

Langer, Samantha (CI-StPaul)

From: Mohan, Menaka (CI-StPaul)
Sent: Thursday, March 12, 2020 8:34 AM
To: Langer, Samantha (CI-StPaul)
Subject: Fwd: Comments on Ford Site zoning amendments request

Sent from my iPhone

Begin forwarded message:

From: Heidi Schallberg <heidils@gmail.com>
Date: March 12, 2020 at 8:16:01 AM CDT
To: "Dan.edgerton@stantec.com" <Dan.edgerton@stantec.com>, "Pereira, Luis (CI-StPaul)" <Luis.Pereira@ci.stpaul.mn.us>, "Mohan, Menaka (CI-StPaul)" <Menaka.Mohan@ci.stpaul.mn.us>, "cedrick.baker@gmail.com" <cedrick.baker@gmail.com>, "adejoy@esndc.org" <adejoy@esndc.org>, Nathaniel Michael Hood <nmhood@gmail.com>, Kristine Grill <kristinemariongrill@gmail.com>, Bill Lindeke <blindeke@gmail.com>, "christopher.james.ochs@gmail.com" <christopher.james.ochs@gmail.com>, #CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>, #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>, "Brendmoen, Amy (CI-StPaul)" <amy.brendmoen@ci.stpaul.mn.us>
Subject: Comments on Ford Site zoning amendments request
Reply-To: heidils@gmail.com

Think Before You Click: This email originated outside our organization.

Zoning Committee Members, Council Members, and city staff,

I have reviewed the requested zoning amendments for the Ford site and write in concern both as a Highland resident who lives close to the site and as a community member on the city's Transportation Committee. I will note the Transportation Committee has not had the transportation-related amendment request presented to it at a meeting; we were only informed by email with no meeting time for discussion before your meeting today, which is also a concern.

On the day on which the city is jointly announcing with Minneapolis it is reducing speed limits on local streets (as I understand it, changing to 25 mph on city arterials and 20 mph on neighborhood streets), I find it inexplicable that the city would consider going back on what is in the adopted Ford site master plan that planned for Woodlawn to be a shared street. Design is important for drivers to actually drive lower speed limits.

Woodlawn was originally planned (in the Master Plan adopted by the City in 2017) with no demarcation to separate cars, pedestrians and bicycles - a 23' shared street. It is now proposed as a more traditional, wider 30' cross-section with distinct spaces for pedestrians and other users.

We should be taking this opportunity to use new street designs to help us with our critical policy goals related to the climate crisis, safety, and the need for mode shift. There is no clear reason to abandon the shared street in the master plan for a standard design. I've been told this is consistent with the City's adopted Pedestrian Plan that states that all newly constructed streets will have sidewalks on both sides

of the street. That plan can be amended just as much as anything else to allow for the shared street concept. It feels disingenuous to use that plan to remove the shared street from the Ford site master plan.

During preparation of the Ford Site Master Plan, it's my understanding that Planning and Public Works staff went through extensive conversations regarding the narrow, shared lane concept, which has no hierarchy between cars, pedestrians and bicyclists. The modes share the space and cars move slower and more carefully as a result. This helps us reach our goals related to slower speeds and safety for all people traveling within the city.

The other reason for a lane, since the original design, is that the form allows residential structures to both face it and to have their back side to it. Alleys are planned to run behind the townhomes on the east and west. The introduction of alleys means that many of the local trips will travel by alley, instead of on Woodlawn. This keeps the vehicular volumes low, and therefore Woodlawn remains suited to a shared street design, or perhaps even a bike-ped only right of way.

The city is fond of aspirational slogans ("the most livable city" and the Ford site was to be a "21st century community" looking to the future), but often it feels like it can fall frustratingly short in its implementation. You have a choice to make a recommendation to be consistent with the original vision in the master plan, or go back to the same old approach without any apparent valid reason. We're at a time in our city when the same old approaches won't work to help us reach our stated policy goals, whether they are those in the comprehensive plan or the Climate Action Plan or the new speed limits announced today. Please recommend denying the request to change Woodlawn from a shared street to a traditional street.

Please also oppose the request for what counts as open space. The proposed change would allow for open space to be internal to the building, such as an enclosed courtyard, which makes it open space that is only available to residents, not the community as a whole. The intent of the open space requirement was supposed to benefit the community at large.

Thanks for your consideration.

Sincerely,
Heidi Schallberg
Transportation Committee Member
706 Mississippi River Blvd S Apt 204
55116

FORD

March 12, 2020

Dear Members of the Zoning Committee,

I am writing to express my opposition to the Ryan Companies proposed changes to the Ford development. Residents of Highland and surrounding communities have repeatedly expressed opposition to the extreme high density proposed for the Ford site, yet our voices have been ignored. The plan is too dense to be compatible with the surrounding community and now even greater density is being proposed.

