

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

Minutes December 5, 2014

A meeting of the Planning Commission of the City of Saint Paul was held Friday, December 5, 2014, at 8:30 a.m. in the Conference Center of City Hall.

Commissioners Present: Mmes. DeJoy, McMahon, Merrigan, Reveal, Thao, Underwood, Wang, Wencl; and Messrs. Connolly, Edgerton, Lindeke, Nelson, Ochs, Oliver, Wickiser.

Commissioners Absent: Mmes. *Noecker, *Padilla, *Shively, and Messrs. *Gelgelu, *Makarios, and *Ward.

Absent: *Excused

Also Present: Donna Drummond, Planning Director; Reuben Collins, Department of Public Works, Jake Reilly, Lucy Thompson, Josh Williams, Michelle Beaulieu, Hilary Holmes, and Sonja Butler, Department of Planning and Economic Development staff.

I. Approval of minutes October 31, 2014.

MOTION: *Commissioner Reveal moved approval of the minutes of October 31, 2014. Commissioner McMahon seconded the motion. The motion carried unanimously on a voice vote.*

II. Chair's Announcements

Chair Wencl had no announcements.

III. Planning Director's Announcements

Donna Drummond reminded the Planning Commissioners about the retreat at the next meeting on December 19, 2014 on Urban Industrial Development Policy, some information was emailed out and more information about that will be included in the next packets.

IV. PUBLIC HEARING: Saint Paul Bicycle Plan – Item from the Transportation Committee. (Reuben Collins, 651/266-6059)

Chair Wencl announced that the Saint Paul Planning Commission was holding a public hearing on the Saint Paul Bicycle Plan. Notice of the public hearing was published in the Legal Ledger on November 24, 2014, and was mailed to the citywide Early Notification System list and other interested parties.

Reuben Collins, Public Works staff person, gave an overview of the Saint Paul Bicycle Plan at the last Planning Commission meeting on November 14, 2014. This process started in 2011 and there have been several rounds of public involvement efforts, Public Works staff has done their best to document the public involvement efforts in one of the appendixes to the plan document. They released the original draft of the plan in January and received close to 400 written comments about that plan. The plan here today is a revised version of that plan that has incorporated some of the many comments that they have heard. The intent of this plan is to create a vision for building out of a bicycle network throughout the city; it's a long term vision. They hope that the plan will help the city become as inclusive as possible of as many numbers and types and preferences of bicyclist that there are out there. This is a bold vision of bicycling in Saint Paul; it builds off the currently adopted Comprehensive Plan that established some basic parameters in terms of how far apart bikeways should be spaced. It is the Comprehensive Plan that sets that vision for why they are doing this bicycle plan but this plan flushes out some of the details associated with that.

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

The following people spoke.

1. Drew Johnson, resident in the Highland Park neighborhood and he strongly supports the bicycle plan and is very encouraged by what he has read so far. Over the years biking has become an increasingly important part of his life. He encourages the Planning Commission, city council members and the Mayor to bike the city streets as often as they can. It will give them a perspective that cannot be matched any other way and will make crystal clear the need for a bike plan. The suggested review period of 5 to 7 years is far to infrequent, given the current rate of change in climate, technology, public opinion, everything and he has a hard time imagining what Saint Paul or the rest of the world will look like in 5 years. For a plan this important to be effective the review period must be much shorter, at least annually or ideally biannually. Mr. Johnson submitted written comments as well.
2. Tony Desnick employee of Nice Ride Minnesota the Twin Cities urban bike share. In downtown Minneapolis there are 10 trips to every one trip in downtown Saint Paul, the reason for that is primarily is that there are not places to safely bike in downtown Saint Paul. So they encourage that this plan be implemented, investment be made to fund the plan and to build the plan as quickly as possible. Between the economic benefits and the ability for the most vulnerable travels to travel safely to downtown Saint Paul and around the city is going to be a tremendous advantage.
3. Michele Molstead a Saint Paul resident said that she drives, walks, takes public transit and rides a bike. She supports the bike plan; the data base decisions make sense. She is confident that the Planning Commission is aware of the increasing pool of research showing the not only the health but the economic benefits of active transportation. As a new transplant to Saint Paul she discovered the pastry case at Cosetta's and she is now car free. Her dream is for her friends and family of all ages to join her in riding their bikes and riding Nice Ride bikes on safe and protected land to spend money at bakeries, breweries, restaurants and other businesses all around Saint Paul.
4. Charles Senkler lives in downtown Saint Paul, and he owns a business on Cathedral Hill for 25 years and they have experienced a tremendous parking problem up there. His concern

