



**CITY OF SAINT ANTHONY VILLAGE
PLANNING COMMISSION MEETING AGENDA
AUGUST 28, 2017
COUNCIL CHAMBERS
7:00 PM**

**Call to Order.
Pledge of Allegiance.
Roll Call.**

Consideration, discussion, and possible action on all of the following items:

I. Approval of the August 28, 2017 Planning Commission Meeting Agenda. (action requested)

II. Approval of the June 26, 2017 Regular Planning Commission Meeting Minutes. (pp.1-3)

III. Public Hearing.

A. Consider a request for 2401 and 2501 Kenzie Terrace (aka the Village Redevelopment Project)

- Request for Comprehensive Plan Amendment to allow for a change in Land Use Guidance from Commercial to High Density Residential on the property located at 2401 Lowry Avenue (Bremer Site);
- Request for Comprehensive Plan Amendment to allow for a change in density from 40 to 48 units per acre in the High Density Residential land use category;
- Request for a Preliminary Planned Unit Development (PUD) Plan to allow 833 multi-family units on 2401 Lowry and 2501 Lowry Avenue;
- Request for a Preliminary Plat to allow the subdivision of the property at 2401 Lowry and 2501 Lowry Avenue into 5 multi-family housing lots, one lot for park, 32 lots for townhomes, and an outlot for private roads. (pp. 5-215)

IV. Staff Reports.

V. Other Business.

VI. Community Forum.

Individuals may address the City Council about any item not included on the regular agenda. Speakers are requested to come to the podium, sign their name and address on the form at the podium, state their name and address for the Clerk's record, and limit their remarks to five minutes. Generally, the City Council will not take official action on items discussed at this time, but may typically refer the matter to staff for a future report or direct the matter to be scheduled on an upcoming agenda.

VII. Information and Announcements.

VIII. Adjournment.

Our Mission is to be a progressive and livable community, a walkable village, which is sustainable, safe and secure.

CITY OF ST. ANTHONY
PLANNING COMMISSION MEETING
June 26, 2017
7:00 p.m.

CALL TO ORDER.

Chairperson Gondorchin called the meeting to order at 7:00 p.m.

PLEDGE OF ALLEGIANCE.

Chairperson Gondorchin invited the Commission and the audience to join him in the Pledge of Allegiance.

ROLL CALL.

Commissioners Present: Chairperson Gondorchin, Commissioners Bartel, Foster, Kalar, Larson, and Papatola

Absent: Commissioner Westrick

Also Present: City Planner Breanne Rothstein

I. APPROVAL OF THE JUNE 26, 2017 PLANNING COMMISSION MEETING AGENDA.

Motion by Commissioner Foster, seconded by Commissioner Papatola, to approve the June 26, 2017 Planning Commission agenda.

Motion carried 6-0

II. APPROVAL OF THE MARCH 27, 2017 REGULAR PLANNING COMMISSION MEETING MINUTES.

Motion by Commissioner Kalar seconded by Commissioner Foster to approve the March 27, 2017 Regular Planning Commission Meeting Minutes as presented.

Motion carried 5-0-1 (Bartel)

Commissioners Bartel and Papatola volunteered to represent the Planning Commission at the next City Council Meeting depending on the date of the Council Meeting.

III. PUBLIC HEARING.

A. Consider a request for variance to the rear yard setback requirement to allow a deck to be set back 17 feet from rear property line, a reduction from the required 25-foot rear yard setback.

Chairperson Gondorchin opened the public hearing at 7:04 p.m.

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1 City Planner Rothstein reviewed the applicant is requesting to construct an attached deck behind
2 their home at 3204 Townview Avenue. The proposed deck is 14 feet by 14 feet in size.
3 Currently, the applicant's home is set back 31 feet from the rear property line. The addition of a
4 14-foot deck would reduce their rear-yard setback to 17 feet. The minimum required setback in
5 the R01 district is 25 feet. The applicants are therefore requesting an eight-foot variance to the
6 25-foot setback requirements to allow their deck to be set back 17 feet from their rear property
7 line. Ms. Rothstein noted there was an addition added to the home.

8
9 The applicant's lot length, at 119 feet, is a short lot compared to nearly all other lots on this
10 block of Townview Avenue. Both neighboring lots, and all lots on the block, have a lot length
11 closer to 137 feet. Were the applicant's lot to be sized similarly in terms of length, the proposed
12 deck would not require a variance as the rear setback would exceed 25 feet. Because the
13 applicant's plight is due to a unique feature of their property dimensions, staff is recommending
14 approval of the variance request. The applicants are Viktor and Katherine Adamcsek.

15
16 Ms. Rothstein reviewed the criteria and noted all criterion were met. Staff recommends the
17 variance be approved with the following conditions of approval:

- 18
19
 - The rear yard setback dimension at 3204 Townview Avenue shall be as shown in
20 the application materials.
 - Issuance of a building permit for proposed addition that meets all the
21 requirements of the building code, all other provision of the zoning code not
22 subject to this variance, and all other applicable regulations.

23
24

25 Commissioner Foster asked why the lot size is considerably shorter and Ms. Rothstein stated she
26 does not know the history behind why the lot line is shorter.

27
28 Commissioner Papatola asked if a variance was requested originally when they did the addition.
29 Ms. Rothstein stated the original addition met the setback requirements and there was no deck
30 applied for at that time. Commissioner Papatola noted this is a second-floor deck.

31
32 Mr. Viktor Adamcsek stated the deck is on the main level of the home. He does not know why
33 the lot is shorter than the neighboring lots.

34
35 Chairperson Gondorchin asked if the fence is their fence. Mr. Adamcsek does not know whose
36 fence it is and it is 4 feet high.

37
38 Commissioner Foster asked if Mr. Adamcsek mows to the fence line and Mr. Adamcsek stated
39 they have a garden and they do take care of the property back to the fence.

40
41 Chair Gondorchin asked if a deck could be constructed without the variance and Ms. Rothstein
42 stated a smaller deck could be constructed without the variance but the request is for a 14-foot
43 deck. Chair Gondorchin asked if there is a patio door and was the addition be put on the home by
44 the Adamcseks and Mr. Adamcsek stated it was and there is a header for the deck on the
45 addition.

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Commissioner Kalar asked if when the addition was constructed did the applicants know the fence was not the lot line and Mr. Adamcsek stated they found out during the process.

The McNaughton's were present at the meeting. Mr. McNaughton stated he agreed with Commissioner Foster regarding the lot line and he stated it is a privacy issue for them based on the slope of the property. If the size of the deck were smaller or constructed at ground level it would be less of a privacy issue.

Chairperson Gondorchin closed the public hearing at 7:19 p.m.

Commissioner Larson asked if some plantings would be done to provide privacy would that be acceptable. Mr. McNaughton stated the plantings would need to be six feet high.

Motion by Commissioner Papatola, seconded by Commissioner Foster, to recommend to the City Council approval of a variance to the rear yard setback requirement to allow a deck to be set back 17 feet from rear property line, a reduction from the required 25-foot rear yard setback at 3204 Townview Avenue.

Motion carried 6-0

IV. STAFF REPORTS

Ms. Rothstein stated the Comprehensive Plan is still being reviewed and another opportunity for input will be at Village Fest. The next Comp Plan Steering Committee Meeting has not yet been scheduled. Commissioner Papatola asked for the process for the Planning Commission to review the Comp Plan. Ms. Rothstein stated it's a six-month process after the public hearing held by the Planning Commission.

V. OTHER BUSINESS – NONE.

VI. COMMUNITY FORUM

No one appeared to address the Commission.

VII. INFORMATION AND ANNOUNCEMENTS

Chairperson Gondorchin welcomed Commissioner Jedd Larson to the Planning Commission.

VIII. ADJOURNMENT.

Motion by Commissioner Larson, seconded by Commissioner Papatola, to adjourn the meeting at 7:25 p.m

Motion carried 6-0

Respectfully submitted,

Debbie Wolfe (*TimeSaver Off Site Secretarial, Inc.*)

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MEMORANDUM

To: St. Anthony Village Planning Commission

From: Breanne Rothstein, AICP, City Planner

Date: Planning Commission meeting on August 28, 2017

WSB Project No. 02170-300

Request: Comprehensive Plan Amendments, Preliminary PUD Development Plan, and Preliminary Plat for The Village, LLC

GENERAL INFORMATION

Applicant: The Village, LLC

Owners: The Village, LLC

Location: 2401 and 2501 Lowry Avenue

Existing Land Use / Zoning: Manufactured Home Community/Single-Family Residential (approximately 97 home sites and 95 RV sites); Bremer Bank Site/Commercial

Surrounding Land Use / Zoning: North: Low Density Residential / Zoned R-1 - Single Family Residential
 East: High Density Residential/Planned Unit Development Kensington Terrace (ownership condos for seniors) are located immediately to the east (5 stories, plus at grade garage (70 feet in height).
 South: High Density Residential and Commercial/Planned Unit Development The Legacy (4 stories of rental, assisted living for seniors (48 feet), Walker Senior Housing (3 stories of affordable rental, assisted living for seniors (36 feet), and Autumn Woods (3 stories general occupancy rental units (40 feet).
 West: Single-Family Residential and Commercial in Minneapolis

BACKGROUND

The applicant for the proposal, The Village, LLC, with lead developer Continental Property Group, purchased the Lowry Grove Manufactured Home Community on June 13, 2016. In the ensuing year, the mobile home park, and the former and new property owners were engaged in a series of State statutory requirements for mobile home park closures. The Lowry Grove mobile home park formally closed on June 30, 2017.

On October 24, 2016, the Planning Commission reviewed an initial Planned Unit Development (PUD) sketch plan submission for the site from The Village, LLC. An Environmental Assessment Worksheet (EAW) for the site was completed in November of 2016.

On July 18, 2017, The Village, LLC submitted a series of land use applications for their proposed redevelopment of the former Lowry Grove site. The proposed redevelopment now includes both 2401

Lowry Avenue (the site of the former mobile home park) and 2501 Lowry Avenue (the current site of Bremer Bank).