It is a disappointment that Ryan Companies worked to earn the trust of the community but now betrays that trust by decreasing setbacks, increasing lot coverage, and actually proposing rooftop space to compensate for space lost by increasing lot coverage. The community trusted that Ryan Companies would "do the right thing" and work to make sure that this development would be more compatible with the community, enhancing the community instead of degrading it. Greater lot coverage equates to less open space. This would be magnified by the number of large buildings for which this is being proposed. Twelve buildings covering 90% of the lots is dramatically more dense than twelve buildings covering 75% of the lots. The huge buildings are human warehouses—highly undesirable for those living at the Ford site as well as for those who live in the surrounding community.

City planners, council members, and developers should consider the health risks they are creating with this overcrowding. Not only will the increased traffic create unhealthy emissions into our neighborhoods, but the high level of population density raises concerns relating to physical and mental health. The current pandemic is a case in point.

I respectfully request that members of the Zoning Committee vote no on the Ryan proposed changes. The entire proposal is too extreme and creates an unhealthy living situation.

Kathryn McGuire
2203 Fairmount Avenue

FORD

Langer, Samantha (CI-StPaul)

From: Beth Friend <bethrfriend@gmail.com>
Sent: Thursday, March 12, 2020 2:10 AM
To: Langer, Samantha (CI-StPaul)
Subject: Changes to the Ford Plan area plan

Think Before You Click: This email originated outside our organization.

Dear Samantha,

I am writing to express my strong opposition to the extensive changes proposed by Ryan Companies for the redevelopment of the Ford plant expense.

They are requesting:

- a further increase in the number of housing units, adding to the already high housing density;
- a reduction in the amount of publicly accessible open space by counting rooftops as "open space!"
- a large increase to the size of some building footprints from 70% to 95% of the lot, which would nearly eliminate any green space on some building lots; and
- a decrease in some building setbacks, resulting in further encroachment of oversized buildings on streets and pedestrian walkways.

Why are the legitimate concerns expressed by those of us who live in this community consistently ignored and contradicted? Why won't Ryan Companies and the City of St. Paul have as their goals the decrease of density, traffic and congestion? This development was supposed to integrate with our existing community!

Ryan Companies is focused on their profits and the City of St. Paul government is focused on increasing its tax base - at the expense of the quality of life in our community. If these proposed changes go through we will, very shortly, face traffic, congestion and pollution problems that could have been avoided. People living in the newly developed area will not - as the city has naively suggested - be using bicycles as their main mode of transportation.

Please make wise decisions now so that we don't have to face serious problems in the future - problems that could have been avoided.

Sincerely,

Beth Friend

15 Orme Court

St. Paul, MN 55116

FORD

From: Jeff Zaayer <jeffzaayer@yahoo.com>
Sent: Wednesday, March 11, 2020 2:51 PM
To: Pereira, Luis (CI-StPaul) <Luis.Pereira@ci.stpaul.mn.us>
Cc: Dan.edgerton@stantec.com; Tolbert, Chris (CI-StPaul) <chris.tolbert@ci.stpaul.mn.us>
Subject: Ford Site Zoning and Public Realm Master Plan Amendments Comments

Think Before You Click: This email originated **outside** our organization.

Luis and all,

I am writing to express my concern and opposition to some of the amendments to the Ford site master plan that are a step backwards from a site that is built to be a 21st century community that is livable for all its residents and surrounding community members. There are 3 points that I take issue with and they are listed as follows:

Opposition to the proposed reduction of commercial in F6 zoning to Zero. The initial plan included commercial zoning in F6 to increase walkability in this area, and create vitality near the ball fields and the significant number of residents in this area. Removing this zoning will centralize commercial in one area and undermines the initial plan for more integrated community space throughout.

Opposition to the adjustment to allow all rooftop space to count towards the minimum lot coverage for open space. The initial plan included commercial zoning in F6 to increase walkability in this area, and create vitality near the ball fields and the significant number of residents in this area. Removing this zoning will centralize commercial in one area and undermines the initial plan for more integrated community space throughout.

Opposition to Woodlawn redesign. During preparation of the Ford Site Master Plan, Planning and Public Works staff went through extensive conversations regarding the narrow, shared lane concept. Lanes have no hierarchy between cars, pedestrians and bicyclists. The modes share the space and cars move slower and more carefully as a result. The other reason for a lane, since the original design, is that the form allows residential structures to both face it and to have their back side to it. Alleys are planned to run behind the townhomes on the east and west. The introduction of alleys means that many of the local trips will travel by alley, instead of on Woodlawn. This keeps the vehicular volumes low and therefore Woodlawn remains suited to a shared lane design, or perhaps a bike-ped only right of way.

