From:	Paula Tressler
To:	*CI-StPaul_Contact-Council
Cc:	julia@fortroadfederation.org; #CI-StPaul_Ward1; #CI-StPaul_Ward2; #CI-StPaul_Ward3; #CI-StPaul_Ward4; #CI-StPaul_Ward5; #CI-StPaul_Ward6; #CI-StPaul_Ward7
Subject:	Public Testimony Appeal #25-015636
Date:	Wednesday, March 19, 2025 9:25:02 AM

You don't often get email from 1246holly@gmail.com. Learn why this is important

Appeal #25-015636
NAME: Jeffrey and Paula Tressler
ADDRESS: 395 Colborne Street
St. Paul, MN 55102

I urge you to recognize the importance of maintaining the vision we have for our community. The investments made by residents, businesses, and city officials alike are a testament to our commitment to building a vibrant, sustainable neighborhood. Allowing a garbage truck facility to take root in this area would not only undermine the progress we have made, but it would also send a message that our hard work and aspirations are secondary to short-term municipal needs.

The brewery neighborhood is not just a location; it is a community filled with families, artists, and entrepreneurs who have poured their hearts into revitalizing this space. We have witnessed firsthand the transformation of our surroundings, and we want to see this vision continue to flourish. The Great River Corridor plan is a beacon of hope for us and future generations, promising green spaces, accessible waterways, and a thriving economic landscape.

I ask you to consider the long-term effects of this decision. Will we allow our community to regress to a time when industrial facilities dominated the landscape? Or will we stand firm in our commitment to progress and quality of life for all residents? The choice is clear: we must prioritize the well-being of our neighborhood and protect our investments from being jeopardized by an outdated notion of urban planning.

In closing, I implore you to listen to the voices of the community members who care deeply about the future of the brewery neighborhood. Please stand with us in preserving the integrity of what we have worked so hard to achieve. Let us not forget the lessons of the past, but instead focus on the bright future that lies ahead if we remain united in our vision. Thank you for considering my perspective on this crucial issue.

Jeff and Paula Tressler

From: Alane Klein
To: *CI-StPaul_Contact-Council
Cc: julia@fortroadfederation.org; 1@ci.stpaul.mn.us; #CI-StPaul_Ward2; #CI-StPaul_Ward3; #CI-StPaul_Ward4; #CI-StPaul_Ward5; #CI-StPaul_Ward6; #CI-StPaul_Ward7
Subject: Public Testimony Appeal #25-015636
Date: Wednesday, March 19, 2025 9:24:57 AM

You don't often get email from alaneklein@gmail.com. Learn why this is important

Appeal #25-015636
NAME: Alane Klein
ADDRESS:
970 Randolph Ave
St. Paul, MN 55102

Good Morning,

I am writing today in support of appeal #25-015636 by the West 7th/Fort Road Federation.

I strongly oppose the similar use determination for the location 560 Randolph Ave and its proposed use as an industrial garbage truck depot.

My opposition is deeply rooted in my own use of roadways and experience living in the West 7th neighborhood. My home is located on Randolph Ave and I frequently utilize Shepard Road to Randolph Ave for my commute to and from work at the St. Paul Downtown airport.

Furthermore Randolph Ave is my main route to the river for recreation including biking and running.

When I purchased my home in this neighborhood I looked forward to the future bike plans and pedestrian friendly routes that would give me safe and accessible passage to river trails. I feel that these amenities and my safety as well as the safety of all pedestrians are threatened by the proposed use of 560 Randolph to be utilized as a truck depot.

The scale of the FCC operation, which has been ambiguous, but involves the use of at least 30 trucks will negatively impact my ability to navigate to and from my home both for work and recreation. The threat of their expansion negatively impacts the use of my neighborhood and the volume of traffic for this location is unsustainable for our roads and community.

I love my neighborhood and the city of St. Paul and I look forward to preserving the best parts of it while improving other areas when I can. The determination of 560 Randolph as similar use for the depot contradicts the 2040 comprehensive plan for this area and is inconsistent with community needs of this location.

For these reasons I oppose the use of 560 Randolph Ave as a FCC garbage truck depot.

Thank you for your time,

Alane Klein

From:	John Purdy
To:	Rebecca Noecker; Anika Bowie; Hwa Jeong Kim; Cheniqua Johnson; Nelsie Yang; Saura Jost; *CI-StPaul_Contact-Council
Cc:	julia@fortroadfederation.org; Meg Duhr; Parker, John E
Subject:	APC 25-2 Fort Road Federation Appeal
Date:	Tuesday, March 18, 2025 11:16:26 PM

Dear City Council President, Council Members and City Clerk,

Please accept my public comments below.