with the bike path is in Lowertown where the construction started on the ballpark and lost 285 parking spaces to that expanded the sidewalk on 6th Street and again lost parking spaces. He wants the city to slow down the process, the study and the new construction on Jackson and take a deep breath and see what kind of impact especially in the Lowertown area the recent loss of parking it has on businesses. He is a businessman and he knows a lot of businessmen in the city, everybody is afraid of the loss of parking, there are situations like Macy's on Wabasha Street that really should be priority and try to figure out how to stimulate the core area of Saint Paul with retail in his view that relates to more convenient parking. He thinks that the bike paths and the efforts of the bicyclist are for a certain profile of a person in the city and not universally accepted by everyone in the city. Again slow down and take a look at what kind of impact the efforts that have been done already what kind of impact it has on retail and vibrancy in the city and go on from there.

5. Jim Ivey lives and has a business in Lowertown for over 15 years now. For decades downtown streets have been owned by the car and for decades on-street parking lots did nothing to create business. If he wants to drive to a store with easy parking then he will go to one of the Malls, because they have free parking which downtown Saint Paul cannot compete with. But what can be done is transform the dense downtown business district into a vibrant, friendly, attractive place for people to walk, bike and linger. This bike plan is a chance to make it possible for hundreds or even thousands of people to take one step closer to being car free, and pumping millions of dollars back into Saint Paul, instead of the pockets of car companies, gas companies and insurance companies. He hopes the Planning Commission will approve this plan to move Saint Paul into the future and help make these investments in our city both for the health of our people and the health of our economy. Written testimony was received from Mr. Ivey.
6. Benita Warns owner and operator of Mr. Michaels Recycles Bicycles and Midway Bicycle Supply a wholesale distributor of bicycle parts. She overall supports the plan; however there are two items that need to be addressed. The first one, there is a section in the plan that talks about barriers and then it list certain barriers and those barriers are typically streets or railroads, freeways, rivers and bodies of water. There is one that is significant and it is missing that is where to connect the bicycle route that goes currently down Pascal all the way down to Marshall with the bicycle route that is proposed in this plan on Saratoga that goes all the way up to Dayton. Pascal actually goes a block south of Marshall to Dayton; however Dayton has a railroad track that goes in between there. There is also a vision for a path along that railroad track which is alongside Ayd Mill Road that eventually will happen. There is also city right-of-way on Dayton that is east of Saratoga and she will be proposing to connect those two routes there, that will then give a continuous north south route to a very busy area and it would be accessible to both pedestrians and bicyclist. This would be a much safer alternative and a lot less expensive than trying to retrofit Hamline. Another item to address is that there is a suggestion to pass an ordinance to prohibit being able to chain bicycles to parking signs, telephone poles and other objects that are in the public right-of-way. Enforcement of something like that would be a nightmare, what's the penalty they cease the bike. There are enough problems with enforcement of the rules that are in place already. Example: The bike rack in front of a business is full, so you chain the bike to a sign and then somebody leaves and you come back and your bike has a ticket on it because it is not on the rack even though there was no place on the rack when you first got there. So this ordinance should be avoided.