Sincerely
Jeff Zaayer
1750 Saunders Ave
Saint Paul MN 55116
952-237-6942

Langer, Samantha (CI-StPaul)

From: catherine hunt <katemhunt@outlook.com>
Sent: Wednesday, March 11, 2020 1:32 PM
To: Langer, Samantha (CI-StPaul)
Subject: Public Comment about Ryan Zoning Amendments

Think Before You Click: This email originated **outside** our organization.

Dear Ms. Langer and Zoning Committee Members:

I oppose the Ryan the following zoning amendments. Ryan promised one zoning plan in 2018 and is delivering quite another in 2020. Ryan initially committed to 3800 units at the site but now is requesting 3809 units. Will Ryan continue to increase density at the expense of neighborhood livability to reach the city's desired 4000 units and maximize profitability? Ryan proudly committed to significant "open space" and now requests that rooftops, which are not usable public space, be counted toward the minimum lot coverage of open space. Ryan requests that some building footprints be increased from 70% to 95% of lot coverage. Ryan requests that building setbacks be reduced from 10' to 4'. All combined, these proposed zoning amendments will create more *city* and less *village*.

I ask Ryan Cos. to honor its previous commitment and stay true to serving the best interests of the community.

Sincerely,
Catherine Hunt
2081 Highland Parkway
St. Paul, MN 55116

FORD

Langer, Samantha (CI-StPaul)

From: Hoppe, Bruce <Bruce.Hoppe@nVent.com>
Sent: Tuesday, March 10, 2020 2:41 PM
To: Langer, Samantha (CI-StPaul)
Subject: Public Comments for the Zoning Committee - prior to March 12 Meeting

Think Before You Click: This email originated **outside** our organization.

PLEASE SUBMIT TO THE ZONING COMMITTEE PRIOR TO PUBLIC HEARING – March 12

Dear Ms. Langer (Zoning Committee Secretary):

I am a home owner at 531 Mount Curve Blvd. in Highland Park who is taking this opportunity to voice some concerns regarding the Ford site development in preparation of the upcoming Zoning Committee hearing on Thursday, March 12. I cannot be in attendance, but would like the committee to objectively consider the following points:

- The Ford site plan already has more cement, built-out footprint and hard surfaces than greenspace. But Ryan wants to be allowed to further reduce the amount of publicly-accessible green space by counting rooftops as "open space." Let's be honest here, rooftops are not usable public green spaces – they are private and very expensive to install and maintain. What guarantees that the future builders will accommodate and install usable public rooftops? Please comprehend what Ryan is trying to do here – The City should mandate all public green space to be on the ground and publically accessible
- Ryan proposes to decrease building "setbacks", resulting in further encroachment of apartment buildings against streets and pedestrian walkways – this development will look more like downtown St. Paul, out of character for Highland
- The city's plan called for building footprints to cover no more than 70% of any lot, but Ryan wants to be allowed to practically eliminate all landscape, expanding construction coverage to 95% - this should not be allowed

The community is closely monitoring what the City and Ryan Companies are amending / modifying from original plans. In my view, Ryan is quickly losing the goodwill that they created with the community. I ask that the Zoning Committee maintain mindfulness of what's in the best interest of the community they serve and not make compromises (amendments) that only serve the interests of Ryan Companies. Ryan claims that the core plan is not changing regarding land uses, zoning and densities - but under close scrutiny these key plan parameters are changing – only to benefit Ryan.

Regards,

Bruce Hoppe
531 Mount Cruve Blvd

We have updated our Privacy Statement. Click [here](#) for details.

Langer, Samantha (CI-StPaul)

From: Rose Sherman <rasherman@gmail.com>
Sent: Tuesday, March 10, 2020 12:14 PM
To: Langer, Samantha (CI-StPaul)
Cc: #CI-StPaul_Ward3
Subject: Feedback on Ryan Companies Proposed Changes at Ford Development

Think Before You Click: This email originated outside our organization.

Hello,

I am writing to give feedback on Ryan Company's proposed changes at the Ford Development. Previously I have supported the plans the city and Ryan Company put forth for housing unit density and green space. However, now I feel like we've had a bait and switch.

I am concerned about the request to further increase the number of housing units and impact on traffic in our nearby neighborhoods.

I am concerned about the plan to count rooftops as open space in the total amount of publicly accessible open space. How can a rooftop be open space that is publicly available? I do not support any reduction of ground level publicly accessible open space.

Thank you,

Rose Sherman
525 Mount Curve Blvd
St Paul 55116
rasherman@gmail.com

Langer, Samantha (CI-StPaul)

From: Renate Sharp <rmesharp@gmail.com>
Sent: Tuesday, March 10, 2020 12:06 PM
To: Langer, Samantha (CI-StPaul)
Cc: Renate Sharp
Subject: The Ryan Companies' Proposed Changes to the Ford Master Plan

Think Before You Click: This email originated **outside** our organization.