DESCRIPTION OF THE REQUEST

The site under re-development consideration is approximately 17.26 acres located on the southwestern edge of the city of St. Anthony at 2501 Lowry Avenue and 2401 Lowry Avenue (see enclosed site location map). Bremer Bank (2 stories) is located on the southwestern-most corner of the property and has been added as part of the re-development plan since the review of the sketch plan.

The preliminary plat and PUD preliminary development submittal proposes a residential redevelopment that includes several housing types, styles, and ownership models. There are a total of 833 housing units proposed on the site, comprised of five buildings of multifamily housing and 32 for-sale townhome units. Buildings A and C include 300 units of senior housing; Buildings B and D together are proposed to have 391 market-rate apartments; and Building E includes 110 units of affordable housing. Buildings A and B, set back behind the townhomes on the west side of the development, are proposed to be 55 feet in height (5 stories). Buildings C, D and E are proposed at 66 feet (6 stories).

The redevelopment proposal includes two stormwater retention ponds and a stormwater infiltration basin feature. Lot 2 Block 2 contains a 1.4-acre park with a six-foot sidewalk trail connecting Roads A and B. There are six-foot sidewalks along each of the proposed roadways. There are a total of 1,122 designated parking stalls proposed for the development. These include 988 enclosed parking stalls (64 of these are associated with townhome garages), 72 surface stalls (associated with Building E) and 62 on street parking stalls associated with roadway bump-outs across the development site.

The Village, LLC has submitted the following requests with their land use application for the redevelopment plan for 2401 and 2501 Lowry Avenue:

- **Two Comprehensive Plan Amendments:**
 - A comprehensive plan amendment to the High Density Residential district to accommodate a higher proposed density on the site. The overall site density is proposed as 48 units per acre. The current comprehensive plan allows a maximum density of 40 units per acre in areas guided for High Density Residential.
 - At 2401 Lowry Ave, a comprehensive plan amendment to change the guided land use from Commercial to High Density Residential.
- **Rezoning request** to change the zoning of the site from R1 – Single Family Residential (at 2501 Lowry Avenue) and C – Commercial (at 2401 Lowry Avenue) to Planned Unit Development (PUD). A **Planned Unit Development (PUD) preliminary development plan review** is also requested, in accordance with the rezoning request.
- **Preliminary Plat review for their re-development plan for 2401 and 2501 Lowry Avenue;** a preliminary plat submission must include certain required elements to be considered for complete review.

Each of the components of the applicant's land use request was accompanied by a separate narrative written by the applicant, and included as attachments.

COMPREHENSIVE PLAN GUIDANCE

The Comprehensive Plan's Land Use Plan discusses the following items related to the sites at 2401 and 2501 Lowry Avenue:

- It guides the 2401 Lowry Avenue (Bremer Bank) site for Commercial and the 2501 Lowry Avenue site for High Density Residential. It acknowledges that mobile home housing on the former Lowry Grove site was aging and states intent for a long-term redevelopment plan for higher-intensity use of the site.
- It states that any changes in land use would be initiated by the landowner, not proactively by the City.
- It states that any change in land use would require proper notification and provision for re-location under state statute.
- It states the importance of provision of affordable housing in this area to the community.
- It outlines a general vision, should the property re-develop, that includes a mix of multi-family housing ("townhomes and condominium apartments")
- It discusses the need for better pedestrian improvements and streetscape on Kenzie Terrace.
- The density range for High Density Residential is specified as a minimum of 25-40 dwelling units per acre.

ZONING GUIDANCE

The 2401 Lowry Ave site is currently zoned **C – Commercial**, which is a zoning district that allows generally for retail sales and service uses. The 2501 Lowry Ave site is currently zoned **R-1 – Single Family**, which is a zoning district that allows for detached single family uses. The applicant is requesting to rezone both sites to **Planned Unit Development (PUD)**. The intent of a PUD zoning designation is "to create a more flexible, creative, and efficient approach to the use of land", and may include a greater use variety and dimensional flexibility than the underlying zoning district(s) would allow.

City Code section §152.203 ("ALLOWED USES") stipulates that a PUD development plan may deviate from the area's underlying zoning and allowed uses, and that the uses defined in the final PUD agreement take precedence:

"Uses within a PUD may include only those uses generally considered associated with the general land use category shown for the area on the official Comprehensive Land Use Plan. However, in some unique situations, the PUD may allow the approval of use or uses that are not listed as either permitted or conditional uses in any underlying zoning district. The specific allowed uses and performance standards for each PUD shall be delineated in an ordinance and development plan. The PUD development plan shall identify all the proposed land uses, which shall become permitted uses if the final development plan is approved."

PRELIMINARY PUD DEVELOPMENT REVIEW

Staff deemed the preliminary plat submission complete after reviewing the submitted elements against the required information listed in §151.02. The following summarizes the proposal for each element of the preliminary plat and preliminary PUD site plan.

Housing Types and Massing/Height: The preliminary plat and PUD preliminary development submittal proposes a residential redevelopment that includes several housing types, styles, and ownership models. The table below summarizes the housing types and massing for each segment of the proposed development.

Site Element	Housing Type	Total Units	Height
Building A	Senior housing	130	55' (5 stories)
Building B	Market-rate	171	55' (5 stories)
Building C	Senior housing	170	66' (6 stories)
Building D	Market-rate	220	66' (6 stories)
Building E	Affordable	110	66' (6 stories)
Townhomes	For sale attached housing	32	1-2 story
Total Units Proposed: 833 housing units			
Overall Site Density: 47.7 units per acre			

Buildings A and B, both proposed at five stories in height, are set back behind the townhomes located along Stinson Boulevard. Buildings C, D and E, each proposed to have six stories, front Kenzie Terrace. Buildings A and C are proposed to be managed and operated by Ebenezer, a senior home community. Buildings B and D are proposed to be constructed and operated by Continental Property Group, and Building E is proposed to be constructed and operated by Aeon, an affordable housing developer. The townhome element will be sold to a townhome developer/builder.

Traffic, Streets and Access: The development plan proposes two main access points, one from Stinson Boulevard and one from Kenzie Terrace. Building E would also retain its existing access drives off of Stinson and Kenzie, but there are no proposed internal roadway connections between Building E and the remainder of the site. Roads A, B, C and D are included on the preliminary plat as Outlot A and are proposed as private roadways. A traffic study was completed as a part of the Environmental Assessment Worksheet (EAW) review, and detailed recommendations were included in that report. The traffic study includes a recent additional memo to include and evaluate existing and proposed volumes on Stinson Parkway and Lowry Avenue.

Parking: There are 1,122 total parking stalls proposed for this development. The table below summarizes the parking type, stalls and area associated with each segment of the proposed development.

Site Element	Enclosed Parking Stalls	Surface Parking Stalls	Parking Area (SF)	Stalls per unit
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Building A	130 (underground)	--	47,000	1
Building B	222 (underground)	--	80,000	1.3
Building C	222 (underground)	--	80,000	1.3
Building D	285 (underground)	--	103,000	1.3
Building E	65 (underground)	72 (parking lot)	42,000	1.4
Townhomes	64 (garage)		64,000	2
Guest Parking	--	62 (on-street)	Not given	--
TOTAL	958 stalls	134 stalls		

Landscaping: The plan provides a suggestion of the development's landscaping concept through the Site Plan exhibit. However, the application does not include a separate landscaping exhibit and the elevation renderings do not provide landscaping detail. The site plan indicates boulevard tree plantings along the roadways surrounding Blocks 3 and 4 and the park plaza.

Streetscape/Urban Design: The site plan and preliminary plat shows street design, sidewalks and trails incorporated into the project design. Setbacks shown on the site plan are 20 feet along most site boundaries (30 feet along Kenzie Terrace), while internal setbacks are zero feet. The applicant has also provided a narrative description of some of the design elements of the project including overall configuration of the parks and green space elements within the site design, height and density of the buildings, and integration of the site into the existing surrounding area and land use.

Trails/Sidewalks: The preliminary plat shows 6-foot sidewalks integrated into the site design along all internal roads, as well as a sidewalk trail connecting Road A and Road B through the park plaza. While there is an existing sidewalk along both Stinson Blvd and Kenzie Terrace integrated into the project design, there are no proposed enhancements to existing sidewalks nor internal sidewalk connections proposed to connect Building E with the remainder of the site.

Public Spaces/Parks: The preliminary site plan includes the following park and public space elements. These are proposed to be open to the public, but privately maintained and programmed.

- Park/Plaza (Lot 2 Block 2): This 1.4-acre area is dedicated park space that includes a stormwater pond, a fountain feature, and a plaza. Site plan renderings show opportunity for additional park features to be incorporated into the park design.
- Building plazas/open space: Buildings A, B, C and D each incorporate a plaza or courtyard area into their design.

Environmental Assessment Worksheet: A full report was completed for the analysis of the environmental impacts, including infrastructure impacts, contamination, traffic, and permitting required. Detailed information was analyzed, and this report is available on the city's website, or at city hall.

Environmental (Contamination): There is contamination on the site from the apparent spreading of oil on dirt roads for dust control (historically), the location of a dry cleaner on the Bremer site, and the siting of underground petroleum tanks (historical). The appropriate Response Action Plan has been submitted and approved by appropriate agencies. The developer is intending to remediate all environmental contamination on the site as a part of redevelopment. The EAW completed for this site has listed the detailed permits and information related to this clean up effort.

Grading: A grading plan has been submitted that appears to involve significant grading and changes to the grade on the site. It appears that most, if not all trees, will be removed as part of the grading.

Stormwater Management: A stormwater management collection and treatment system is proposed through a system of curbing, catch basins, underground conveyance, ponding, and bio-retention. This includes traditional at grade ponds and below grade bio-filtration systems.

Utilities: Public sanitary sewer and watermain extensions and hydrants are proposed as part of this development. The infrastructure is proposed under private streets, with public easements over them.

Phasing: The staging plan depiction is shown below. The staging plan indicates the sequence of site development and indicates a total buildout time frame of 5 to 7 years. Building D, the roads, the utilities, the park, and the stormwater retention pond are all incorporated into the first stage of development. This will be followed by the construction of building A. Next staged are the townhomes, followed by Building C and then Building B. Building E is currently listed as "TBD" in the phasing plan. Aeon has indicated that they anticipate a 2019 construction season, depending on award of tax credits and other required funding sources.