7. Joan Pasiuk is member of Women on Bikes; she is a bicyclist and pedestrian for more than three decades. She is enthusiastic about the bicycle plan and she offers some additional actions to take for the outcome of the plan to be successful. One is to reduce speed, speed of cars is the pressing barrier to safe bicycle transportation, there are road designs in the plan that help buffer bicyclist from motor vehicle traffic. But there is something we can do inexpensively and readily which is lower the speed limit. Minnesota Statutes 160.263 allows local jurisdictions to reduce speed to 25 mph on streets with bicycle lanes, this should be done now and do more. For this plan to be affective for bicycling to function as viable transportation Saint Paul must take the inter jurisdictional lead. As part of the approve process of this plan it should be brought to state and county elective officials and operational leaders. MnDOT and Ramsey County should sign off on the plan or tell us why they cannot make a commitment to complete streets implementation that is what the residence of Saint Paul deserve. Please recommend passage of this plan and forward the plan in its strongest way possible.
8. Jeff Zayer representing the Saint Paul Bicycle Coalition and the vision of this plan is exactly what this city needs; it shows a commitment to the goals stated in the Comprehensive Plan. However he has a concern about parking there is a lot of bike parking the needs to go into the city before any restrictions should be made. And those restrictions being made to what can be locked to as opposed to how that bike is locked up and what it is obstructing might be a better angle to take. The plan also calls out for prioritizing implementation based on count data and crash data. Currently there is no comprehensive crash data or near miss data collection that is done by the city which he is aware of and he would like to see some interim steps made to ensure that the counts continue and also crash data is being compiled in a comprehensive manner citywide. He supports this plan and looks forward to its passage.
9. Amber Dallman a Saint Paul Smart Trips member and Saint Paul Women on Bikes spokeswoman she supports the proposed bike plan. Reasons include wanting to make biking a safer and easier choice for people of all ages and abilities. Prioritize connecting a network with specific destinations in mind. For example, look at how we can connect people with limited resources to housing, food, education, public resources like libraries, these are also places her family enjoys traveling to by bike. Also the importance of leveraging existing resources and partnerships to support, encourage, and provide education on biking needs to happen to get more people to choose biking. She is excited about how the city can leverage partners and other to help implement various facets of the bike plan and hopeful for better bicycling infrastructure in the next 5 years. Ms. Dallman submitted written comments.
10. Michael Sonn a resident in Saint Paul and is employed in downtown Saint Paul and loves to ride his bike until he gets to downtown Saint Paul and this plan while it doesn't comprehensively layout what will be done with downtown and it is very important to bridge that gap and make downtown safe. His wife bikes as much as she can but does not feel comfortable biking to downtown Saint Paul. He also thinks that this plan should be adopted sooner than later in that there are a lot of projects coming through the pipeline that if we miss the opportunity to put safer pedestrian or cycling infrastructure on these projects it's a missed opportunity that could be generation before we give a chance to work on these roads again.
11. Rebecca Airmet a Saint Paul resident thanked the City and Reuben Collins for all the hard work on the bike plan; it is obvious that great effort and care has been put into engaging the community and addressing the needs. Ms. Airmet spends a lot of time in the summer biking

for fun and recreation in Saint Paul, but she also bikes for transportation and that is not easy. The existing rails don't go everywhere she needs to go so she is more likely to bike somewhere she knows is a safe route and a safe place for bikes. This summer her 16 year old daughter was hit by a car while riding her bike across a major arterial street at the crosswalk, she is okay just some bumps and bruises. And that brought two things into focus, one is the need for safer bike infrastructure and secondly the need for greater public awareness of cyclists and their safety. Educating drivers about bikes and bike safety, not just cyclist will increase safety. Please include guidelines for setting aside a percentage of funds to educate the public about the rights of cyclists, the benefits of cycling and the safety of everyone who uses our streets. Equity lies at the heart of the Bike Plan and if it is adopted and then implemented with a strong vision and spirit of equity, it can help restore and enhance dignity for those among us who do not have a car or who minimizes car use, by choice or by necessity the environmentally conscious, the believers in the best of what Saint Paul can be. Ms. Airmet submitted written comments as well.

12. Nicki Jones a resident in Lowertown and a business owner in Saint Paul supports the Saint Paul Bicycle Plan. A year and a half ago her family of 6, 4 are kids, sold their only car and now use public transportation, bicycles and walking to get nearly everywhere they go, anything they do within city limits of the Twin Cities they use their bikes to get there. She supports the bike plan because it outlines a great start toward creating safer bicycle routes and to make most of those routes as safe as possible by implementing protected lanes, we need physical barriers not just painted lines between cars and bicycles. At a recent Metro Independent Business Association public policy meeting one of the members talked about moving his retail business from Snelling Avenue to Como Avenue in the St. Anthony Park neighborhood. Neither location had dedicated parking, but business is significantly better on Como Avenue, in part because of the bicycle lanes. Bicyclists move slower, therefore cars move slower and everyone has a better chance to see the storefronts and stop. Her business is just off University Avenue and in front of her business she converted the parking space into about 12 bicycle parking spaces so all we need now is to make those bike routes to her business safer and more accessible for their growing customer base who choose to bike. Ms. Jones also submitted written testimony.
13. Wes Johanson resides in the Como area and he is all for bicycle lanes but he does have a problem when we reduce the main arteries down from four lanes to two lanes. He and his wife travel downtown once a week and the cars are backed up between Rice Street and Dale Street solid, he does not see any bicycles but these cars are idling and that is a carbon foot print bicyclists and he is all for bicyclist, and he is all for bike lanes, and off the main arteries, all for boulevards and parkways if they are reduced down. Because people are not as fortunate as all these people in the audience here to be able to ride bikes to work a lot of people have to commute the traffic is backed up. He has owned snowmobiles and four wheelers everything he has owned he had to pay a user fee, for using the trails for the snowmobiles and he had to have those insured everything has to be insured. And he does not understand why there is not a bond or something to protect the drivers as they are driving, he does not bike ride anymore, but he used to. He is a minority in this majority group of bicyclists here.
14. Paul Bengtson, Director of Capitol River Council. Mr. Bengtson read an official resolution that was adopted by their organization in regards to the Bicycle Plan. He thanked the Planning Commission for the opportunity to testify and the downtown stakeholders who have

come out to testify as well. Mr. Bengtson submitted a copy of their resolution regarding the Bicycle Plan.

