.

2. Mark Doneux, Administrator with the Capitol Region Watershed District, 1410 Energy Park Drive, Saint Paul. The Capitol Region Watershed District (CRWD) has two requests of the Planning Commission, first they strongly urge the commission to call for a comprehensive storm water management approach and second they ask that a major water feature be incorporated into the Snelling Midway development site. With the Snelling Midway site being located in our most polluted sub watershed having no storm water treatment the CRWD sees its redevelopment as a unique and important opportunity to be innovative, sustainable and cost effective over the entire 35 acres. First look at this comprehensive approach, moving away from a parcel by parcel approach and move towards a comprehensive shared management model for storm water on the Snelling Midway site. The City and CRWD have been working together to explore a comprehensive storm water management approach that would treat storm water from all parcels within the 35 acre site. This approach is more cost effective in terms of construction and long term operations and maintenance, reducing the quantity of construction materials and labor and the number of practices to inspect and maintain. Also infrastructure functions can be stacked in common space which allows for more buildable land and parcels due to storm water treatment that is folded into a shared storm water system. The City and the CRWD have presented to Minnesota United and RK Midway a schematic design of a comprehensive storm water management system that includes rainwater harvesting, cisterns, tree trenches and rain gardens. However the stadium's site plan by Minnesota United falls short in adopting a comprehensive storm water management approach. CRWD acknowledges that the master plan and stadium site plan show commitment to innovations in storm water management, but they believe the stadium plan should take further steps to incorporate a comprehensive management approach that encompasses the entire 35 acre site. Also they seek an open water feature integrated into the site to achieve their organization's goal to bring water back to Saint Paul. The nearest water body to the site is the Mississippi River which is 1 ½ miles away. The major water feature and other green infrastructure practices can reach out and capture the attention of a highly diverse local audience and connect them to their water resources. We are committed to continue working with the City, RK Midway, and Minnesota United on refining the design of

comprehensive management approach. This is a pivotal moment to create a public private partnership to collectively and cost effectively manage a shared resource and provide a water centric interactive amenity that reconnects the community to their water.

3. Nathan Roisen, 1170 Charles Avenue, Saint Paul, speaking on behalf of the Hamline Midway Coalition. Even though the proposed development sits outside the official neighborhood boundary Hamline Midway will be directly impacted by the changes on the site so they feel it is appropriate to share their reaction to the proposal. The coalition is in favor of the vision for the site presented so far. They believe the open space proposed within the site will be a tremendous asset to the community and to ensure it is they would like it guaranteed to always be open to the public and free of charge to access. They believe the density as presented in the proposal is appropriate for the site. Individual development projects should meet or exceed the 4 to 6 story heights shown in the master plan. They believe pedestrian friendliness and safety must be a priority as individual buildings are developed, amenities like street trees, furniture and public art will be welcomed by the neighborhood. Parking garage entry points should be minimized and their interaction with the sidewalk carefully designed to ensure safety. Parking garages themselves should be contained on the interior of buildings and screened with active uses. Parking podiums no matter how decorated tend to not be as nice as buildings with real people in them looking out the window. Also, the site's impact on surrounding neighborhoods should be positive. Mitigation strategies for very real concerns like traffic, parking, noise and trash should be required as development proposals are considered. The Hamline Midway Coalition encourages the commission to accept the proposal as shown and work to ensure the site becomes a destination which they are proud to live next to.

4. Danette Lincoln, 1607 Carroll Avenue, Saint Paul. She has thoughts from her neighbors regarding this concept. She has been involved in this process since last fall when it started to come about and they think it is a good plan and want to see the improvements but at the same time they do not want to be stepped on in the process. Ever since the beginning they have brought up the same issues over and over, parking and traffic etc. and even today there still are no resolutions regarding any of that. And they get the feeling that the City is saying let's keep going forward and if there are problems maybe they will work themselves out or maybe we can shove them under the rug which she thinks is part of the problem of the frustration of the people in their community. Until the retail part of it becomes viable, the stadium is not going to bring a lot of revenue for that area other than sales tax, because we are supposedly not going to get property tax from them. So until the whole thing comes together we are going to be putting in more money than we are going to get out for a number of years. Another thing is that this property is going to take anywhere from 10 to 15 years to redevelop as outlined and if you live in that community you are going to hear that construction for 10 or more years. So if we are going to go forward with this, if it could be a little more contained that would be ideal. Ten years is a long time to constantly hear construction in your neighborhood. Lastly, there are a couple of MnDOT vacant lots immediately west of Snelling Avenue and they do not take very good care of their property and she expects that there will be more litter and that type of thing in the neighborhood and part of that needs to be addressed as well as the fallout from people traveling from the stadium to the residential area because they will park there. She thinks that it is unrealistic for the City to expect that people are not going to park in the neighborhoods around the stadium.