Dear Members of the Zoning Committee,

I respectfully request that Ryan Companies' proposal be denied in its entirety. Climate change poses an existential threat and we need to do everything within our power to preserve and create more green spaces with trees. Further, such spaces support mental health.

Thank you!

Renate Sharp

536 Mt. Curve Blvd.

St Paul, MN 55116

Langer, Samantha (CI-StPaul)

From: Georgiana Podulke <podu0001@umn.edu>
Sent: Monday, March 09, 2020 11:35 PM
To: Langer, Samantha (CI-StPaul)
Subject: Ryan changes to the Ford Master Plan

Think Before You Click: This email originated **outside** our organization.

These are terrible moves, taking us in the wrong direction:

- A further increase in the number of housing units, adding to the already ultra-high housing density
- A reduction in the amount of publicly accessible open space by counting rooftops as "open space"
- A huge increase to the size of some building footprints from 70% to 95% of the lot, which would nearly eliminate any green space on some building lots.
- A decrease in some building setbacks, resulting in further encroachment of oversized, overshadowing buildings on streets and pedestrian walkways

We need lower housing density, not higher. Counting rooftops is cheating. Building footprints should be much smaller and green space much bigger. Buildings should be well set back from the street and pedestrian paths. Greater openness all around.

Our goal after all, is not to create a future slum!

Our goal is to foster neighborhood friendliness, greater neighborhood harmony, a peaceful and beautiful place to live, a continuation of the quality of life that brought St. Paul to be called a truly livable city.

We can certainly do this.

Sincerely,
Georgiana Podulke
1689 Dayton Avenue
St. Paul, MN 55104
(651) 645-1065

FORD

Langer, Samantha (CI-StPaul)

From: Georgiana Podulke <podu0001@umn.edu>
Sent: Saturday, March 07, 2020 11:01 PM
To: Langer, Samantha (CI-StPaul)
Subject: Missing Middle concept for the Ford Plan

Think Before You Click: This email originated **outside** our organization.

Dear Ms. Langer:

The concept of Missing Middle for the Ford site is the best approach. You can see examples of it on the link on this website:

<https://www.livablefordvillage.com>

In the lower left section of that page are several examples of this in practice, and at the right of those photos is a link showing many others.

We need much more green space than is in the existing plan, and much less density. The Missing Middle concept embodies both. I see it is an extremely helpful advance in creating a livable Ford area.

Sincerely,
Georgiana Podulke
1689 Dayton Avenue
St. Paul, MN 55104
(651) 645-1065

Langer, Samantha (CI-StPaul)

From: McQuillan, Jim (MMA) <Jim.McQuillan@MarshMMA.com>
Sent: Tuesday, March 10, 2020 5:59 AM
To: Langer, Samantha (CI-StPaul)
Subject: Ford Site Development

Think Before You Click: This email originated **outside** our organization.

Hello, I am writing to voice my strong opposition to the changes proposed for the development to the Ford Site. I live at 519 Mount Curve Blvd and have participated in virtually all the meetings on this issue over the last several years. I had been very impressed by the community engagement and the willingness of people to come together and find a compromise.

I have no idea who is pushing for these recent changes but I can state two things unequivocally:

1. The changes are NOT the result of listening to the neighboring community. Those voices were incredibly clear over the last several years.
2. The changes are not the result of living up to the goal of integrating the development into the neighborhood, as was proposed from the beginning.

These adjustments need to be stopped if there is to be any integrity to the process of soliciting feedback from the local community. Please reconsider this and ask yourselves how these recent changes came to be. What voices are you listening to?

Thank you. Jim

James R. McQuillan, ChFC | President, Financial Services – Upper Midwest | Marsh & McLennan Agency LLC
7225 Northland Drive North, Suite 302 | Minneapolis, MN 55428 | Phone: 763-746-8244
Our office is moving!
Effective Feb. 24, 2020, our new address will be:
6160 Golden Hills Drive
Minneapolis, MN 55416

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planadviser's 2017
TOP100
RETIREMENT PLAN ADVISERS

James McQuillan was selected to Plan Adviser's Top 100 Individual Advisers List for 2017! Read more at: <http://planadviser.com/top100/#1/2017/List-By-Category>. Selected based solely on quantitative factors, including plan assets and number of plans, as reported directly by nominees. The PLANADVISER Top 100 Advisers is an annual listing of the retirement plan advisers and adviser teams that stand out in the industry in terms of a series of quantitative measures. Individuals had to have 110 or more plans or at least \$900 million in AUA to be considered.

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FORD

From: E.S. <magicrabbit369@gmail.com>
Sent: Monday, March 09, 2020 9:27 AM
To: Langer, Samantha (CI-StPaul) <samantha.langer@ci.stpaul.mn.us>
Subject: Opposing Ryan Company's changes

Think Before You Click: This email originated outside our organization.