15. Roberta Avidor a resident in the Lowertown area and a member of Women on Bikes, she supports the bike plan and she is asking for equity of bike riders with motor vehicle operators. One day she was biking on 10th Street going east by St. Joseph Hospital waiting at the light to cross St. Peter Street and a woman in a big SUV drove up next to her rolled down the window and said “you should be on the sidewalk”. And Ms. Avidor replied no, that she has every right to be in the street, and bike riders should not be on the sidewalk the SUV then just drove off. Ms. Avidor feels that with the implementation of a bike plan (she will bike no matter what) but it will also educate drivers such as her that this is a vital means of transportation. She and her husband are car free by choice, she bikes mostly to get her errands done and a lot of that is downtown. She would like to see a safer environment to bike in.

16. Scott Beauchamp, manager of public affairs with the Saint Paul chamber of Commerce. In March the Chamber and BOMA convened a task force of the downtown business members and asked them to specifically analyze the Downtown Loop portion of the proposed Saint Paul Bike Plan. Mr. Beauchamp speaks on behalf of the Chamber regarding that portion of the plan. The Chamber strongly supports this plan in general; they believe that it will be a strong tool for employee retention and attraction for downtown employers as well as a major catalyst for growth and development in downtown. However they believe it can be made better with a few recommendations the first is that with any major infrastructure investment such as this the main priority should be economic development and return on investment because of this they recommend that the city look at Wabasha Street and 4th Street as potential loops of the alignment. They believe that this plan if put on these streets will maximize the economic development and return on the investment of the \$18 million due to the much higher potential of Wabasha and 4th Street. They also urge that the city look at a potential off-street connection to Lowertown to maximize the potential of the new CHS field that is currently being constructed. Regarding the comments about lost parking in downtown, they believe that the current supply of off-street parking and structured ramps is more than sufficient to accommodate any loss of parking associated with the construction of this loop. In other words they believe that concerns about lost parking is exaggerated. Look at other cities like Chicago and New York with little to no on-street parking available in their downtowns yet extremely vibrant in their downtown areas. The Chamber supports the Downtown Loop with their recommendations, there is a strong momentum being built in downtown and this plan is well equipped to capitalize on it. In order to remain competitive in global economy we need to recruit and attract young talent and this plan will help to do that by increasing the vibrancy, walkability and vitality of downtown.

17. Elizabeth Wefel a resident of the Summit Hill neighborhood, she works near the Capital and bikes to and from there whenever she can. She is a confident avid biker, and she is astatic about the Saint Paul Bicycle Plan. Saint Paul is taking the right steps forward to improve biking accessibility and safety in the city, biking is good for the health and happiness of the bikers themselves and everyone around them. It gets cars off the road and makes streets calmer and safer; we need to move forward on this plan. Ms. Wefel has submitted written testimony with detailed comments.