For the reasons expressed by the Fort Road Federation and the many residents who are concerned by the Planning Commission's mistakes of fact, and for the following reasons, I urge the Council to Approve the Fort Road Federation's Appeal No. 25-015636:

Ramsey County Ordinance B2017-257 Section 19.01 requires that all household waste collected within St. Paul be delivered to the Ramsey/Washington Recycling & Energy Center located at 100 Red Rock Road in Newport, MN.

The proposed CNG fueling station at 560 Randolph Ave. will cause out-of-route, circuitous movements of refuse trucks through city streets and neighborhoods. This is especially true for refuse routes serving Wards 5, 6 and 7. The direct route from these Wards is via I-35E, I-94 and U.S. 61 and is the shortest, fastest and least invasive route from these North End and East Side City Wards.

A CNG fueling station located closer to the Recycling Center will eliminate the out-of-route, to-and-from, circuitous distance between 560 Randolph Ave. and these Wards.
Other Ward routes will also be shortened by a fueling station located in closer proximity to the Recycling center.

Listed below are properties offered for sale near the Recycling Center. :
Gerdau Ameristeel US, formerly Northstar Steel, 1400 Red Rock Road, St. Paul, MN (PIN 23-28-22-42-0015).
Gerdau Ameristeel US, formerly Northstar Steel, 0 Red Rock Road, St Paul, MN (PIN 23-28-22-31-0004).
Gerdau Ameristeel US, formerly Northstar Steel, 1678 Red Rock Road, Newport, MN (PIN 26-028-22-12-0024).

The City of St Paul holds ownership to undeveloped land at 0 Red Rock Road and should consider its development as a CNG fueling station (PIN 23-28-22-34-0005).

PIN 23-28-22-42-0015 would need to be subdivided.
PIN 23-28-22-31-0004 requires fill in quantities similar to the development of individual Red Rock Terminal parcels, circa 1960.
PIN 26-028-22-12-0024 is within the City of Newport, directly adjacent to and abutting the St. Paul/Newport boundary line on the south side of Red Rock Road.
PIN 23-28-22-34-0005, owned by the City, also requires quantities of fill similar to the recent Pig's Eye Lake Island project.

Out-of-route miles are inefficient and costly for the refuse hauler. They translate into higher collection rates and place a permanent burden on our household budgets.

More importantly, as indicated by the neighbor's pleadings, locating near to the Recycling Center will eliminate the noise and safety hazards being brought to the residents, pedestrians and bicycle riders adjacent to Randolph Ave.

Mr. John Parker with Coldwell Banker Burnet has offered to help develop details or contacts with JLL Capital, the acting agent for the Gerdau properties.

Respectfully,

John Purdy
10 W Delos St
St Paul, MN 55107
612-804-5019

From: Rebecca Noecker
To: *CI-StPaul_Contact-Council
Subject: Fw: Opposition to the Proposed Garbage Truck Facility at 560 Randolph Ave. A Missed Opportunity for Riverfront Development
Date: Wednesday, March 19, 2025 2:59:40 PM

Best,
Rebecca

Rebecca Noecker | Saint Paul City Councilmember, Ward 2

15 West Kellogg Blvd – Suite 310B | Saint Paul, MN 55102
651.266.8622 | rebecca.noecker@ci.stpaul.mn.us

Stay connected to Ward 2! Sign up for quarterly e-newsletters, like us on Facebook and follow us on Instagram!

From: Kim Hyers <kimhyers@icloud.com>
Sent: Wednesday, March 19, 2025 2:54 PM
To: fortroadfed@fortroadfederation.org <fortroadfed@fortroadfederation.org>; #CI-StPaul_Ward2 <Ward2@ci.stpaul.mn.us>; *CI-StPaul_ZoningCases <ZoningCases@ci.stpaul.mn.us>
Cc: 'Meg Duhr' <megduhr@gmail.com>; darrent tobolt <darrentobolt@gmail.com>
Subject: Opposition to the Proposed Garbage Truck Facility at 560 Randolph Ave. A Missed Opportunity for Riverfront Development