Park Dedication Fees: Park dedication is required on all new subdivisions in St.

Anthony. The amount of land (or cash in-lieu) will be determined at the time of final plat. All park dedication requests will need to be reviewed by the Park Commission. More details will be needed to determine appropriate park dedication obligation and credit.

Development Agreements/Contracts: A series of development agreements and contracts will be required for this project. These legal documents will be drafted and prepared at appropriate times during the final plat/final development plan stage.

Other Agency Requirements: In addition to city code requirements for the review and consideration of a Planned Unit Development preliminary development plan, re-zoning and subdivision application, this re-development is subject to many other jurisdictional requirements including the following:

State Rules Governing Completion of an Environmental Assessment Worksheet (EAW). Due to its size (over 375 attached units), State Rule 4410 requires preparation of an EAW to evaluate and identify existing environmental conditions and identify the impacts of this proposed development with regard to land use, soils, fish/wildlife, historical property, water resources, sewer, water, and transportation infrastructure and any potential noise, odor, light, or visual impacts. This document has been completed and several recommendations listed in this staff report are a result of this study.

Minnesota Pollution Control Agency. As part of the developer's purchase of the property, Phase I and Phase II Environment Assessments were completed and identified several sources of contamination on the property, which will need to be properly handled and remediated through the process established by the Minnesota Pollution Control Agency. Additionally, sanitary extension and construction permits will also be needed. Copies of all required permits will be required to be submitted prior to final approval of the development.

Hennepin County Transportation. Kenzie Terrace is a County Road and coordination with their plans and needs regarding changes or upgrades to Kenzie Terrace is required. Copies of all access permits will be required to be submitted to the city prior to final approval of the development.

Minneapolis Park and Recreation Board. MPRB has submitted comments regarding the proposed development, outlining the process and permits required. The land under which Stinson Parkway is built is considered MPRB parkland, not right-of-way. Therefore, special review and provision must be made for any upgrades or impacts to Stinson Parkway, given its designation as parkland and the MPRB jurisdiction. Copies of all required Park Board permits will be required to be submitted prior to final approval of the development.

Mississippi Watershed Management Organization. This development will be subject to the rules of the MWMO and the city regarding pollutant loading reduction, discharge rates and volumes, and flood elevations. The city is the permitting agency for the MWMO.

COMMUNITY INPUT TO DATE

There has been much interest in this proposal, starting last year and continuing to-date. Staff has received almost 100 emails since the sketch plan phase, and has included them as an attachment. Additionally, staff has spoken with many residents and concerned neighbors and has summarized the concerns as follows:

- Concerns over the density and height of the proposal. The most common concern is the opinion that the comprehensive plan should not be amended to accommodate this development and that heights should be consistent with those around the site.
- Concerns over the loss of affordable housing. People have expressed the need to retain/replace affordable housing on the site.
- Concerns over traffic and safety. People have stated the increase in traffic on Stinson Parkway will reduce livability and increase congestion at key intersections.
- Concerns regarding views for existing Kensington Terrace residents. People have expressed concern over the reduction in views from their units.
- Concerns over tree removal.
- Concerns over school capacity and other public services.
- Concerns over the handling and treatment of stormwater runoff.

While there have been other concerns expressed, and also support expressed for the project, the overwhelming majority have stated the above concerns.

ANALYSIS

Comprehensive Plan Amendments Requests

The City must follow statutory requirements and ensure conformity within the comprehensive plan when amending its comprehensive plan, which serves as the foundation for land use policy. Section 152.002 establishes the purpose and intent of the city of St. Anthony's zoning code. Therefore, Staff has evaluated the request for the comprehensive plan amendments using the standards set forth in Section 152.002:

A. Does the comprehensive plan amendment to increase the maximum allowable density from 40 to 48 units per acre achieve the following findings?

- (1) *The use districts are protected.* Yes, use districts are not affected by this comprehensive plan amendment request.
- (2) *Orderly development and redevelopment is promoted.* The increase in density requested does not promote orderly development since it is inconsistent with surrounding densities and inconsistent in density and scale with past re-development. Recent development in the city has been approved at 38 units per acre and 4 stories in height.
- (3) *The proposal provides adequate light, air, and access to property.* No, the proposed density does not allow adequate access within the site due to the location and placement of several, large retaining walls. The internal road and trail network does not allow for adequate access around all buildings.
- (4) *Prevent congestion in the public streets.* No, allowing an additional increase in density will not prevent congestion on public streets. While an increase in traffic is expected, and the traffic study calls for the completion of required improvements associated with the traffic study, an increase in density will not improve the current or proposed traffic situation.
- (5) *Prevent overcrowding of land and undue concentration of structures by regulating land, buildings, yards, and densities;* The proposed density of the development exceeds what the site

can reasonably accommodate, given the surface water and grade challenges on the site. The site would be better configured if the density was a max of 40 units per acre;

- (6) *Provide for compatibility of different land uses.* The proposal provides for a variety of residential land uses on the site.

B. Does the comprehensive plan amendment to change the land use at 2401 Lowry Avenue from commercial to high density residential achieve the following findings?

- (1) *Protect the use districts.* The proposed land use is high density residential, which is a change from the commercial designation.
- (2) *Promote orderly development and redevelopment.* In staff's review of the proposal, a change to land use from commercial to high density residential does promote orderly development since a commercial use of the parcel on the corner would be isolated from most nearby commercial.
- (3) *Provide adequate light, air, and access to property.* The land use change does not affect the provision of adequate light, air, and access. The proposed access to the site will need to be evaluated and commented on as part of the overall PUD request. Generally, high density residential uses generate less traffic than commercial uses.
- (4) *Prevent congestion in the public streets.* The land use change proposed does not prevent, or substantially affect, congestion in the street.
- (5) *Prevent overcrowding of land and undue concentration of structures by regulating land, buildings, yards, and densities.* The land use change proposed does increase the overall density on the site, but generally, high density residential is considered less intense than a full utilization of the site as a commercial use.
- (6) *Provide for compatibility of different land uses.* The proposed land use change provides for better compatibility with the rest of the development, which is proposed as high density residential. The integration of the site will be addressed as part of the PUD review.

Staff has completed a thorough review of the Preliminary PUD Development Plan and Preliminary Plat proposal and has the following comments and requested changes:

- ◆ *Full streetscape exhibit.* Currently the site plan is lacking in detail about the design and plan for the streetscape for the project. The look and feel of the streetscape is a critical feature for a site of this scale. Staff requests the submission of a full and separate streetscape exhibit that includes more detail regarding dimensions of sidewalks and trails, curbs, parking bump-outs, driveways, public infrastructure in streetscape (hydrants, utility boxes, etc), and boulevards and boulevard landscaping. This includes the area along the alleyway on the north side as well as on all public and private streets. Specifically, the following additions/considerations are requested:

- A trail plan is requested that connects all of the building areas together.
 - Many retaining walls are proposed. The site needs to be re-evaluated to reduce the number of retaining walls, especially in areas critical to urban design (along Kenzie Terrace and along private streets; between Building E and Building C; and in the northeast corner of the site. This also relates to the grading and drainage plan, and stormwater management plan.
 - Boulevard trees and sidewalks are requested on each of the streets.
 - The removal of all existing encroachments into Stinson Parkway.
 - The addition of street lights along Stinson Parkway, in coordination with the Park Board on number and spacing.
- ◆ Landscaping Plan. Staff is requesting submittal of a landscape plan that details the location and programming for greenspace (particularly over the areas labeled “biofiltration basin.”) All areas in the development need intentional landscaping and programming. More information is required regarding the green spaces indicated interior to Building B. All areas not proposed as greenspace (driveways in alley, Building B interior, biofiltration areas, patio on Building D) should be removed as “green” from the site plan. An effort should be made to indicate the preservation of trees, where possible.
- ◆ Details regarding building plans. Staff is requesting more detail about the proposed style(s) of the townhomes, and confirmation that there are no driveways proposed for the townhomes on Stinson Parkway and details regarding the off-street parking for these units (distance from garage door to curb along Road C). Additionally, there seem to be measurement discrepancies shown on the site plan for the lengths of the north side driveways as well as driveway access.

Staff requests that the Applicant examine the accuracy of these measurements and submit revised plans showing details of access along the alley, including location, grades, and building elevation views of the north side of those townhomes.

Staff is also requesting all four building elevations for each building and labeled for ease in reading/evaluating. Urban design and the interaction of the building with the street, walkways, and views from surrounding properties needs to be evaluated. The proposed number of 1, 2, and 3 bedroom apartments proposed should also be indicated, by building.

- ◆ Details on Parking. Staff is requesting more information on the details on the parking garages proposed is missing (underground, at-grade, or above grade, and proposed lowest floor elevations of underground garages). Also, more information is requested regarding guest parking (how many numbers of underground and at grade guest parking), handicap parking stalls (how many and location). Since the number of

proposed stalls is well below the city code requirement of 2 stalls per unit, staff is requesting information regarding best practices for the provision of parking at other recent development sites in the vicinity and more data to support allowing a reduction in the parking spaces required.

- ◆ Area breakdown by use. Similar to the table provided with the existing conditions exhibit, staff would like the Applicant to provide a table showing the areas associated with each *proposed* use of the development. This table would include the square footage associated with each type of residential (market, affordable, townhome, and senior), streets, trails and sidewalks, public use and/or open space. This should also include the estimated number of 1, 2, and 3 bedroom apartments proposed, by building.
- ◆ Staging detail. Staff is requesting a more detailed estimate of the timeline associated with each stage of the development. There is an understanding that uncertainty exists with development timing; however, staff would like a better understanding of the expecting duration of each stage of development.
- ◆ Revised Plans for Building E. Since a new developer is now involved, revised plans for Building E and the surrounding site are requested. As proposed, Building E (which contains the affordable housing associated with this project) is physically isolated from the remainder of the site by a large retaining wall and a bioretention area. There are no internal roadway or sidewalk connections to other site buildings or features, including the park and open space areas, and there is both a parking lot and retaining wall that act as a separation cutting off the building from the development overall. The design of this building could be better incorporated into the site plan and could be integrated into overall development in a more inclusive way with the addition of a trail. Grading changes are required to eliminate or reduce the grade change between Building B and D.
- ◆ Vacation of Easement. There is currently a watermain easement through the site, which will need to be vacated through a separate action accompanying a final plat.
- ◆ Engineering Comments. The full engineering staff report is available as an attachment.
 - There appear to be many outstanding questions and concerns with the stormwater management systems, especially as it relates to the rest of the site. Resolution of these questions and issues will require coordination with City Engineer.
 - An erosion control must be submitted and reviewed.
 - Soil borings and logs must be submitted and reviewed.
 - Details on the operations and maintenance of the privately held stormwater facilities will be required to be enumerated in the development agreement.