5. Renee Spillum, 1612 LaFond Avenue, Saint Paul, is on the Hamline Midway Development Committee, served on the Smart site Task Force in 2014 and on the Snelling-Midway Community Advisory Committee (SMCAC). This plan really does lay out her greatest hopes for what this site could be. On the Smart Site Task Force there was this sense that without a catalytic event this might not happen ever. The site as it has been planned and discussed over the course of the SMCAC meetings is fulfilling but her concern is what happens when implementation starts to occur. She is not too concerned about the stadium itself but she concerned about the history of Saint Paul and having a big vision then compromising when it comes time to actually have projects come before us. The idea of having a 1.0 FAR would be acceptable on any one of these remaining developable parcels but it is not enough. We cannot have two-story buildings throughout this site. It would not reflect the tradeoff that we should get from the amount of public investment that will continue to be required. A minimum density is something that she would like to see happen. In her opinion a minimum FAR of 3.0 is not unreasonable on this site. The biggest concern is that her neighborhood (Hamline Midway Coalition) does not have any say in this process, but they will be more affected than Union Park. The Hamline Midway neighborhood is across from University Avenue and we are going to have to be creative about what involvement the Hamline Midway neighborhood can have going forward. Another thing on this site is to prevent it from becoming a fully gentrifying influence. Housing that is affordable to a range of incomes is important.

6. Phil Krinkie, 1400 Concordia Avenue, Saint Paul, discussed two critical concerns. If you look at what has been presented this morning there is no development on this site other than the stadium itself. He has heard and seen many proposals that talk about future development, and future development does not occur unless there are public funds that are invested in that development. Also he has seen and read dozens of economic studies that show that there is no economic benefit beyond the initial investment of any of the public stadium facilities. Bill McGuire stated publically several months ago that this project was not going forward without the property tax and sales tax exemptions from the state legislature and as of today they do not exist. The legislature has adjourned and there might not be a special legislative session so is this proposal going to continue to go forward even if there are no property tax and sales tax exemptions? It is your fiduciary responsibility to not only ask the tough questions but to demand answers for the citizens and the property taxpayers of Saint Paul.

7. Tom Goldstein, 1399 Sherburne Avenue, Saint Paul, wants to say respectfully that this meeting today is premature. It is the result of a rushed process based on an arbitrary deadline established by major league soccer and the team. The City Council resolution saying that it needed to be clear and convincing evidence that a stadium would catalyze economic development has not been met. The current site plan shows nothing there except the stadium and parking. The resolution did not say that in 5 years or 10 years or in 12 years, it said clear and convincing evidence that has not been provided so it does not meet that test. There is no evidence that stadiums will produce economic development. With all due respect to Mr. Miller, Populous is in the business of building stadiums. They have built most of the stadiums in this country. They are not a reliable source for the claim that they spur economic development. It is incumbent upon the team to show that economic development will occur and not upon us to disprove it. And they cannot show that this is entirely speculative claims about what is going to happen. More importantly the stadium violates the master plan that Mr. Sage-Martinson said you spent many years developing. We have a super block in the form of a strip mall that you are attempting to break up and to create a city grid. We are completely foiling that plan by imposing a large stadium that is greater than the super block