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

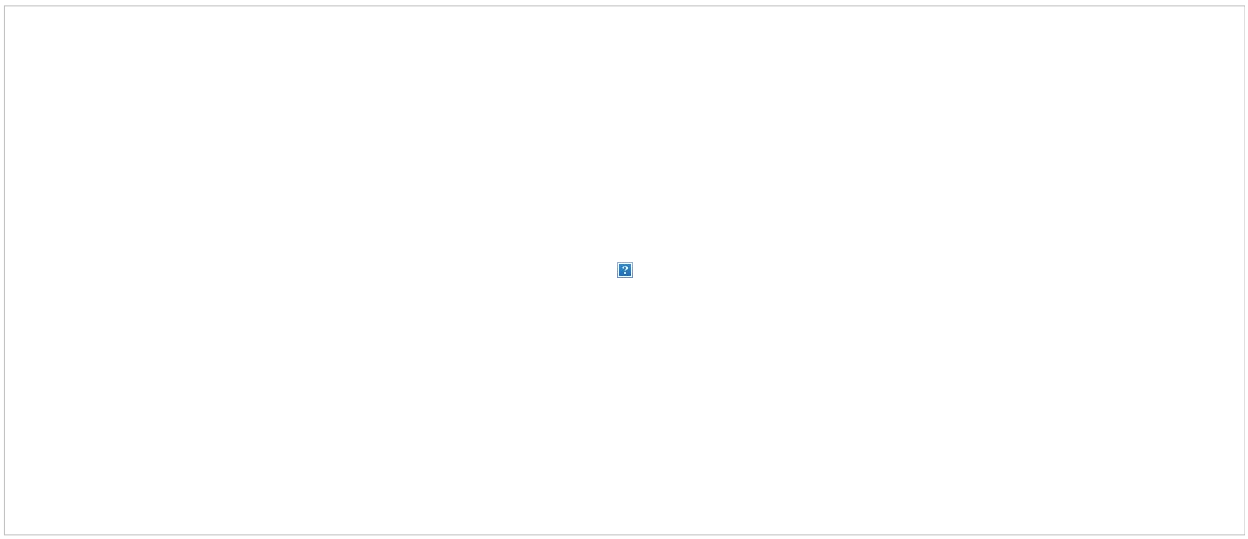
Resending due to apparent lack of inclusion last session. Originally sent Feb 13.

Dear St. Paul Planning and Economic Development, Fort Road Federation and Councilmember Noecker,

I am writing to express my concern over the proposed use of the riverfront parcel at 560 Randolph Avenue for a garbage truck facility. This site represents some of the most valuable and developable land remaining in St. Paul, with direct views of the Mississippi River, proximity to existing parkways and bike paths, and adjacency to recent redevelopment projects such as the Schmitt Brewery artist housing. Allocating this prime real estate for industrial use not only undermines the city's long-term economic potential but also ignores the success that other cities including our neighbor Minneapolis have had in maximizing their riverfronts for residential, commercial, and public spaces. It does not add value to our neighborhood. In fact, it does the opposite for the Randolph community, and the city as a whole.

Across the country, cities that have invested in riverfront revitalization have seen substantial increases in tax revenue, economic development, and overall community well-being. Studies show that mixed-use developments featuring a blend of residential, retail, and commercial spaces generate significantly higher tax revenue than industrial uses. For example, research from Smart Growth America demonstrates that compact, walkable developments can produce **up to ten times more tax revenue per acre** than industrial or low-density suburban developments. Similarly, a fiscal analysis in Falls Church, Virginia, found that mixed-use development yielded median net tax revenues of over $307,000 per acre annually, while traditional industrial uses produced a fraction of that amount. By dedicating the 560 Randolph Ave parcel to a low-value municipal facility, the city would be forfeiting millions in potential long-term tax revenue.

Closer to home, a study looking at Lake Street land use in Minneapolis found that big block development by a single user is far less economically beneficial, and in this case, they at least provided a retail amenity, a garbage station does nothing for us in this location. Tax comparisons note that the local taco shop proportionally delivered far more revenue per acre than the Target.



Additionally, industrial uses are often better suited to locations where land values are lower, infrastructure is designed for heavier equipment, and the negative externalities such as noise, odor, and heavy truck traffic do not detract from surrounding public and private investment. With the bike trails, dog park and other amenities near that intersection, safety is also a major concern.

St. Paul's own land use states this is NOT the right use for this property. Randolph/W7th is specifically called out in the planning guide as a Neighborhood Node. Nothing in the planning supports putting an industrial garbage facility here.

Policy LU-1. Encourage transit-supportive density and direct the majority of growth to areas with the highest existing or planned transit capacity.
Policy LU-2. Pursue redevelopment of Opportunity Sites (generally sites larger than one acre identified as having potential for redevelopment) as higher-density mixed-use development or employment centers with increased full-time living wage job intensity, and the appropriate location for community services that are completely absent in the surrounding area (Map LU-3).
Policy LU-9. Promote high-quality urban design that supports pedestrian friendliness and a healthy environment, and enhances the public realm.