- Detailed requirements for transportation improvements are listed in the traffic study, and incorporated here by reference. It has been concluded that the improvements listed in the report are satisfactory, in staff's recommendation, to meet the demands generated by this development. While there are intersections in the vicinity that currently experience congestion during peak hours, these conditions are not created by this development proposal.
- ◆ *Police and Fire Comments.* The full comments from Police and Fire are available as an attachment. In particular, the following changes are requested:
 - A 20 foot clear zone around each building, free of any trees, structures, ponds, or grade changes, and reinforced with material acceptable to the engineer for the purposes of access. This is particularly important between Buildings B and D, east of C, and east of A. This can be accomplished with a paved trail in many locations. A lesser width may be allowed in certain areas, with approval of the fire chief.
 - Placement of a hammerhead at the eastern terminus of Outlot A/Road B. This will require re-evaluating the 114 foot long retaining wall in this location.
 - Hydrants added to Stinson Parkway (on private property).
 - Location of building entrances, and distances to nearest hydrants, and provisions for emergency vehicle parking.
 - Closer review of access points along Kenzie and proximity to the Lowry/Stinson intersection. Hennepin County will need to review and approve these access points.
- ◆ The EAW incorporates many detailed comments and permitting requirements, all of which are incorporated by reference.

STAFF RECOMMENDATION

In consideration of the above items, staff recommends that the Planning Commission take the following actions:

- Concerning the comprehensive plan amendment to increase the allowed density on the site from 40 to 48 units per acre -- Staff recommends denial of the comprehensive plan amendment to increase density, based on the findings enumerated in the staff report.
- Concerning the comprehensive plan amendment to change 2401 Kenzie Terrace land use designation from commercial to high density residential -- Staff recommends approval of the comprehensive plan amendment, based on the findings enumerated in the staff report.
- Staff recommends tabling of the preliminary PUD plan and preliminary plat until such a time that the comprehensive plan amendments are acted upon and revised plans are submitted that are consistent with the comprehensive plan, as may be amended.

SUGGESTED MOTION

The following actions are options for the Planning Commission to consider:

- 1) Motion to recommend denial of the comprehensive plan amendment to increase density for the subject property from 40 to 48 units per acre, based on the findings listed in the staff report; motion to recommend approval of the comprehensive plan amendment to change the land use on 2401 Lowry from commercial to high density residential, based on the findings listed in the staff report; and motion to table action on the preliminary PUD development plan and preliminary plat until resolution of the comprehensive plan amendment request (RECOMMENDED MOTION);**
- 2) Motion to table action on the comprehensive plan amendments, preliminary PUD development plan, and preliminary plat, based on the submittal of additional information, as enumerated in the staff report;
- 3) Motion to recommend denial of the comprehensive plan amendments, preliminary PUD development plan, and preliminary plat, and direct staff to prepare a draft resolution declaring terms of the same.

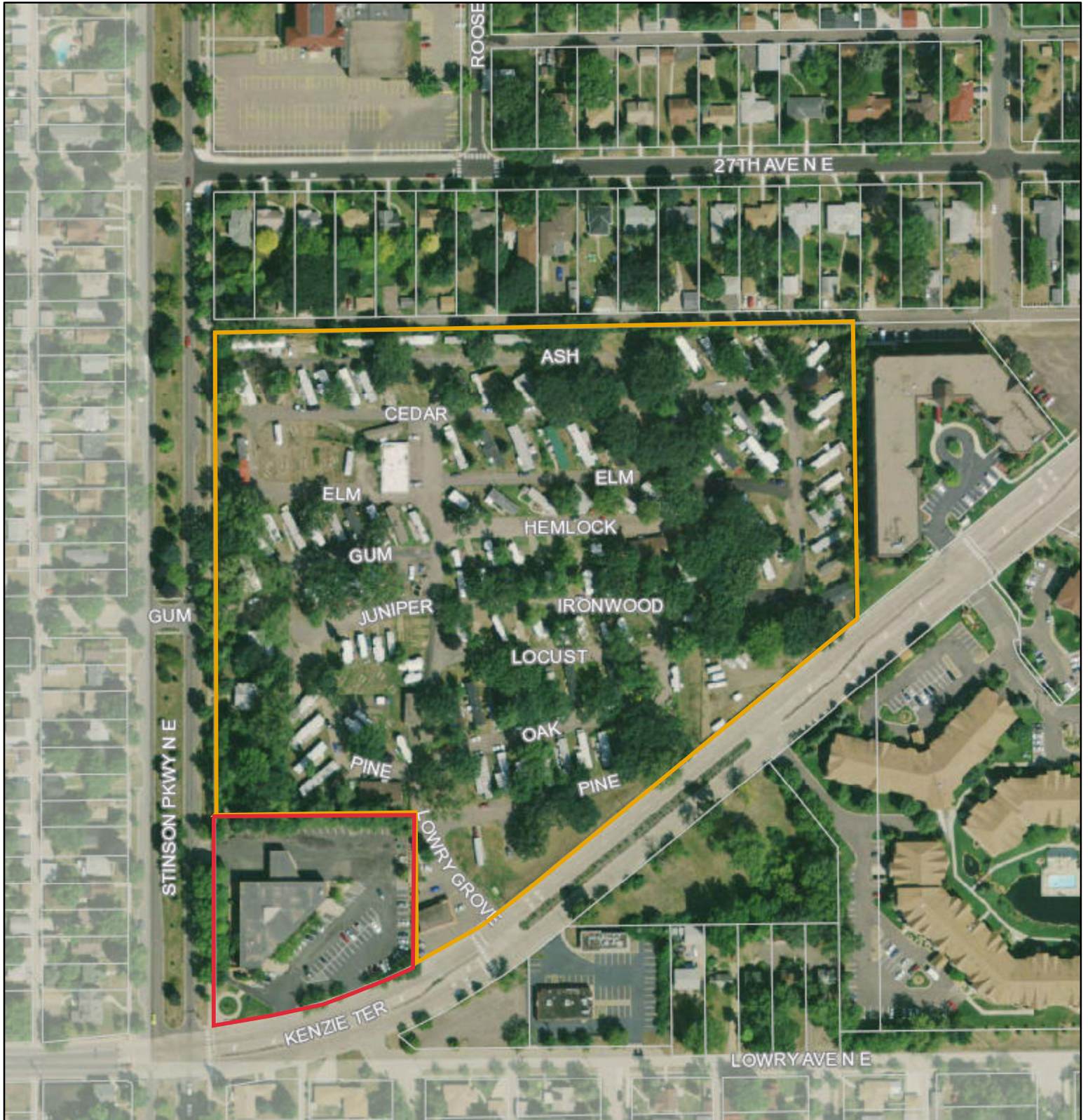
ATTACHMENTS

- 1) Site Location Map
- 2) Village LLC Building Exhibits, with parking information
- 3) Village LLC statement of support of PUD
- 4) Village LLC statement of support of comprehensive plan amendments
- 5) Village LLC Civil Plans
- 6) Public Comments
- 7) Traffic Study Addendum
- 8) Detailed staff review comments
- 9) Building Height Exhibit

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The Village LLC Site Location Map

19



1 in = 200 ft

Saint Anthony
Village



test

August 21, 2017
Map provided by local link
from WSB & Associates

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Building Summary & Parking Count

Total 823 units

Building A - 55'
130 units (125,000 Housing + 47,000 Parking)
130 Enclosed Parking Stalls

Building B - 55'
171 units (161,000 Housing + 80,000 Parking),
222 Enclosed Parking Stalls

Building C - 66'
170 units (161,000 Housing + 80,000 Parking),
222 Enclosed Parking Stalls

Building D - 66'
220 unit (207,000 Housing + 103,000 Parking),
285 Enclosed Parking Stalls

Building E - 66'
100 units (94,000 Housing + 42,000 Parking)
137 Total = 65 Enclosed Parking Stalls & 72 Surface Stalls

Townhomes – 24'
32 units (2000 unit average with parking) 64,000 SF – 3 Story
64 Enclosed Parking Stalls

Site Parking
62 At Grade Stalls, additional 20 possible as proof of parking.

*Building heights listed are from first floor FFE (Finished Floor Elevation) listed on sheet C-3.01 to primary roof plane.

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- Cement Board
- Clear Glass, Low-e
- Cement Board
- Pergola
- Stone / Masonry

(Drawing done by ESG)

The Village LLC Development
St. Anthony, MN
2017-07-17

Building A





Cement Board

Clear Glass, Low-e

Cement Board

Pergola

Stone / Masonry

(Drawing done by ESG)

The Village LLC Development

St. Anthony, MN

2017-07-17

Building A





- Cement Board
- Cement Board
- Clear Glass, Low-e
- Stone / Masonry
- Pergola

(Drawing done by ESG)

The Village LLC Development
 St. Anthony, MN
 2017-07-17

Building B





- Pergola
- Cement Board
- Cement Board
- Clear Glass, Low-e
- Stone / Masonry

(Drawing done by ESG)



Composite Panel / Metal

Clear Glass, Low-e

Cement Board

Stone / Masonry

The Village LLC Development

St. Anthony, MN

2017-07-17

Building C



Cement Board

Composite Panel / Metal

Clear Glass, Low-e

Stone / Masonry

The Village LLC Development

St. Anthony, MN

2017-07-17

Building C



- Cement Board
- Clear Glass, Low-e
- Composite Panel / Metal
- Stone / Masonry



- Cement Board
- Composite Panel / Metal
- Clear Glass, Low-e
- Stone / Masonry

The Village LLC Development
 St. Anthony, MN
 2017-07-17

Building D



Cement Board

Clear Glass, Low-e

Composite Panel / Metal

Stone / Masonry

The Village LLC Development

St. Anthony, MN

2017-07-17

Building E



- Stone / Masonry
- Composite Panel / Metal
- Cement Board
- Clear Glass, Low-e



Cement Board

Clear Glass, Low-e

Cement Board

Pergola

Stone / Masonry

(Drawing done by ESG)

The Village LLC Development

St. Anthony, MN

2017-07-17

Town Homes





Michael J. Mergens
 direct: 612.314.8003
 email: mike@entrepartnerlaw.com

July 18, 2017

Mayor Faust & Council Members
 c/o Mark Casey
CITY OF SAINT ANTHONY VILLAGE
 3301 Silver Lake Road
 Saint Anthony Village, Minnesota 55418

VIA HAND DELIVERY

RE: *Written Statement in Support of PUD Application*

Dear Mayor Faust and Council Members:

This law firm represents THE VILLAGE, LLC ("**The Village**"). The Village is enthusiastic about the opportunity to embark on this strategic, well-rounded redevelopment effort that will help support Saint Anthony Village as a progressive, livable, walkable, sustainable, vibrant, and safe community in which to live, work, learn, and play.