I honestly don't understand why this company wants to increase our traffic and congestion and reduce our green space. Is it that they make more money the more things they build? I have lived in Highland Park for 10 years and we already don't have enough parking. We don't need thousands of additional residents and we don't want them. Some are ok. But not thousands. That is not integrating with the existing community. Us who already live here deserve to have a say in something that will drastically affect our quality of life. Please stop the corporate greed.

Emily Saunders 1609 Ford Parkway

Langer, Samantha (CI-StPaul)

From: Anne Horst <ahorst@alumni.nd.edu>
Sent: Saturday, March 07, 2020 3:37 PM
To: Langer, Samantha (CI-StPaul)
Subject: Ryan Ford Site Plan

Think Before You Click: This email originated **outside** our organization.

To whom it may concern,

I am a resident of Highland Park in St. Paul and my address is 1972 Norfolk Avenue, St. Paul, MN 55116.

I am writing to voice my opposition to the changes proposed by Ryan Companies to the Ford Site plan. The changes that I oppose are as follows:

- A further increase in the number of housing units, adding to the already ultra-high housing density
- A reduction in the amount of publicly accessible open space by counting rooftops as "open space"
- A huge increase to the size of some building footprints from 70% to 95% of the lot, which would nearly eliminate any green space on some building lots.
- A decrease in some building setbacks, resulting in further encroachment of oversized, overshadowing buildings on streets and pedestrian walkways

Thank you for your time.

Sincerely,
Anne Keenan

FORD

Langer, Samantha (CI-StPaul)

From: Tanya Adelman <tanyaadelman@gmail.com>
Sent: Saturday, March 07, 2020 1:47 PM
To: Langer, Samantha (CI-StPaul)
Subject: I oppose changes to Ford Master Plan

Think Before You Click: This email originated **outside** our organization.

Hi- I live at 2212 Scheffer Avenue, just blocks away from the old ford plant and houses from Mount Curve Avenue. I am adamantly opposed to the most recent changes that the he Ryan Companies has proposed to the Ford Master Plan. Should the number of housing units be increased, this will increase traffic to Mount Curve Boulevard which lacks a sidewalk and I walk/bike multiple times a day to get my 2 yr old to daycare. Counting rooftops as "open space" is criminal. Roof tops are not accessible open space to the community. Increasing building footprints from 70-95% of a lot will also eliminate green and open spaces. Should the density and changes proposed fo through, I worry my family and I will be forced out of our home that I currently see as a safe and lovely neighborhood. I believe there is huge potential to make the old ford plant site a space for new housing but also to respect the current neighborhood and make the space something that makes this neighborhood even more desirable. Please oppose the Ryan company proposal at the next vote.

Tanya Adelman

Sent from my iPhone

Langer, Samantha (CI-StPaul)

From: Jacquelyn Thorson <jathorson@hotmail.com>
Sent: Sunday, March 08, 2020 12:34 PM
To: Langer, Samantha (CI-StPaul)
Subject: More Live-able St. Paul

Think Before You Click: This email originated **outside** our organization.

Hi Samantha,

These are things we do NOT want at the Ford Site.

- A further increase in the number of housing units, adding to the already ultra-high housing density
- A reduction in the amount of publicly accessible open space by counting rooftops as "open space"
- A huge increase to the size of some building footprints from 70% to 95% of the lot, which would nearly eliminate any green space on some building lots.
- A decrease in some building setbacks, resulting in further encroachment of oversized, overshadowing buildings on streets and pedestrian walkways

I don't expect our objections will matter really. I'm sure it's money that matters and if these things can make people money, or the people with money want these things, then this bad plan will prevail . I just wanted to add my voice since I live on Woodlawn Ave. just across from the Ford Site. I did not expect the plan to really follow the wishes of the neighborhood, so these changes do not surprise me, but I hope it will be reconsidered and more green space, lower building height, and fewer housing units will be the final result.

Thank you

Jacquelyn Thorson

Date: March 8, 2020

From: Merritt Clapp-Smith, former Saint Paul City Planner and resident at 228 East 8th St, 55101

To: Zoning Committee of the Saint Paul Planning Commission

RE: Ryan Companies proposed amendments to the Ford Site Zoning and Public Realm Master Plan

Dear Zoning Committee Members,

Thank you for taking the time to read the following comments which I humbly submit on the proposed changes to the Ford Site Zoning and Public Realm Master Plan. As the project lead for the Ford Site Planning at the City of Saint Paul for a decade, I have a keen interest in any change to the Ford site plans. This said, I sat out commenting on the first round of amendments, to give needed space to myself and to others. There is nothing quite like the designer of a car sitting in the back seat and judging people for how they are driving it. Now that more time has passed, I wish to provide comments on this round of amendments. I speak from the perspective of knowing exactly why things were written as they were in the original Ford Site Zoning and Master Plan.