Policy LU-10. Activate streetscapes with active first-floor uses, street trees, public art, outdoor commercial uses and other uses that contribute to a vibrant street life.

Policy LU-18. Support facilities outside public rights-of-way to support pedestrian and bicycling activity, such as sidewalk access to building entrances, adequate lighting, trails and bicycle parking/storage.

Policy LU-19. Prioritize measures to achieve a long-term increase in canopy coverage citywide, with general goals of 40% tree canopy coverage in all neighborhoods outside of downtown and 15% downtown.

Policy LU-23. Strengthen neighborhood connections to and within Downtown Saint Paul through development and improvements that support and complem

The City of St. Paul should be actively seeking alternative locations for the garbage truck facility in less economically valuable or non-developable areas, **rather than sacrificing one of its last prime riverfront parcels for a use that provides minimal economic or community benefit**. There are ample industrial zones within the city and surrounding suburbs that would be far better suited for this purpose.

St. Paul has an opportunity to follow the lead of cities like Minneapolis, Columbus, and Nashville, which have transformed their riverfronts into thriving economic engines. I urge you to reconsider this plan and explore alternatives that would better serve the long-term interests of the city, its residents, and its economy to drive housing, tourism, retail and tax revenue opportunities.

Thank you for your time and consideration.

Sincerely,

Kim Hyers

234 Colborne Street

St. Paul, MN 55102

651-216-9551

Sources:

â€¢ Smart Growth America, Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development, 2013 (smartgrowthamerica.org)

â€¢ Strong Towns, The Relationship Between Retail Tax and Property Tax, 2018 (strongtowns.org)

â€¢ City of Falls Church, VA, Mixed-Use Development Fiscal Impact Report, 2017 (choosefallschurch.org)

â€¢ Planetizen, Tax Revenue Comparison of Downtown Development vs. Suburban/Industrial, 2012 (planetizen.com)

From:	JB Shank
To:	*CI-StPaul_Contact-Council; Julia McColley; #CI-StPaul_Ward1; #CI-StPaul_Ward2; #CI-StPaul_Ward3; #CI-StPaul_Ward4; #CI-StPaul_Ward5; #CI-StPaul_Ward6; #CI-StPaul_Ward7
Subject:	Please accept this testimony regarding City Council Appeal of Determination of Similar Use for 560 Randolph Avenue (#24-102442)
Date:	Wednesday, March 19, 2025 2:04:45 PM
Attachments:	JBS Written Testimony – City Council Appeal of Determination of Similar Use for 560 Randolph Avenue (#24-102442).pdf Untitled attachment 00058.htm

Subject: Written Testimony – City Council Appeal of Determination of Similar Use for 560 Randolph Avenue (#24-102442)

Dear Councilmembers,

I am writing to express my vehement opposition to the Planning Commission's decision regarding the Determination of Similar Use for 560 Randolph Avenue.

I believe that the original sale of the 560 Randolph Avenue property to FCC Environmental Services as a proposed garbage truck depot was undertaken without any of the necessary city and neighborhood oversight essential to insuring proper compliance with the many development plans in place for the the West 7th/Fort Road/Riverview Corridor neighborhood. As a result, everything that has happened since that sale has been an attempt by the new property owners (FCC), in alliance with city officials who have a vested interest in seeing this garbage truck facility realized, to force this outcome through the planning process despite the widespread opposition to this proposal among residents of the neighborhood.

Like many, I only learned of this property sale and its proposed use as a new garbage truck storage and re-fueling facility at the December 2024 meeting of the West 7th/Fort Road Federation's Transportation & Land Use Committee, where it was presented by FCC and a city official responsible for garbage management as a fait accompli. Councilperson Rebecca Noecker was one of many in attendance who expressed astonishment that no prior discussion with the neighborhood had occurred before the agreement was made to use this significant piece of land at the heart of our neighborhood in this particular way. Grabbing what levers we had, the West 7th/Fort Road Federation, on which I serve as an Area 3 Coordinator, agreed unanimously to protest the request made by FCC to get a declaration of "similar use" approved by the city planning commission, which would have allowed FCC to move forward with its intended plan for 560 Randolph Avenue.