At its highest level, this application begins the formal process by which The Village intends to redevelop more than 17 pivotal acres on the City's southern rim with cohesive, beautiful, and well-designed affordable, market-rate, senior-focused, and for-sale townhome housing options.

We submit this written statement in support of The Village's Planned Unit Development ("**PUD**") Preliminary Development Plan application (and, together with its related applications and materials, the "**Applications**") for the combined development of real estate (the "**Project**") commonly known as 2401 and 2501 Lowry Avenue NE (collectively, the "**Property**"). Specifically, the Project includes a distinct affordable-housing component (the "**Affordable Site**") and a component that integrates market-rate, senior-focused, and for-sale townhome elements (the "**Village Site**") for a total of 823 units. The Applications are specifically intended to incorporate the entire Property to ensure that the development process ultimately produces a cohesive, thoughtful, creative, and holistic project.

Broadly, the Applications reflect the intent that, with the City's support and approval, The Village will enter a Master Development Agreement to develop the entire Property—including the Affordable Site and each separate phase of the Village Site—and that each distinct phase will include submission of separate final PUD applications and final plats. For the Affordable Site, The Village intends to secure necessary City guidance and approval in the preliminary application process, then to deliver the Affordable Site to a nationally-recognized affordable housing specialist to bring that aspect to completion. Ultimately, The

Village expects that this staged process will result in a fully-developed Project in 4 to 6 years.

The City of St. Anthony Village's PUD ordinance exists to "create a more flexible, creative, and efficient approach to the use of land" and to allow deviation from the strict provisions of the Zoning Code to encourage, among other things:

- Within a comprehensive site design concept, a mixture of land uses, housing types, and densities;
- Departure from the strict application of required setbacks, yard areas, lot sizes, minimum house sizes, minimum requirements, and other performance standards associated with traditional zoning to maximize the development potential of land while remaining sensitive to its unique and valuable natural characteristics;
- Project density to be clustered, basing density on a number of units per acre instead of specific lot dimensions; and
- District integration to combine uses that are allowed in separate zoning districts, including mixed residential uses to allow both densities and unit types to be varied within the project and mixed residential uses with increased density based upon the greater sensitivity of PUD projects to regulation.

Indeed, the City's 2008 Comprehensive Plan (the "**Comp Plan**") recognizes that "[t]here are many options available to land owners if they wish to redevelop their property. ... The Comprehensive Plan does not take a narrow view of what form any potential redevelopment might take. It provides flexibility and creativity."¹ And as the Comp Plan correctly notes, "[b]ecause the City is fully developed, additional housing would have to occur through redevelopment... [and] the anticipated density for this higher density housing development is 25 to 40 units per acre."²

Scholars have offered that "[f]lexibility is perhaps the most often cited advantage of PUDs."³ They go on to say:

Without the strict bulk and density restrictions imposed on a lot by lot basis, and freed from the strictures of site plan standards created

¹ Comp Plan at 2-22.

² *Id.* at 2-32.

³ Michael Murphy & Joseph Stinson, *PLANNED UNIT DEVELOPMENTS*, Pace University School of Law at 6 (1996)

for the average single lot development, a developer has the flexibility to design the tract as a whole. Other benefits flow from this new-found flexibility. For example, the developer can design the development around the various topographical characteristics of the tract such as steep slopes and wetlands.⁴

As the City has long recognized, the Property is nestled in a section of St. Anthony Village primed for redevelopment. But that redevelopment is a mammoth undertaking, which is why the flexibility and creativity cited in the Comp Plan and echoed by scholars is so important here: the “right” redevelopment project is one that creatively and flexibly leverages density, the Property’s unique topographical characteristics, and existing infrastructure to meet the City’s complex needs, including its need for affordable housing.

Here, The Village is proposing the Project as a planned unit development to take advantage of the City’s PUD ordinance to ignite the City’s desired rejuvenation of its southwest rim. The Project compliments the City’s 2008 Comprehensive Plan, conforms to the Zoning Ordinance’s overall intent and purpose, and enhances the health, safety, and welfare of the community’s residents. The PUD application, in particular, creatively maximizes several of the Property’s inherent characteristics through flexible land use and planning, elevated design and build standards from experienced and highly-respected planners, architects, builders, and engineers,⁵ and efficient use of available land.

In 2012, the City made clear in its Sustainability Plan the desire to “create a community in which there is a full range of sustainable housing options for individuals of all ages,” including its explicit strategy to “provide builders with incentives to build *maximum* density housing.”⁶

The Village has diligently pursued the Property’s strategic redevelopment, including due diligence before acquiring the land, a comprehensive market assessment, numerous public and private meetings with a variety of stakeholders, several concept plans and their variants, and the collective input and wisdom of some of the most credentialed and respected redevelopment experts in Minnesota. Specifically, the plan now incorporates suggestions for additional green space, reduced building heights, and a fully-reconfigured eastern layout to maximize the cushion between proposed buildings and the existing Kensington Condominiums, among many other things.

⁴ *Id.*

⁵ Names and addresses of all applicable professional consultants are attached as **Exhibit A**.

⁶ City of Saint Anthony Village Sustainability Plan (2012) (*emphasis added*).

From the outset, this Project has contemplated and made provision for affordable housing. The Village has been strategic in making (and revising) the Project for compatibility with surrounding land uses, and has worked diligently and creatively to provide appropriate infrastructure to manage water, sewer, runoff, streets, and access to serve the project and improve infrastructure for the surrounding community. The Village has a comprehensive vision in place to manage and remediate environmental issues, including significant pre-existing contamination. Finally, The Village has been committed from the beginning – and remains committed – to a fair and open public process with ample opportunity for community and staff discussion, input, and discourse.

This Project consists of four main elements housed in five (or more) distinct buildings: (i) affordable housing; (ii) market-rate apartments; (iii) senior-focused housing; and (iv) for-sale townhomes. We will explore each in turn below.

1. Affordable Housing.

As an experienced real estate developer throughout the nation, The Village knows affordable housing development is at its best when influenced by experienced affordable-housing experts. The Village expects that all of the Project's affordable housing will be built on the Affordable Site on the Property's southwest edge by a nationally-recognized affordable housing developer.

At this stage of the application process, The Village intends to include only the broad outlines of the plan for the Affordable Site and expects to agree to the building dimensions, the number of affordable units on the Affordable Site, and any provisions necessary to ensure that the affordable-housing portion is included in preliminary discussions and approvals. Upon finally acquiring the site and securing preliminary approvals, The Village will then sell the parcel and turn over its development to the affordable housing developer, which will present the City with the final plat and final PUD for the Affordable Site.

One primary benefit of incorporating the Affordable Site in the Project's overall preliminary application is that the Project's affordable component will be integrated into the entire project's look and feel, giving it the appearance and many amenities typically reserved for market-rate housing.

2. Market-Rate Apartments.

Saint Anthony Village needs additional market-rate housing. According to a comprehensive market assessment conducted for The Village by Maxfield Research and Consulting (the "**Maxfield Assessment**"), "[d]emand in the St. Anthony Market Area was estimated for 1,898 market-rate units annually over the next five years. We estimate that a Site in St. Anthony can capture 10% of the annual demand which equates to 190 units annually through 2020."

This proposal includes two separate buildings on the Village Site with market-rate apartment housing, both of which mirror features and amenities available in other luxury rental apartments. The first, Building D, is a 66-foot-tall building on the Property's south edge along Kenzie Terrace. It features 220 units, including studio, 1-bedroom, 2-bedroom, and 2-bedroom-plus apartments. The building was conceived to be compatible with the height of surrounding uses and to consciously cluster the project's highest-density and tallest elements as far from single-family residences as possible.

The other market-rate building, Building B, is a 55-foot-tall building that houses 171 units located on the Property's western edge, including six distinctive "walk-up" apartments facing Stinson Boulevard.

3. Senior-Focused Housing.

As the Property's Master Developer, The Village understands that senior-focused housing is a niche market that deserves planning from sophisticated, well-respected senior-housing experts. To that end, The Village has retained Ebenezer, whose continuous growth and innovation in developing senior-living facilities has been recognized throughout Minnesota. The details of the Project's senior-focused housing components will be presented with the final PUD application for that phase.

As proposed, the Project will include two separate buildings: one 55-foot and one 66-foot building for the senior-housing component. The buildings will feature prominently along the Property's Northwest and East reaches. We anticipate those two buildings will include 300 units, with one building focused on continuity of care and the other yet to be finalized.

Building C, specifically, is a 66-foot-high building that includes 170 units located on the Property's eastern edge, directly abutting the existing Kensington condominiums. In response to neighborhood comments, The Village has reconfigured the entire parcel to allow for the greatest possible distance between the new building and its existing neighbors. This building as proposed now enjoys setbacks of considerable distance from the property line (and, indeed, at greater distances from the property line than Kensington's setback from the property line).