18. Amy Schwartz a Highland Park resident and Attorney that bikes to work and she is a strong supporter of the Saint Paul Bicycle Plan. She believes having a comprehensive bike plan with the support of the City of Saint Paul will promote economic development in the city. Many residents use their bikes for transportation and recreation and having good bike access and parking near local businesses is crucial. But it is not safe biking on many of the roads in Saint Paul and there are no good routes to get around. The bike plan and the infrastructure will help to attract and retain residents in Saint Paul. Ms. Schwartz has submitted written comments as well.
19. Douglas Lamb owner of Candyland, Inc. for 40 years, his biggest complaint from his customers is that there is not enough parking. There is no reason to add to this problem by removing metered parking to add a bike path. Removing parking from Wabasha Street is not fair to any retail located downtown. Customers want to pull up and park right in front of the stores where they want to shop. The streets of downtown are very slow moving, and there is nothing wrong with sharing the road with a few bicyclists. And who rides their bikes in the extreme temperatures of the long winter in Minnesota? Please do not ruin the little retail you have downtown. Written comments were received from Mr. Lamb.
20. Lindsey Johnston a Payne/Phalen neighborhood resident and a spokeswoman for Saint Paul Women on Bikes, she fully supports moving forward with the bike plan. She bikes every day and sees other bikers not only everyday but almost every single trip, even on the coldest snowiest days. Lots of people in her neighborhood bike and not just by choice but out of necessity because not everyone can afford to own a car. People are forced to bike on the sidewalk of busy streets and children in her neighborhood are saying that it is dangerous to bike in the streets. It is dangerous but it does not have to be the eastside needs to have better safer routes within the eastside and connecting it to other neighborhoods, especially downtown. We need to connect the city internally to grow and flourish and the bike plan can do that.
21. Heidi Schallberg a resident of the Highland Park neighborhood is employed downtown and a member of the Saint Paul Smart Trips. She is in support of the city's adoption of the much needed bicycle plan. She encourages a few modifications without delaying the adoption of the plan. The first is to not restrict bicycle parking, second is to emphasis the use of protected bike lanes on high volume roads. She thinks the adoption and timely implementation of this plan will go a long way toward truly making Saint Paul more livable for residents and visitors of all ages and abilities.
22. Richard Arey representing Friends of Saint Paul and Ramsey County Parks & Trails, and they support the latest draft of the bicycle plan. But before it is adopted they encourage the Planning Commission and City Council to amend the Priorities portion of the plan as follows:
 - 1) Build a bike route to, and through downtown.
 - 2) Build a north – south bike route.
 - 3) Sign, map and maintain major bike routes
 - 4) Provide safe and separated space for each mode of transportation.
 - 5) Promote new bike routes with a multi-media approach.The new Saint Paul Bikeways Plan provides an excellent framework for developing a great infrastructure for cycling in the city. They hope the funding keeps pace with the ideas as the City moves forward. Mr. Arey submitted detailed written comments.

23. Michael Kuchta a resident in the Como Park neighborhood, and he typically bikes about 3,000 – 4,000 mile a year for commuting and exercise. Mr. Kuchta strongly encourages the endorsement of this plan. However he does not agree with all its priorities and would quibble with some of the proposed routes. But he thinks that this proposal is long overdue. This plan does not put bicycles on equal footing, but it does make bicycle travel a high priority. This plan begins to make the existing infrastructure more useful, it puts forth a practical vision for how to create a real network and it takes into account the different needs of the different types of bikers and safety. The plan envisions a Saint Paul that is more human in scale, more balanced, more livable and more prosperous. Mr. Kuchta has submitted written comments.
24. Tony Bol representing The Fitzgerald Theater. He thanked the Planning Commission and everyone who has inspired him that are for the bicycle plan as is Wabasha Partners they are for the bicycle plan, he also thanked the people in opposition. He said that the bikes matter and so do cars, parking and for having this hearing to get the voice of both those ideas out and will navigate a better idea by hearing both sides. As a part of the Wabasha Partners they have a particular concern to have that wonderful idea of the bike loop be a part of Wabasha. Mr. Bol read a letter that they had submitted to Mayor Coleman earlier this year. “The City of Saint Paul is seeking feedback and continuing to examine the merits of a bikeway for our downtown community. The undersigned participants of the Wabasha Partners group asks that the City of Saint Paul give the full consideration to the possibility of Wabasha Street being a part of the bikeway downtown plan.” Mr. Bol has signatures, but this is by no means 100% representation of Wabasha Partners however they are proud of the level of participations that they got to sign, reading the names a few of the organizations that signed. A copy of those signatures was submitted.
25. Roger Meyer a resident of the Merriam Park neighborhood and he is in favor of this plan. And approving this plan is only the first step, he is most interested in seeing this plan implemented, without serious implementation without the will and resources to implement a great plan it remains only a plan. He suggest some changes: In Section 1.0 at the very beginning the goal of the plan is clearly stated to increase the bicycle mode share to 5% by 2025 he encourages the adoption of interim goals between now and 2025 that spell out that measurement. In Section 8.0 the steps outlined in this plan are to explore the feasibility of continued counts and he thinks that is inadequate, the City of Saint Paul needs to commit to gathering the data necessary to manage this plan and ensure its implementation. IN Section 9.1 going back to the resources necessary to implement this plan is going to take bold resources and right now the plan only lays out the current resources dedicated to biking which is competitive CIB, competitive grant funding and a small pot of money for pedestrian and bike safety. He encourages adding dedicated funding from the Public Works budget tied to the outcome of 5% bicycle mode share and as a city take this plan as infrastructure and get serious about finding the dollars and maintaining the dollars to implement. Lastly based on the prioritization because elected officials will change, Public Works staff will change over the implementation of this plan the prioritization section needs to be strengthened so not to be at the whim of elected officials or Public Works staff and where they’d like to see it, but on the priority of getting the 5% mode share he suggest look at the Hennepin County plan which just pasted they have a matrix they use that has points that allows them to in an un-bias way, in a data driven way to prioritize the investments their making to the goals of the plan. He really likes the plan but concerned that it should include much stronger language and stronger ways for citizens to hold the city accountable for implementation.