1. TOWNHOMES

1a) Addition of Townhouses to allowable building types in F1 zoning district.

OKAY

My Comment: The original intent of the F1 district was 1-6 unit residential buildings facing MRB and Carriage houses facing the eastern side of the block on Woodlawn Ave. The lots of the block would extend from MRB to Woodlawn and share parking. No alley was envisioned. The previously amended F1 is 1-6 unit homes along MRB, an alley and then townhomes. This creates two parcels between MRB and Woodlawn instead of one parcel, making it a traditional 2-sided block. This change is significant from the original master plan in design, the added impervious ROW, and the residential type, but the overall density doesn't change much.

1b) Adjustments to the Townhouse minimum lot width from 30' to 20'.

SUPPORT

My Comment: The rationale for the change is very logical and market responsive. It does not change the intent or general look of the area and may enable lower priced units which is a benefit.

1c) Adjustments to the Townhouse maximum building width from 150' to 350'.

OKAY

My Comment: The rationale for the change is logical. The 150-foot width limit was intended to encourage design variation along the block face. However, that may now be addressed in the design standards for the site. Proposed change okay if there is some requirement for façade variation at regular intervals along the block.

1d) Adjustments to the Townhouse maximum lot coverage by buildings from 50% to 60%.

OPPOSE

My Comment: Planning staff report has alternative text change that can meet Ryan's stated interests. It is unnecessary to change in the % coverage. I support staff recommendation.

1e) Adjustments to the Townhouse minimum setbacks, for properties only adjacent to the shared bike/ped paths, from 10' to 4'.

OPPOSE

My Comment: The proposed change would create a straight edge of buildings along the path. The current plan intentionally created variable setbacks along the path to provide visual interest, and a bit more privacy between the public trail and the residential windows.

2. AFFORDABLE HOUSING

2a) Adjustment to allow Multi-Family Medium buildings in F2 zoning district.

SUPPORT

My Comment: The rationale for the change is logical and market responsive. It does not change the intent or general look of the area and enables more affordable housing near the national scenic riverway.

2b) Adjustment to allow Multi-Family Medium building in F5 zoning district.

SUPPORT

My Comment: Request is logical. It allows a residential only building with the district but doesn't change the base requirement for commercial across the district.

2c) Adjustment to allow Supportive Housing in F6 zoning district.

SUPPORT

My Comment: The original intent of R6 was to designate land for job-based uses, by specifically prohibiting residential. However, the City Council already approved the addition of residential uses to F6 in the last round of amendments. The current change would enable Supportive Housing as a residential type in the district, thereby enabling a good affordable housing project by Project for Pride in Living.

3. LAND USES

3a) Adjustment to the minimum commercial in the F6 zoning district to 0%.

OPPOSE

My Comment: The commercial minimum was specifically included in the district to provide at least a little bit of retail in those areas of the site. It can be hard to do retail, but not impossible. An eating spot and coffee shop would be a perfect fit in this area, adjacent to the ball fields and near many residences that don't have such a use as a neighbor. It was also thought originally, that if parents have a nice shop or two nearby, then they might stay in the area during the game, instead of driving there, leaving, then returning and leaving again. That creates a lot of trips.

3b) Adjustment to allow Religious Institution, Place of Worship in F1 zoning district.

SUPPORT

My Comment: Ryan's rationale makes perfect sense.

4. BUILDING TYPE REQUIREMENTS

4a) Adjustment to the Maximum Lot Coverage by Buildings allowed from 70% to 95% for all applicable building types listed in Table 6.2

OPPOSE

My Comment: The Ryan Co rationale seems to make sense, but it would have the impact of reducing ground level open space on the parcels. The intent of the original plan was ground level open space for shared use by residents, vegetation or other decorative features, with intended visibility from the public rights-of-way. Such space would provide greenery and openness to passersby, to offset the monolithic look of buildings with all sides up to the property lines. City staff has identified a text clarification that can address Ryan Co's stated concern. I support the staff text amendment.

4b) Adjustment to allow all usable rooftop space to count towards the Minimum Lot Coverage for Open Space.

OPPOSE

My Comment: The intent of the original zoning was to only allow "rooftop" space to count for up to 50% overall open space. We defined rooftop as "above the third floor" to ensure that it would only apply to an actual roof (top of the building). Roofs were expected to be on 4-, 5- and 6-story buildings, thus being "above the third floor". We considered if interior courtyard space elevated above underground parking should count, but based on observing other projects, we saw that this open space typically is completely privatized and provides no sense of the space to passersby -- it is open space as a building amenity, not as a community amenity. Open space visible to the public right-of-way visually breaks up the strong line of building facades, which we thought was important for creating more of a neighborhood feel within the tallest built area of the site. If "rooftop" space at lower levels counts as 50% of the open space, then these blocks will likely develop with internal, private courtyards accounting for 15% of the open space, and only 15% of the lot remaining for publicly visible open space. This is 15% of the lot for publicly visible open space as compared to 30% under the original and current zoning language.