4. Townhomes.

According to the Maxfield Assessment, "[t]here is very limited competition in the market for [For-Sale Townhomes] and that a primary market segment, empty-nesters, is not being offered any suitable new for-sale product once they sell their single-family homes. Many empty-nesters and independent seniors are looking

for smaller size homes with an attached double-car garage on a single level or with a walkout where the exterior maintenance is taken care of for them.”

This Project includes 32 for-sale townhomes along the Property’s northern-most and northwestern reaches and incorporates a plan to transition the Project’s more substantial elements down to one- and two-story townhomes abutting the City’s existing single-family residences to the north and Stinson Boulevard to the west.

Staging & Process

The Village is seeking approval for its preliminary PUD application on the entire Project to get building dimensions approved and share with the City how each building fits with the overall development. Upon its receipt of that approval, The Village will immediately commence grading, site improvement and preparation, and environmental remediation and infrastructure work (including roads, ponds, and utilities, among other things).

The Village and its affiliated developers would then submit final PUD applications as each particular element is ready to go online. First in line is Building D, for which the City would receive a final PUD application covering just that building. Subsequent buildings would follow a similar process, the timing of which would be dictated by the market.

To be sure, this Project will take many years to complete. We are confident that the proposed density is appropriate. Still, it is useful to remember that the Property will not go from nearly-vacant (as it is today) to 823 units overnight. Rather, the Project will proceed in stages spanning the course of several years, likely reaching its full capacity 4 to 6 years from the first approvals.

Building Heights.

The Project is specifically designed to integrate into the community and its surrounding uses. It is important to understand building heights conceptually as they relate to the surrounding uses, and, in order to do so given the dramatic grade elevations throughout the Property, we have estimated building heights from the first-floor elevation of each building.

Building heights as described assume finished floor elevations to the roof line using 12-foot floor-to-floor height for the first floors and 10’-8” floor-to-floor height for typical residential floors. The design is too preliminary to provide more accurate numbers at this stage. Generally, 55-foot-tall buildings in the Project are 5-story buildings, and 66-foot-tall buildings are 6-story buildings (although the relative heights vary significantly because of the Property’s grade).

Infrastructure.

The City's Comp Plan encourages "reinvestment projects that make cost-effective use of infrastructure and increased density."⁷ And as The Village has discussed in detail with the City, all storm water generated on site will be maintained and controlled on site through underground vaults, blue roofs, and on-site ponding. As the Property exists today, there is no storm water management whatsoever (other than flooding). We anticipate the sophisticated, best-practice storm water management integrated into the site will result in reduced runoff rates and pollutant loads from storm water even beyond the Project's boundaries.

Parks.

The Project includes an exciting, significant, and well-designed park area approximately 1.25 acres in size (excluding water features) and exceeds the park dedication requirement by more than 10%. The Village views this centrally-located park as an amenity for the entire community and its existing (and planned) trail systems. While The Village will not formally dedicate this park to the public, its use will be open to the community and will not be an exclusively amenity for residents.⁸

Contamination.

As we have shared elsewhere in some detail, the Property is encumbered by significant environmental contamination. Specifically, the Property's prior uses have resulted in contamination with fuel oil and gasoline, diesel range organics, various volatile organic compounds, asbestos, and tetrachloroethene. The Village has already fully remediated the asbestos contamination and, together with appropriate governmental authorities, has incorporated comprehensive remediation into the Project. The Village Site is already part of the Minnesota Pollution Control Agency ("MPCA") Voluntary Investigation and Cleanup ("VIC") program and has received MPCA approval for its Voluntary Response Action Plan ("VRAP") to fully remediate contamination as part of the development. The Affordable Site has completed Phase I environmental testing, and The Village is ordering Phase II environmental testing and will submit the Affordable Site to the VIC program and secure the MPCA's approval of its Affordable Site-specific VRAP.

⁷ Comp Plan at 1-5.

⁸ Of course, while the park will be generally open, we reserve the right to manage the property for inappropriate behavior and will ban any individual disrupting the park and its surrounding community, violating park rules or the spirit of the community, engaging in criminal conduct, etc.

Parking.

Parking will be well-managed. The Village anticipates that final parking planning will be incorporated into the final PUD for each phase. As just one example, for Building D's parking, we expect a ratio of 1.3 stalls per unit, which is quite robust given the Project's proximity to downtown Minneapolis and available public transit. The stalls will be primarily housed below ground, with additional spaces from limited public street parking and a small amount of internal, at-grade street parking. We do not anticipate parking lots in any form on the Village Site, and the affordable-housing developer will provide additional information about parking at the Affordable Site during the final submission and approval phases for that element of the Project.

Shade and Solar.

The Project will not cast inappropriate shade or impact the ability of surrounding land uses to integrate solar. Given the Property's size, no buildings will cast significant shadow off of the property, with the possible exception of some periods in December. We expect more detailed shade and solar data to be available during the final PUD approval process, but expect that nothing in the Project will reduce winter solar access for adjacent uses to the north.

Property Control.

The Village has sufficient control over the Property to effectuate the PUD. We have attached a copy of the deed for the Village Site as **Exhibit B**. Because the purchase agreement for the Affordable Site contains confidential and proprietary business terms, the Affordable Site Purchase Agreement will be available for the City Attorney's inspection and review.

The Village has heard and understands various stakeholders' comments and concerns about the Project's density in general, and we understand that density is a key component of the City's consideration of the Project as a whole. The Village believes the proposed density is reasonable and appropriate, particularly in light of the City's strategic goals, its Comp Plan, and the Property's unique size and location in the Metro Area. We have detailed this analysis for the proposed density and corresponding amendment to the City's Comp Plan in a separate letter.

To be clear, The Village wants to work cooperatively with the City to unearth a redevelopment option that the City can support. The Applications are the result of a year-long process of evolution and refinement that has integrated additional green space, resulted in the acquisition of new land, incorporated comments and feedback from stakeholders, and produced several interim concept plans. The Village and the City must finalize a development option that the City supports,

CITY OF SAINT ANTHONY VILLAGE

July 18, 2017

Page 9 of 11

that advances the City's guidance from its Comp Plan, and that the market justifies. This Project compliments the City's Comprehensive Plan, conforms to the zoning ordinance's overall intent and purpose, and puts the Property to its highest and best use.

We look forward to discussing the application at the public hearing and, more importantly, working with the City to bring this ambitious project to a City and Property primed for redevelopment. Please do not hesitate to contact me with any questions you may have.

Very truly yours,



Michael J. Mergens

EXHIBIT A
PROFESSIONAL CONSULTANTS

<p style="text-align: center;">Engineer & Surveyor: WENCK & ASSOCIATES Attn: Jared Ward 7500 Olson Memorial Highway, Suite 300 Golden Valley, MN 55427 763-252-6800</p>	<p style="text-align: center;">Attorneys: ENTREPARTNER LAW FIRM, PLLC Attn: Michael Mergens 807 Broadway Street NE, Suite 140 Minneapolis, Minnesota 55413 mike@entrepartnerlaw.com 612-314-8001</p>
<p style="text-align: center;">Architect: BKV GROUP Attn: Christopher Palkowitsch Long & Kees Building 222 North Second Street Minneapolis, Minnesota 55401</p>	<p style="text-align: center;">Accountant: REDPATH AND COMPANY Attn: James Redpath 55 East Fifth Street, Suite 1400 Saint Paul, Minnesota 55101 jredpath@redpathcpas.com 651-426-7000</p>
<p style="text-align: center;">General Contractor (expected): FRANA COMPANIES Attn: Peter Donnino 633 Second Ave South Hopkins, MN 55343 pete@frana.com 952-935-8600</p>	<p style="text-align: center;">Environmental: LANDMARK ENVIRONMENTAL, LLC Attn: Ken Haberman 2024 West 98th Street Bloomington, Minnesota 55431 khaberman@landmarkenv.com 952-666-2424</p>

CITY OF SAINT ANTHONY VILLAGE
July 18, 2017
Page 11 of 11

EXHIBIT B
VILLAGE SITE DEED

C.V. filed ☒ X ☐ C.V. not req. ☐

No delinquent taxes

Transfer Entered

Jun 17, 2016 3:04 PM

Hennepin County, Minnesota
Mark Chapin
County Auditor and Treasurer



Doc No **T05356652**

Certified, filed and/or recorded on
Jun 17, 2016 3:04 PM

Office of the Registrar of Titles
Hennepin County, Minnesota
Martin McCormick, Registrar of Titles
Mark Chapin, County Auditor and Treasurer

Deputy 40

Pkg ID 1403814E

CRV# 516173

Well Cert 1014092

Conservation Fee \$5.00

Document Recording Fee \$46.00

Environmental Response Fund (SDT .0001) \$600.00

State Deed Tax (.0033 rate) \$19,800.00

Well Certificate \$50.00

Document Total \$20,501.00

PID(s)

07-029-23-23-0001

Existing Certs

1066595

New Certs

1425193

(Top 3 inches reserved for recording data)

WARRANTY DEED
Business Entity to Business Entity**Minnesota Uniform Conveyancing Blanks**
Form 10.1.9(2013)eCRV number: 516173DEED TAX DUE: \$ 20,400.00DATE: June 13, 2016
(month/day/year)

FOR VALUABLE CONSIDERATION, Lowry Grove Partnership, LLP, a limited liability partnership under the laws of Minnesota ("**Grantor**"), hereby conveys and warrants to The Village, LLC, a limited liability company under the laws of Minnesota ("**Grantee**"), real property in Hennepin County, Minnesota, legally described as follows:

[See Exhibit A which is attached hereto and incorporated herein by reference]

Check here if all or part of the described real property is Registered (Torrens) ☒

together with all hereditaments and appurtenances belonging thereto, subject to the following exceptions: (i) covenants, conditions, restrictions, declarations, certificates, agreements and easements of record or as shown on the plat of the real property; (ii) reservations of minerals or mineral rights by the State of Minnesota, if any; and (iii) building, zoning and subdivision laws and regulations.

Check applicable box:

- ☐ The Seller certifies that the Seller does not know of any wells on the described real property.
- ☒ A well disclosure certificate accompanies this document or has been electronically filed. (If electronically filed, insert WDC number: 1014092.)
- ☐ I am familiar with the property described in this instrument and I certify that the status and number of wells on the described real property have not changed since the last previously filed well disclosure certificate.