26. Ed Lehr a Saint Paul resident, supports the bike plan but there is one area he thinks needs to be addressed which is a concern of the people on the east side. There seems to be within the plan a gap that exist between downtown and the east side and one of the possibilities that might fill that gap. He would like to see similar to the spoke of Como Avenue which goes to the north and to the west to see East 7th as going to the north and to the east, there is not an easy way to connect. It is a difficult thing for bicyclist to go out Kellogg if that gets a new bridge soon. When the Lafayette Bridge was rebuilt one of the contentious items was whether to put a bicycle lane on it, the bike lane was put on the bridge and if crossing Lafayette dumps out on East 7th Street and then there is no connection to go anywhere. So there is the need to utilize what has already been decided as a good route (the bridge) it needs to be connected to somewhere. He encourages the possibility of making that a major change and make it a spoke out of the downtown.
27. Betty Wheeler a St. Anthony Park resident who strongly endorses the bike plan as designed and described in the document and map. Facilitating a good bike route is extremely important it must be both a route that feels safe and is safe for the bicyclist. However she has a concern about the Raymond Avenue stretch of the Grand Round of the bike plan it is currently the only option for bicyclist to traverse from South St. Anthony Park and the Green Line to North St. Anthony Park and the U of M Saint Paul Campus. Ms. Wheeler lives along that route and most of her neighbors as well as she do not feel safe enough to ride on Raymond Avenue. To make Raymond Avenue bike friendly there needs to be some improvements first it needs substantial traffic calming measures and trucks need to be removed from it except for local or destination. It is important for these items to get implemented soon because phases II and III of the Raymond Avenue reconstruction is about to commence. Ms. Wheeler submitted written comments as well.
28. Venita Warnke a resident of downtown Saint Paul for nearly 30 years and over the years she has heard comments from people about the parking situation. Ramps are expensive and on-street parking spaces are at a premium. She does a lot of walking downtown and she sees very few bicyclist, especially during the cold winter weather. Will that change with a designated bike path next to her building on Jackson Street? Most know the answer to that. She hopes the city gives serious consideration to real-life views of the residents and business owners downtown who do not want to see more on-street parking spaces lost because of this proposed city-wide bike plan. Written comment was submitted from Ms. Warnke.
29. Linda Petri a resident of downtown Saint Paul for about 10 years, she will address the concept of the bike loop replacing economic activity lost by parking spaces. It has had one big marketing success out of state; she wants to know more about that. Being a grant writer if she ever presented that particular point to a foundation she would have been laughed out the door. And how will this shake out considering several million dollar current City debt. For now the bike loop idea is a little loopy.
30. Anne White a resident in the Union Park neighborhood she supports the proposed Bicycle Plan but she has a few issues related to priorities. She has recently switched from mainly driving to walking and taking transit and would like to add bicycling to her transportation options but she is not confident that she can find a route that feels safe so she does not bike often. This brings the first point of the need to prioritize the building of protected bike lanes. If we want to encourage people to get around on bicycles it is critical that we build more protected bike lanes and paths to serve people like herself who are not comfortable riding in a

narrow bike lane between parked cars and fast moving traffic. The next high priority is to fill in the gaps in existing bicycle routes. And it is important to review and update the bike plan more frequently than every 5-7 years. Also there is a need to slow traffic throughout the City. Ms. White has submitted detailed written comments.