I attended the Public Hearing of the City Zoning Commission held on February 13, 2025, and I heard the persuasive arguments made by West 7th/Fort Road Federation President Meg Duhr regarding why this "similar use" variance request should be rejected. Two threads of her argument were most cogent: 1.) Duhr showed how, contrary to City Planning reasoning, the proposed use was not a "similar use" to a public works yard, which is what the city planners had suggested was its equivalent. FCC is not a public works operation, but a private, multinational corporation with stated intentions to expand operations beyond its current contract with Saint Paul. Unlike a municipal public works facility, this operation would introduce a high volume of heavy truck traffic, a compressed natural gas refueling station, and continuous maintenance activities – bringing significant environmental, safety, and quality-of-life concerns to our neighborhood. This is not what I1 zoning was intended to accommodate. 2.) Duhr also asked why the established development plans for the neighborhood were not consulted when considering the suitability of this precise use for this piece of land. Especially negligent was the failure to recall that this property sits at the center of land that had been designated a decade ago as environmentally significant property within the Great River Passage Plan and the Mississippi River Corridor Plan. The use of this irretrievably sensitive land for a garbage truck facility directly contradicts these extant development plans, and while city planners argued that

more recent development plans made these earlier ones obsolete, the city attorney present at the meeting corrected that assessment, stating that development plans, once enacted, stay in place and are not superseded by later plans. Why, President Duhr asked, did the city not consider these established neighborhood development plans when considering FCC's proposed use of 580 Randolph Avenue?

I was one of about three dozen residents of the neighborhood and other constituents with a stake in this outcome who spoke passionately and forcefully in support of President Duhr's arguments in opposition to the approval of this zoning variance. Only FCC spoke in favor of the variance request, and two of five Zoning Commission members were persuaded by the opposition to vote against FCC's request for a zoning variance, a result that led to its approval nevertheless by a 3-2 vote.

I also attended the Public Meeting of the City Planning Commission on Friday February 21 where the Zoning Commission recommendation to approve the "similar use" variance was approved. Zoning Commission Chairperson Simon Taghioff, who had cast one of the two dissenting votes at the February 13 meeting, noted on February 21 after the variance was approved that while he agreed with the legality of the decision, he sympathized with the neighborhood residents who expressed frustration about the absence of transparency and good-faith consultation with neighborhood constituents in the planning for this use of 580 Randolph Avenue. "They are right to expect more from city government than this" is what I remember him saying in conclusion.

These words now ring even more loudly in my mind after the disclosure of the serious procedural errors made by the city that compromised the Planning Commission’s decision-making process and stand as a stain on the legitimacy of the February 21 decision. To summarize the most egregious errors: nineteen written testimonies from community members made at the February 13 meeting, as well as the West 7th/Fort Road Federation’s official statement from that meeting, were omitted from the meeting packet provided to Commissioners. Additionally, inaccurate zoning and land-use maps misrepresented the character of the area, reinforcing a flawed rationale for the "similar use" decision. To say that our trust in city government has fallen to new lows by this latest failure is to state only the least of our concerns.

The West 7th/Fort Road/Riverview Corridor neighborhood has long been subjected to environmental injustices, from the destruction of homes for freeway construction to industrial developments that have polluted our air and water. What was once the vital heart of the city of Saint Paul, and is still a neighborhood home to a vibrant and diverse community, has been continually treated with gross neglect by the city. The fiasco of the Riverview Corridor Transitway project is just the most recent example of this pattern, and forcing the neighborhood to accept a waste-hauling depot on one of the last pieces of developable, environment-friendly riverfront property we have left would simply perpetuate this sad history of disregard.

I have lived in Saint Paul Ward 3 for over a quarter century, first up in the highlands in a 1924 bungalow where I raised two boys that both attended Saint Paul Central High School, and since 2022 in an empty-nest apartment down in the river flats. We moved down the hills and into the

West 7th/Fort Road/Riverview neighborhood in order to have better access to the river and to join in the exciting renaissance currently occurring in this eclectic and vibrant community. Rather than promoting the development of this neighborhood that everyone wants to see continue, approving the use of 580 Randolph Avenue as a garbage truck facility would strike a devastatingly counter-productive and regressive blow to our community. Please do the right thing and put a complete stop to FCC's plans for the development of 580 Randolph Avenue.

Respectfully submitted,

J.B. Shank
750 Otto Avenue, Apartment 2202
Area 3 Coordinator for the Fort Road Federation
Morse Alumni Distinguished University Teaching Professor in the Department of History, Scholar of the College of Liberal Arts, and Chair of the College of Liberal Arts Faculty Assembly at the University of Minnesota