5. ROADWAYS

5a) Adjustment to the Woodlawn Ave roadway section.

OPPOSE

My Comments: The stated reason for wanting to change the design of the right-of-way is pedestrian safety. This is silly and incorrect, because the proposed street design is generally considered to be less safe for pedestrians than the original shared lane design (which has since been amended once in the first round of amendments). The original plan intentionally designed Woodlawn Lane as a narrow, shared street design.

“Low-volume residential streets, ...have the potential to be... shared streets. Shared streets can meet the desires of adjacent residents and function foremost as a public space for recreation, socializing, and leisure.”

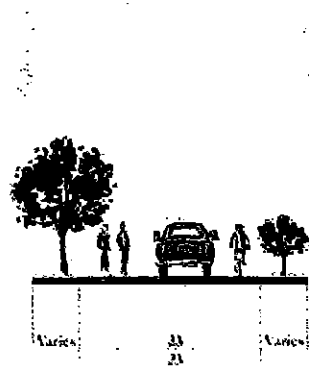
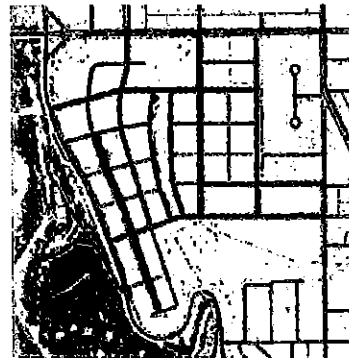
- The National Association of City Transportation Officials (NACTO)

The shared lane design has been completely removed and replaced with a traditional street design over the course of the last amendments and these proposed amendments. The following images show the evolution.

Original Plan – Woodlawn as 23-foot shared ROW with no curb cuts

Woodlawn Lane (South)

Woodlawn Lane is a shared lane for local travel only to the adjacent blocks and residences. There is no demarcation within the 23 foot wide right of way to separate cars, pedestrians and bicycles. All users will share the lane and travel speeds will be very low. Since pedestrians and bicyclists are intended to use the lane for travel, there is no adjacent boulevard or sidewalk space. A private setback for vegetation and driveways will separate buildings from the roadway.

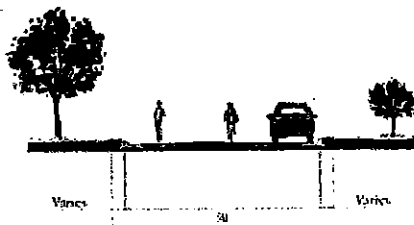
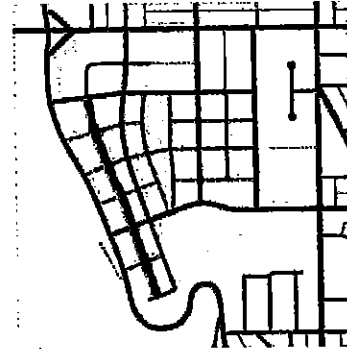


TOTAL RIGHT OF WAY	23
CURB TO CURB DISTANCE	23
VEHICULAR	
BIKE	Shared
PEDESTRIAN	

Ryan Amendments 1 – Woodlawn as 30-foot ROW with curbs and ped separated space (the description in the plan didn't change, but the section clearly did)

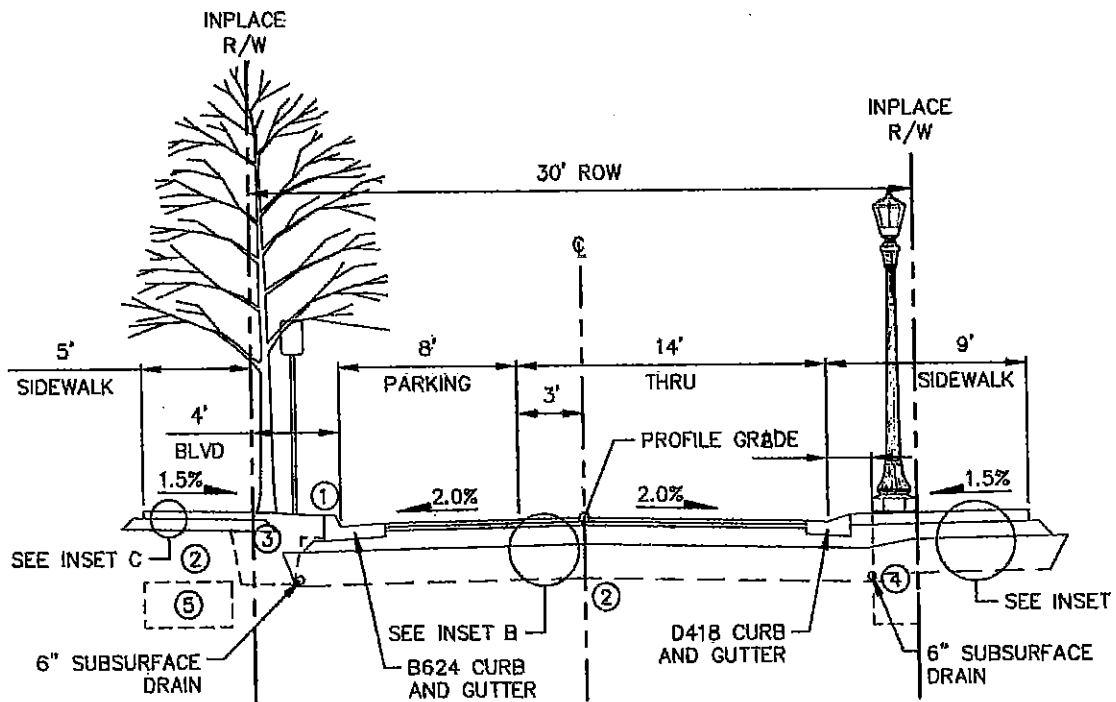
Woodlawn Avenue (South)