31. Betsy Leach representing District 1 Community Council for the eastside of Saint Paul. The District 1 Community Council strongly supports the proposed Bicycle Plan. They encourage the City to think about cost burden households not in terms of housing cost or households that are transit dependent but households that have large transportation cost burdens. Some families that have multiple vehicles are economically fragile as a result of those cost so those transportation cost need to be figured in. The major issue related to equitable distribution of bike facilities is how this plan is implemented. The list of factors used to prioritize in itself needs to be prioritized; we need to see the implementation follow where the current lack of facilities exists. So that health, physical economic environmental and safety benefits are spread throughout the City. A dependence on current bicycle counts is something that is only going to perpetuate the equitable distribution of bicycle facilities that we already have. They are happy to see the eastside called out as a whole in the Nice Rides system. Kudos to the request for a zoning study on bicycle parking requirements. Again they strongly support adoption of the plan and look forward to assisting and implementation in an equitable fashion.
32. Ken Paulman a resident in West Saint Paul and is employed downtown, he is a year round bicycle commuter for 5 years in Saint Paul. Well about 2 ½ years ago he was riding home down Wabasha, going down the bridge there is a bicycle lane and then you're thrown to the wolves and then there is a bike lane again. He was in the last part of thrown into the wolves, when he looked behind him and a guy in a SUV Jeep riving his engine and threatening to kill him if he did not get out of his way. It was bad enough that someone at the gas station called the Police on his behalf and the Police officer who responded told him that "there was no way he could do what you do" he was afraid. In the most livable city in America a guy who puts on a bullet proof vest and a gun every morning is afraid to ride a bicycle in the street and it is not just him he hears this all the time from friends, family and colleagues I'd love to bike more but it is just so dangerous, you're crazy, how do you do that every day. So this plan is not for people like him, because he is going to ride no matter how terrible the infrastructure is. It's for people like this officer, like his wife and thousands of other people in the city who are not here today that would be riding more if they had the opportunity. Please consider not just people like him and not just the business owners but also the people who really want to be out on bikes.
33. Bill Hosko a downtown business owner for over two decades and a year-round bicyclist for many years (he biked to this meeting) offers his views on the Saint Paul Bicycle Plan. He supports the basic goals of the draft bicycle plan, most people he knows support expanding the biking environment in Saint Paul. However there is one clear exception for him and a growing segment of downtown citizens, business and property owners: the Bike Loop segment which eliminates on-street parking in favor of curbed, landscaped bikes paths. The truth is the great majority of those who now understand the premise of the Bike Loop and have no conflicts of interest, do support its goal of making downtown more bike friendly, but not if it entails removal of very valuable on-street parking. He urges to ensure the Bike Loop plan, including Jackson Street, remains a draft, until the downtown district council has been appropriately contacted and the more thorough review of Bike Loop options are

concluded. A solution that benefits everyone might be to install bike pavement-markers on outside traffic lanes along the proposed Bike Loop (three per block). Drivers do understand their proven message, Share the Road! If vehicle symbols are added as well as paint the background of these traffic lanes green, traffic will slow even further and the point can really be driven home that this is a shared traffic and bicycle lane. Mr. Hosko submitted very detailed written comments.

MOTION: *Commissioner Lindeke moved to close the public hearing, leave the record open for written testimony until 4:30 p.m. on Monday, December 8, 2014 and to refer the matter back to the Transportation Committee for review and recommendation. The motion carried unanimously on a voice vote.*

PUBLIC HEARING: Minor Zoning Text Amendments to Chapters 60-62, and portions of Chapters 63 & 65 – Item from the Neighborhood Planning Committee.
(Jake Reilly, 651/266-6618)

Chair Wencl announced that the Saint Paul Planning Commission was holding a public hearing on the Minor Zoning Text Amendments to Chapters 60-62, and portions of Chapters 63 & 65. Notice of the public hearing was published in the Legal Ledger on November 24, 2014, and was mailed to the citywide Early Notification System list and other interested parties.

Jake Reilly, PED staff, said the minor text amendment package generally relates to clarity of language and typographical errors. He said that an amendment will be presented to the committee for Section 63.316. Paving. This amendment is to address the specificity of the location of driveways which has been creating a lot of variance applications. The amendment would reduce the number of variances processed by the BZA and the Planning Commission.

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

The following people spoke.

1. Benita Warns is a resident of Saint Paul and owns and operates two businesses in Saint Paul. She said that there is one item in here that came up when she looked through the proposal to see if there were any red flags for her. She spoke against deleting Section 61.601(d) under Variances which refers to ensuring an adequate supply of light and air to adjacent property. She is concerned that deleting that from the variance requirements altogether, may affect those in single-family homes or smaller structures adjacent to a multi-story building, such as the Project for Pride in Living project on University Avenue. She said in that example, the Project for Pride in Living building is going to be a lot taller structure than what was there before. She wanted to know what kind of shadow analysis was done to ensure that those home owners don't lose the sun light that they get in their backyards, and that is a principle that is very important. She thinks that some sort of measureable criteria need to be in the variance findings. If, for example, the shadow from a building that is allowed to be built with a variance, changes the light condition in an adjacent property owner's yard by more than 10%, they should either not be allowed to have the variance or the person getting the variance needs provide some compensation to the other property owner for what could be necessary changes in landscaping. She suggested that staff need to go back and rework that language and put in some sort of measurable criteria to ensure that adjacent property owners don't have

something that is going to block the sun light to their property and significantly change the growing conditions.