Grantor:

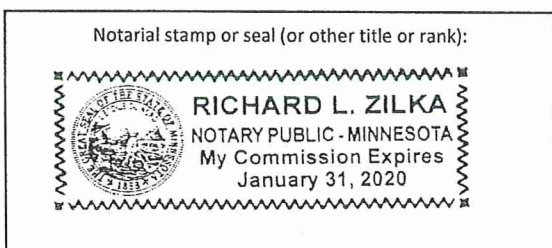
Lowry Grove Partnership, LLPBy: 

(signature)

Its: Managing Partner

STATE OF MINNESOTA)
) SS
 COUNTY OF HENNEPIN)

This instrument was acknowledged before me on the 13th day of June, 2016 by Philip L. Johnson, as Managing Partner of Lowry Grove Partnership, LLP, a Minnesota limited liability partnership, on behalf of the limited liability partnership.



[Signature]
 (signature of notarial officer)

Title and Rank: _____

My commission expires: _____

THIS INSTRUMENT WAS DRAFTED BY:

Richard H. Speeter
 Speeter & Johnson
 1515 Canadian Pacific Plaza
 120 South Sixth Street
 Minneapolis, MN 55402
 Telephone: (612) 339-7566

TAX STATEMENTS FOR THE REAL
 PROPERTY DESCRIBED IN THIS
 INSTRUMENT SHOULD BE SENT TO:

The Village LLC
1907 Wayzata Blvd Suite 250
Wayzata MN 55391

EXHIBIT A

(Legal Description)

Parcel 1:

That part of the South 1/2 of the Northwest Quarter of Section 7, Township 29, Range 23, beginning at a point in the South line of said Tract 100 feet East of the Southwest corner thereof, thence North 1079.8 feet, thence East parallel to the South line of said quarter section 1041.74 feet, thence South to center of State Highway No. 63, thence Southwesterly along said center line of State Highway No. 63 and St. Anthony and Taylor Falls Road to intersection of center line of said road with the South line of said quarter section, thence West along said latter line to the point of beginning, except that part thereof embraced in the South 365 feet of the West 395 feet of the Southwest Quarter of the Northwest Quarter of said Section 7 and except the Easterly 100 feet thereof;

Except that part taken for highway purposes by the County of Hennepin as evidenced by Final Certificate, filed May 16, 1985, as Document No. 1652500.

Parcel 1A:

Together with easement for sanitary sewer purposes as set forth in Deed of Appurtenant Easement filed March 14, 1997 as Document No. 2794335.

Parcel 2:

That part of the following described property:

The Easterly 100 feet of that part of the South 1/2 of the Northwest Quarter, Section 7, Township 29, Range 23, beginning at a point in the South line of said Tract, 100 feet East of the Southwest corner thereof, thence North 1079.8 feet, thence East parallel to the South line of said quarter section 1041.74 feet, thence South to center of State Highway No. 63, thence Southwesterly along said center line of State Highway No. 63 and St. Anthony and Taylor Falls Road to intersection of center line of said road with the South line of said quarter section, thence West along said latter line to the point of beginning, lying Westerly of the following described line and its Southerly extension; Beginning at a point on the North line of the above described Tract, distant 5.5 feet Easterly of the Northwest corner thereof, assumed bearing of said North line is North 89 degrees 24 minutes 53 seconds East; thence South 1 degree 0 minutes 45 seconds East a distance of 486.65 feet, more or less, to the South line of the above described tract and there terminating.

Parcel 3:

That part of the Northwest Quarter of Section 7, Township 29, Range 23 described as commencing at a point on the South line of said Northwest Quarter distant 100 feet Easterly from the Southwest corner of said Northwest Quarter, thence Northerly parallel with the West line of said Northwest Quarter to the South line of MURRAY HEIGHTS ADDITION TO

MINNEAPOLIS, being the actual point of beginning; thence Southerly along said parallel line to a point distant 1079.8 feet Northerly from said South line of the Northwest Quarter; thence on an assumed bearing of North 89 degrees 24 minutes 53 seconds East, parallel with the South line of said Northwest Quarter a distance of 947.24 feet; thence North 1 degree 0 minutes 45 seconds East to said South line of MURRAY HEIGHTS ADDITION TO MINNEAPOLIS; thence Westerly along the last-described line to the point of beginning.

All situated in the County of Hennepin and State of Minnesota.

Torrens Property



Michael J. Mergens
 direct: 612.314.8003
 email: mike@entrepartnerlaw.com

July 18, 2017

Mayor Faust & Council Members
 c/o Mark Casey
CITY OF SAINT ANTHONY VILLAGE
 3301 Silver Lake Road
 Saint Anthony Village, Minnesota 55418

VIA HAND DELIVERY

RE: *Narrative in Support of The Village, LLC's Proposed Amendment to the City of Saint Anthony Village Comprehensive Plan*

Dear Mayor Faust and Council Members:

As you know, this firm represents THE VILLAGE, LLC ("**The Village**"), the owner of real property located at 2501 Northeast Lowry Avenue, Saint Anthony Village, Minnesota 55418 (the "**Property**"). With the City's support and cooperation, The Village plans to develop the Property into a high-density, mixed-use housing community (the "**Project**"). To that end, I write in support of The Village's proposed amendment (the "**Amendment**") to the City of Saint Anthony Village ("**the City**") 2008 Comprehensive Plan (the "**Comp Plan**").

The City's growing population and changing demographics have created demand for new types of homes, and antiquated planning that contributes to suburban sprawl is not sustainable. Instead, the City must embrace high-density development. The Village seeks a technical amendment to rezone the Comp Plan map to show the Property as guided for a planned unit development ("**PUD**"). The Village also seeks approval of the Amendment, recognizing its place as a long-term planning tool, to allow for higher-density. Specifically, The Village requests an increase from 40 units per acre to at least 48 units per acre.

The City's Mission Statement reflects its ongoing charge to be a progressive, livable, walkable, and sustainable community. To deliver on that mission, the City must leverage all available tools, including density. And while the Comprehensive Plan has long guided the Property for increased density, we believe The Village's proposal for a well-designed, well-integrated, higher-density development makes this successful planning for growth a reality.

For reasons I outline more specifically below, The Village seeks your approval of the proposed Amendment to the Comp Plan to allow The Village to develop a high-density PUD with a density allowance of at least 48 units per acre.

1. *The City's population is changing. Many of its households may prefer higher-density housing, even in its suburban location, and the Project can accommodate this desire.*

In recent years, demographic and market changes have led to significant population growth in cities, ultimately spreading to adjacent suburban locations, like the City. These changes present the City with an opportunity to compete for new residents and their consumption, especially young professionals, childless couples, baby boomers, new immigrants, empty nesters, elderly individuals, and high-end service professionals. Many of these target residents prefer high-density housing, and the Project can accommodate those preferences.

A huge opportunity exists for high-density development to capture and accommodate future growth. As America grows, its population changes, and so does its real estate preferences. Many Americans seek a convenient, vibrant lifestyle, and they look for that lifestyle in the suburbs. In fact, more than half of renters want to live in the suburbs.¹ And a national survey of community preferences found that nearly 75% of Americans prefer to live in a community where they can walk or bike to various places.² Put simply, a growing number of people prefer to live in suburban apartments that offer urban-like amenities. The Project and the City both have the ability to meet these consumers' desires.

By 2030, the nation will need a total of approximately 427 billion square feet of built space to accommodate growth projections, and, by 2030, about half of the buildings in which Americans live, work, and shop will have been built after 2000.³ This rising popularity of well-placed, mixed-use, high-density developments positions the Project and the City to meet increased demand and create a new sense of place for people. In doing so, the Project has the ability to use its high-density attributes to bring new residents, and their consumption, to the City.

2. *The Project must include high-density aspects that cater to the tastes and preferences of young professional millennials.*

The Village's planning efforts have focused on developing a clear understanding of the target market and delivering a project that fits that market's evolving needs. To build a successful project, The Village must balance current demand while securing the Project's longevity. Experts say demographic research should

¹ National association of Home Builders, "What Renters Want" (Washington, D.C.: Author, 2002).

² http://nelessen.org/NAR_web_files/frame.html#slide1263.html.

³ Liu, Amy, "The Benefits of High Density Development," *The Brookings Institution*, 2005.

guide this process, and that research shows that homeownership has been in steady decline, and has now reached generational lows. This shift has pushed an ever-broadening share of Americans into the rental market, including a large percentage that could afford to buy a home but choose not to.⁴ This “renting by choice” trend shows no sign of slowing, with new renter households predicted to outnumber new owner households by 2020.⁵

The available demographic research demonstrates that a high-density development tailored to young professional millennials’ tastes and preferences will maximize the initial and continued success of the Project. Recent surveys show a vast majority of apartment-dwelling millennials do not plan on trading their apartments for homes anytime soon.⁶ These “rent-by-choice” Millennials seek housing in smaller cities and suburbs that emulate the density of bigger cities in their walkability, infrastructure, and transit.⁷ Increased density fosters infrastructure and supports development of public transit, communal meeting spaces, and mixed land uses, meeting the demands of millennials for community-centered activities and engagement opportunities, convenience, and lifestyle flexibility.

In planning to unveil the Project as a haven for young professional millennials, The Village needs an increased density allowance. Today, and into the future, The Village’s target demographic wants higher-density housing tailored to their tastes and preferences. It will need your support for that higher density.

3. *The Project will decrease demand on schools and other public services, and the compact nature of the Property will require less-extensive infrastructure.*

Suburban sprawl is fiscally unsustainable and hampers the City’s ability to finance public facilities and service improvements. When suburban sprawl increases, cities face the task of providing an ever-broadening array of police and fire protection, schools, libraries, trash removal, and other services to new residents. Sprawl also requires cities to absorb costs of additional roadways, longer water and electrical lines, and larger sewer systems. Better-planned and

⁴ Aaron Terrazas, *Renters by Choice or Circumstance? Many Big-City Renters Earn Enough to Buy* (Zillow: Housing by Generation, 2016).

⁵ Laura Goodman, Rolf Pendall, Jun Zhu, *Headship and Homeownership: What Does the Future Hold?* (The Urban Institute, 2015).

⁶ RentPath, *Millennial Generation Choosing to Rent* (RentPath, 2017).