that you are attempting to break up and in addition this proposed grid will be completely disrupted because almost one quarter of the site will be hogged by a stadium. Your own plan had no contemplation of a stadium which is why you are required to have an amendment to your plan to accommodate that. He thinks that shows that this was never part of the planning process. The planning process itself in the arrival of this site as a place for a stadium was based on availability, not on site analysis. How do we know that this is the best location for a stadium? This was always the site, we did not follow the kind of process we should which is actually that all the potential sites in Saint Paul where this may have been feasible. As for the AUAR, with all due respect to Stantec, this document is not based on credible analysis in part because of the rush to get it done. One of the most relevant points is that it looks at the capacity for light rail and other things and says therefore people will use light rail and use transit accordingly but no data is provided to support that it will happen. So you are proposing a plan to move traffic without providing any examples from other communities, other cities where this has been effective. Also the public process has not been what it should be. There has been a total of an hour of public testimony allowed thus far in an investment of this size. Lastly RK Midway will end up with a prime piece of real estate cleaned up at taxpayers' expense in order to accommodate the land available for the stadium. That is not the kind of benefit that we should provide. He trusts that the decision will be made by your commitment to planning principles rather than your commitment to the person who appointed you to this commission.

8. Dennis Hill, 76 Front Street, Saint Paul, is speaking against this project. He does not think this project is compatible with the long term vision for the communities and neighborhoods surrounding the area. This project has been developed behind closed doors between the Mayor and the owners of the soccer team and the public has continually been trying to get information about the project to make an informed decision. If you look at page two of the Snelling Midway Community Advisory Committee's report with their comments the one that sums them up the best is "the committee believes that there was not enough public engagement and that engagement should have happened earlier in this process". With the time available it is hard to go into an in-depth analysis about all of the problems with this project, but one is the issues of public safety for this site. There is the exit ramp on Snelling Avenue that has historically been one of the most dangerous in the Twin Cities, coming east from Minneapolis and exiting onto Snelling. The intersection at St. Anthony and Snelling is one of the most dangerous as far as accidents and collisions in Saint Paul. Reminding you of the concern with vehicle and pedestrian accidents in Saint Paul right now there is been over 65 collisions between pedestrians and vehicles and three fatalities in Saint Paul this year. Speaking of fatalities there has been three fatalities on the Green Line since it has opened; two of them have been in the Midway area. One in 2015, of a woman that lived in the Hamline Midway neighborhood running to catch the train for her job at the Capitol. Another with a woman at Pascal and Albert that was hit in a crosswalk. There was also an accident with a Saint Paul Police squad car that collided with the Green Line train in the same area. The idea that you can bring 23,000 people into that intersection by mass transit is totally unrealistic. And the amount of danger that is represented by pedestrians leaving the stadium at 9:00 pm at night to find their way home on modes that they are unfamiliar with is a prescription for disaster. He hopes that without fear or favor they represent the community and the City of Saint Paul accurately and put the brakes on this project.

Applicants Response to the Testimony

Bill McGuire took a few notes so that he would hit all of the points. He thinks, as it has been suggested it is, very important that they deal in facts, and certainly the facts that they know rather than partial representation. There is a timing issue. Major league soccer, which is highly sought after in this country right now, has imposed certain deadlines on the team in terms of them moving ahead. They won this in a competitive competition; the competitive competition was predicated on things such as a delivering a specific stadium therefore the process did move. He would not agree with the characterization that there has been inadequate outreach. There has been a tremendous amount of outreach and it will be ongoing. Because this is an ongoing process, we do not have all of the answers right now. Unfortunately all any of us can do is try to lay out a master plan and a vision that is consistent with what they hear and what they think is feasible and what can be done and that is what has been attempted. Starting with the notion that stadium projects bring no value, he has seen those studies and he is not in disagreement with those studies or some aspects. The difference is all these studies have been looking at stadiums that are publically funded, where the public puts in vast amounts of dollars on a proportional basis. Even in this community we have never had a stadium that didn't have 50 percent or more of the money to fund its construction come from public financing. That creates a different economic situation than somebody saying this is a $200,000,000 stadium and somebody else is paying for it. That is not in the study and is almost unique, ultimately in terms of jobs and economic value. We start with 1,900 construction jobs, that's probably $70,000,000 in salaries and personal income. Buildings constructed after that employ more people. Nobody wants or should expect there are single story buildings going to occur on the rest of the property. It is economically not feasible to redevelop from a financial basis if that is all you built. Today building expenses are too expensive. On the question of property tax exemption or not, the team is moving forward with its plans assuming that the legislature will take action and that the requests will be signed by the Governor, noting that the request was passed with broad support. So we have to move ahead because we have the same deadline in the past as we do today.