MOTION: *Commissioner Oliver moved to close the public hearing, leave the record open for written testimony until 4:30 p.m. on Monday, December 8, 2014 and to refer the matter back to the Neighborhood Planning Committee for review and recommendation. The motion carried unanimously on a voice vote.*

V. Zoning Committee

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

Two items came before the Site Plan Review Committee on Tuesday, December 2, 2014:

- Viking Tool, addition to existing industrial building at 355 State Street.
- Dunedin Terrace, site improvements for existing housing at 175 Congress.

Two items to come before the Site Plan Review Committee on Tuesday, December 9, 2014:

- CHS Fertilizer Storage Building, tear down and replace existing building at 50 Chester.
- Seven Corners mixed use, discuss the most recent version of the site plan. (The main change is that parts of the building have been modified so the hotel could be considered as a stand-alone building separate from the apartment/commercial part for financing. Other revisions were made in response to previous staff comments.) Located at 216 West 7th Street.

OLD BUSINESS

#14-324-859 Forrest Heating Inc. – Establishment of nonconforming use as a heating service business. 995 Burns Avenue NE corner at Clermont. (*Bill Dermody, 651/266-6617*)

Commissioner Nelson announced that this case has been withdrawn by applicant.

NEW BUSINESS

#14-342-289 Joseph Sullivan – Rezone from RT1 Two-Family to B1 Local Business. 999 - 1003 Hudson Road between Cypress and Earl. (*Jake Reilly, 651/266-6618*)

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, December 11, 2014.

VI. Comprehensive Planning Committee

~~DNR Mississippi River Critical Area Rulemaking— Approve resolution recommending to the Mayor and City Council City of Saint Paul comments on the DNR’s draft rules. (Josh Williams, 651/266-6659, and Allan Torstenson, 651/266-6579)~~

Commissioner Merrigan announced that the committee found out that the DNR might be releasing additional information on December 11, 2014, and in order to report to the Planning Commission more affectively and give city staff more time to look at comments, tweak and avoid redundancy they decided to defer until sometime in early January 2015.

VII. Neighborhood Planning Committee

West Side Flats Master Plan and Development Guidelines, Proposed Rezonings, Proposed Zoning Code Text Amendments – Release for public review and set a public hearing for January 30, 2015. (*Lucy Thompson, 651/266-6578*)

Lucy Thompson will give a presentation on the West Side Flats Master Plan and Development Guidelines, Proposed Rezonings, Proposed Zoning Code Text Amendments at the public hearing.

MOTION: Commissioner Oliver moved on behalf of the Neighborhood Planning Committee to release the draft for public review and set a public hearing on January 30, 2015. The motion carried unanimously on a voice vote.

District 11 Hamline Midway Mixed Use Corridors 40-Acre Zoning Study - Release for public review and set a public hearing for February 13, 2015. (*Josh Williams, 651/266-6659*)

Josh Williams will give a presentation on the District 11 Hamline Midway Mixed Use Corridors 40-Acre Zoning Study at the public hearing.

MOTION: Commissioner Oliver moved on behalf of the Neighborhood Planning Committee to release the draft for public review and set a public hearing on February 13, 2015. The motion carried unanimously on a voice vote.

Commissioner Oliver announced that the next Neighborhood Planning Committee meeting on Wednesday, December 10, 2014 has been cancelled.

VIII. Transportation Committee

Commissioner Lindeke announced that at their last meeting they heard a presentation from Paul Kurtz with Public Works Department about the 2015 Capital Improvement Budget proposals the 2016-2017 project applications. And the next Transportation Committee meeting on Monday, December 8th has been cancelled.

IX. Communications Committee

Commissioner Thao had no report.

X. Task Force/Liaison Reports

Commissioner Oliver reported that at the last Gateway Station Area Planning Task Force they discussed the proposed station at Earl Street. The biggest concerns were parking and how that affected by the bus rapid transit, there will be a letter from the task force to the Planning Commission sometime next month about what to do with that station. And the next Gateway Station Area Planning Task Force meeting will be on January 6, 2015.

XI. Old Business

Commissioner Reveal asked what the status of the Downtown Study was.

Donna Drummond, Planning Director, said that the mid-point will be in January and the consultants will be in town and the plan is to have them present some initial findings to the Transportation Committee and then it should be done approximately in March. However she is not sure if it will be approved or recommended to the council.

Commissioner Reveal would like to hear something about at some point where they are leaning before the Planning Commission finalizes their action on the bicycle plan.

XII. New Business

None.

XIII. Adjournment

Meeting adjourned at 10:36 a.m.

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

Respectfully submitted,

Approved _____
(Date)

Donna Drummond
Planning Director

Daniel Ward II
Secretary of the Planning Commission

Planning Team Files\planning commission\minutes\December 5, 2014