Woodlawn Avenue is a shared lane for local travel only to the adjacent blocks and residences, with one side of on-street parking. There is no demarcation within the 30-foot wide right-of-way to separate cars, pedestrians and bicycles. All users will share the lane and travel speeds will be very low. Since pedestrians and bicyclists are intended to use the lane for travel, there is no adjacent boulevard or sidewalk space. A private setback for vegetation and driveways will separate buildings from the roadway.



TOTAL RIGHT OF WAY	30
CURB TO CURB DISTANCE	28
BOULEVARD TRANSITION (feet per side)	1
VEHICULAR	
BIKE	
PEDESTRIAN	Shared
ON-STREET PARKING	

Ryan Amendments 2 (proposed) – Woodlawn as 30-foot ROW with curbs, boulevard and then sidewalks



Comments Continued...: During preparation of the Ford Site Master Plan, Planning and Public Works staff went through extensive conversations regarding the narrow, shared lane concept. Despite being 'new' and non-traditional, the group eventually agreed to include it in the recommended Master Plan. The shared lane design was reviewed by the Ford Task Force and at numerous community meetings and was a widely embraced and supported design.

The form and feel of a lane compared to a street is very different. Lanes have no hierarchy between cars, pedestrians and bicyclists. The modes share the space and cars move more slowly and carefully as a result. Lanes can incorporate more natural and informal forms of vegetation and space between the right of way and adjacent buildings. Saint Paul has an existing lane – West Irving Avenue that runs off of Summit Avenue. It is beautiful to walk, bicycle and drive along.



The other reason for a lane design in the original plan, is that the form allows residential structures to both face it and to have their back side to it. In the original plan, the lane was an interface between townhomes on the east and hoped for carriage house garages on the west.

The type of residential to the west of Woodlawn Lane was amended in late 2019 to replace the carriage houses with townhomes, making Woodlawn a right-of-way faced by townhomes on either side. Alleys now run behind the townhomes on the east and west. However, these changes do not mean that a shared lane is no longer possible or interesting. The alleys will carry many of local trips going to rear garages, instead of Woodlawn. This will keep the vehicular volumes low and therefore Woodlawn remains suited to a shared lane design, or perhaps a bike-ped only right-of-way.

A shared lane design can accommodate parking too, as shown in the photo on the next page.



The National Association of City Transportation Officials (NACTO) has good information about shared streets and how to design them. <https://nacto.org/publication/urban-street-design-guide/streets/residential-shared-street/>

From the NACTO website – “Low-volume residential streets, especially in older cities, often have narrow or crumbling sidewalks. Many of these streets operate de facto as shared spaces, in which children play and people walk, sharing the roadway with drivers. Depending on the street’s volume and role in the traffic network, these streets have the potential to be redesigned and enhanced as shared streets. Shared streets can meet the desires of adjacent residents and function foremost as a public space for recreation, socializing, and leisure.”

Woodlawn, or at least a couple blocks of it, is a perfect place to do a lane / shared street design.

6. SIGNAGE

6a) Addition of F Districts to Section 64.502 of the Zoning Code.

SUPPORT

My Comment: Existing sign zoning in the city is pretty good and can be applied across many settings. There is nothing different about this site to necessitate unique sign standards.

In Conclusion

Thank you for reading and considering my comments. I hope that they convey the intent and reasoning on these elements of the original Ford Site Zoning and Public Realm Master Plan. We always knew that things would change as a developer came to the site. Let us just make sure that the changes that are approved, are done with knowledge and respect for the original plan, a plan that was carefully designed and reviewed by the Ford Site Task Force, the public and many stakeholders over a number of years.

Thank you,

Merritt Clapp-Smith