Public transportation has been extraordinarily successful, where it exists, when it exists in proximity to stadiums. Portland has 50 percent or more of the people coming to its stadium by public transportation. New York City Football Club now playing in Yankee Stadium ranging from 25 to 40 thousand people per game has over 80 percent coming to the game by transit. They don't all get in and out in 1 hour, they come early, and they stay late because there are things there that they want to be part of. If all we ended up with was the same super block configuration with a stadium on it and people coming for those number of games, we all will have failed. It is not what any of us want. This site was chosen after lots of consideration not just us, not just with the Mayor or just with other people but looking around and seeing where is the optimum confluence of the people that want to participate in something like this, the fans the people of every culture that is engaged in helping grow this city, this community and this state. What they would like to see is something they can come to, and a way they can get there. It is a lot cheaper to build a stadium in Blaine, except a lot of people that are represented by people in this room cannot get to Blaine because there is no public transportation for them. So this is a well thought out decision that also involves the redevelopment because that becomes an important piece of it. One other thing is stormwater. We are all very sensitive, we've seen the studies. It's not that the stadium site didn't include it, but the stadium site was limited for this part of what they are trying to do because that has to come first. If there are ways to put in water features people are going to want to do that, probably more about the development where they can be used than on the edge of the stadium. But there are a lot of things that have to be studied on that as well including the cost of maintenance. There are give and takes and he is sure this will come up again. He appreciates all of the commentary. They are aware of it. They've heard it in different ways but they are well

situated to move ahead. They have tried to bring in the best people possible to make this something that everybody can be proud of, everybody. They are first and foremost sensitive to the people in the community. As Mr. Birdoff said earlier change is always difficult. It's always startling but it is the future and we have to do more than we have done in the past. We have to take advantage of our assets.

Rick Birdoff added that many of the uses he talked about earlier would not be viable absent the stadium. Office uses, hospitality uses those things are not coming to this site in this area absent that stadium. Retail uses will always be viable; they've been successful during good economic times and bad times. Now that the light rail is there housing would be a viable use as well. But those other uses, to make it a true mixed use facility, in his opinion are not happening absent the stadium. Regarding economic development and density, the plans call for a lot of buildings to come down and for tenants to be relocated or leave the site. These are not just buildings; they represent economic income cash flow that comes to this property. People don't take down those buildings and eliminate that cash flow unless they replace it with other items and other cash flow. In order to have the economic ability to take down those buildings he is going to have to replace them with high density development. No one has greater economic incentive to redevelop that property with high density development than he does. It would be economic suicide to take down those buildings and let that property sit there vacant. He has a vision that was brought to fruition by Bill McGuire's vision that he could make this a better place for the community and for himself. The vision entails economic development of high density nature and that is what's driving him to do this. It is market driven but the economic incentives for him are great.

MOTION: ***Commissioner Merrigan moved to close the public hearing, leave the record open for written testimony until 4:30 p.m. on Monday, June 13, 2016, and to refer the matter back to the Comprehensive Planning Committee for review and recommendation. The motion carried 13 with 1 abstention (Edgerton) on a voice vote.***

VI. Comprehensive Planning Committee

Commissioner Merrigan reported that at their last meeting they discussed the upcoming Comprehensive Plan, where they are working with staff to review what happened in the previous Comprehensive Plan and what they need to look at moving forward. They also went over housing and historic preservation, however those will be put aside for the next few meetings because of the Snelling Midway proposal and the next two meetings will focus on the Snelling Midway proposal. The next meeting is on Tuesday, June 21, 2016.

VII. Neighborhood Planning Committee

Commissioner Oliver announced the items on the agenda for their next Neighborhood Planning Committee meeting on Wednesday, June 15, 2016.

VIII. Transportation Committee

Commissioner Lindeke reported that at their last meeting it was mostly about residential parking permits and the history of those and some proposed changes that might happen in the future. Their next meeting is on Monday, June 13, 2016 with three items on the agenda.

IX. Communications Committee

No report.

X. Task Force/Liaison Reports

No reports.

XI. Old Business

None.

XII. New Business

None.

XIII. Adjournment

Meeting adjourned at 10:45 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 July 22, 2016
(Date)

Daniel Ward II
Secretary of the Planning Commission

Planning Team Files\planning commission\minutes\June 10, 2016