⁷ Nicholas Brown, *Housing Data Reveals: Millennials Flock to Markets with High Density & Walkability* (BiggerPockets, 2015).

more-compact development, on the other hand, will help the nation as a whole save more than \$100 billion in infrastructure costs over 25 years.⁸

A growing body of evidence shows that sprawling development does not provide adequate property tax revenue to cover the services it requires. Studies show that public services for an average-priced single-family house can cost more than twice as much as the property taxes the homeowner pays.⁹ Public schools are just one primary example of this disparity. Low-density and exurban areas like the City attract families with school-age children, while multifamily housing attracts professional singles, childless couples, and empty nesters, averaging less than a third of the number of school-age children per 100 units in single-family developments.¹⁰ And while apartment renters do not pay property tax directly, apartment owners do, and usually at a higher tax rate.¹¹ Most multifamily developments also provide tenants with amenities like trash disposal and security. These factors suggest the Project will subsidize—not detract from—the City’s schools and other public services required by the City residents in low-density housing.

Constructing the Project as proposed will also reduce the distance between homes, shops, and offices, thereby reducing costs of public infrastructure and increasing walkability. Public capital and operating costs for close-in, compact development are much lower than with fringe, scattered, linear, and satellite development.¹² The Village’s proposal capitalizes on advantages from public transit access and efficiency in delivering basic services like trash collection, and police and fire protection.

A high-density project will significantly increase the City’s revenue without significantly increasing the corresponding demand for infrastructure and public services. Blending the Project into the City can help pay for schools without drastically increasing the number of students, and increasing the density can

⁸ Sam Newberg and Tom O’Neil, “Making the Case,” *Multifamily Trends*, vol. 6, no. 3, Summer 2003, p. 47.

⁹ Brett Hulsey, *Sprawl Costs Us All* (Madison, Wisconsin: Sierra Club Midwest Office, 1996).

¹⁰ U.S. Bureau of the Census and U.S. Department of Housing and Urban Development, 1999 *American Housing Survey* (Washington, D.C.: U.S. Department of commerce and U.S. Department of Housing and Urban Development, 2000).

¹¹ Emil Malizia and Jack Goodman, *Mixed Picture: Are Higher-Density Developments Being Shortchanged by Opinion Surveys?* (Washington, D.C.: ULI-the Urban Land Institute, July 2000) p. 12.

¹² Mark Muro and Rob Puentes, *Investing in a Better Future: A Review of the Fiscal and Competitive Advantages of Smarter Growth Development Patterns* (Washington, D.C.: Brookings Institution Center on Urban and Metropolitan Policy, 2004).

provide an economic boost that helps pay for infrastructure and public services both low-density and high-density residents need.

4. *Low-density development near the Property will not experience a discernible difference in appreciation rate, and the Project may even increase the value of nearby low-density development.*

Determining the precise value of real property is difficult because value is measured by several factors, many of which cannot be isolated. But several studies have examined whether multifamily housing has an impact on the value of nearby single-family detached houses. These studies have demonstrated either no impact or a slightly positive impact on appreciation rates.

For example, a long-term study by Harvard University's Joint Center for Housing Studies confirmed the long-understood principle that apartments pose no appreciation threat to nearby single-family homes.¹³ Information from the American Housing Survey—conducted every two years by the U.S. Census Bureau and Department of Housing and Urban Development—demonstrated that the value of single-family homes within 300 feet of an apartment or condominium building went up 2.9% a year, slightly higher than the 2.7% rate for single-family homes without multifamily properties nearby.¹⁴

Some research even suggests that, over the long run, well-placed market-rate apartments with attractive design and landscaping (like the Project) actually increase the value of nearby detached houses.¹⁵ Here, the Project itself will be an indicator that the City and its economy is vibrant and growing. And the Project may increase the pool of potential future homebuyers, creating more buyers for existing owners when they decide to sell their homes. Third, the Project, and the retail it will incorporate as part of its mixed-use element, will make the City more attractive than nearby communities with fewer housing and retail options.¹⁶

At worst, the City should expect no effect on nearby low-density property values if it approves the Project's permitted density. More likely, the Project will result in increased value to the low-density land uses surrounding it. The Village has

¹³ Alexander Hoffman, *The Vitality of America's Working Communities* (Cambridge, Massachusetts: Harvard University Joint Center for Housing Studies, 2003).

¹⁴ National Association of Home Builders, "Market Outlook: Confronting the Myths about Apartments with Facts" (Washington, D.C.: Author, 2001), p. 4.

¹⁵ Arthur C. Nelson and Mitch Moody, "Price Effects of Apartments on Nearby Single-Family Detached Residential Homes," Working Draft (Blacksburg, Virginia: Virginia Tech University, 2003).

¹⁶ Arthur C. Nelson, "Top Ten State and Local Strategies to Increase Affordable Housing Supply," *Housing Facts & Findings*, vol. 5, no. 1.

already made a substantial financial investment in the Project. This investment incentivizes the Village to build a successful project, which will ultimately be determined by the Project's value and the stability of the value of the land uses that surround it.

5. *The Project will generate less traffic than low-density development per unit, and it will make walking and public transit more feasible.*

As we all know, traffic in the Twin Cities tends to be congested, especially in peak rush-hour conditions. By approving The Village's Amendment and altering the Comp Plan to include additional high-density development, the City can decrease regional traffic congestion and make walking and public transit options more readily available.

Residents of low-density single-family communities tend to have two or more cars per household. Residents of high-density apartments often have only one.¹⁷ The Project may reduce traffic congestion based on a decreased vehicle count alone, but the actual number of miles traveled per vehicle is likely to decrease, too. Doubling local density can decrease miles traveled per vehicle by 38%,¹⁸ with apartment dwellers averaging only 6.3 car trips per day (compared to 10 car trips per day by residents in low-density communities).¹⁹ Higher-density developments make for more walkable neighborhoods, which contribute to a healthier, more active community likely to support local businesses. The Project can also create additional opportunities for the City's residents to use public transportation. Additional high-density development will expand the City's current public transportation options by decreasing the number of residents dependent on cars. With increased public transportation use, additional traffic can flow to residences, shops, and offices in the City while connecting residents to surrounding areas. Using high-density development to bolster these public transit offerings, the City can increase residents' transportation choices, decrease total car dependency, and encourage residents and visitors alike to support local businesses.

A Comp Plan amendment to allow higher-density development will decrease traffic and increase the engagement level of the City residents by providing them with additional access to their community and surrounding areas. Higher-density development, like the Project, will bring residents that make fewer and

¹⁷ National Multi Housing Council, "Tabulations of 1999 American Housing Survey" (Washington, D.C.: U.S. Census Bureau and U.S. Department of Housing and Urban Development, 1999).

¹⁸ Robert Dunphy and Kimberly Fisher, "Transportation, Congestion, and Density: New Insights," *Transportation Research Record*, 1996.

¹⁹ Institute of Traffic Engineers, *Trip Generation*, 6th ed., vol. 1 (Washington, D.C.: Author, 1997).

shorter auto trips than their low-density housing neighbors, alleviate traffic and congestion in the City, promote local walkability, and encourage the expansion and development of public transportation. Together, this can foster a sense of community, increase the health and wellness of residents, improve the local environment, and provide the City residents with desirable amenities.

6. *The Project is more efficient than low-density development alternatives that increase air and water pollution and destroy natural areas by paving and urbanizing greater swaths of land.*

Low-density sprawl takes an enormous toll on air, water, and land. It can also limit a city's capacity to preserve natural areas, like local parks, that serve a variety of community-oriented recreational needs. The Project offers the best solution to manage growth while maintaining clean air, clean water, and ample recreation space in the City.

New high-density development in areas already equipped with infrastructure (e.g., utility lines, police and fire protection, schools, and shops) eliminates financial and environmental costs of stretching services further from the core community. It allows the City to employ standards for dense development that use existing infrastructure, avoiding significant expansion costs. It also allows the City to facilitate best practices in urban design to preserve natural resources that might otherwise be prone to low-density development, like available green space and recreation areas.

Compact urban design also empowers the City to further reduce driving and smog. Low-density development consumes large quantities of land through large-lot zoning, which forces residents to drive longer distances and harms air quality. The national road network is growing at an alarming rate, mainly for the purpose of connecting low-density suburbs back to urban areas. Together with water and air pollution, constructing additional highways to connect a low-density, sprawling City perpetuates the cycle of sprawl, fragments green space, and requires extensive funding.

High-density structures, like the Project, may also aid in several other environmental aspects. Compact urban development minimizes surface area, which causes erosion and polluted storm water runoff. Studies show that compact development can achieve a 30% reduction in runoff and an 83% reduction in water consumption compared with conventional suburban

development.²⁰ For the City, this also creates high-density land use opportunities for abandoned or unused lots, and infill and brownfield development can facilitate sound urban design to support the City's environmental goals.

High-density development allows the City to better protect local air, water, and land. It can also strengthen the City's ability to remain conscious of environmental threats. Increasing the density of the Project offers tools to manage growth while maintaining clean air, clean water, and ample recreation space in the City.

I will look forward to working with all of you to build a project of which The Village and the City can be proud. This unique, once-in-a-lifetime development opportunity can help the City deliver on its mission, and, in my judgement (and I hope yours), higher density is one key mechanism for that delivery.

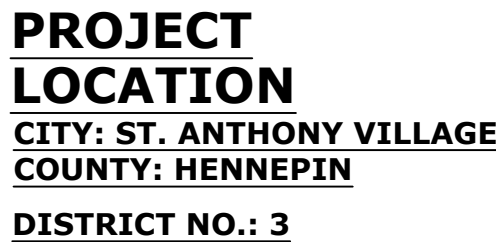
I encourage you to contact me at your earliest opportunity if you have any questions about this letter or the proposed Amendment.

Very truly yours,



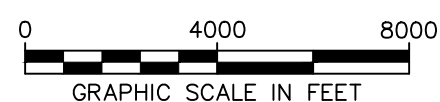
Michael J. Mergens

²⁰ Robert W. Burchell et al., *Impact Assessment of the New Jersey Interim State Development and Redevelopment Plan, Report II: Research Findings* (New Brunswick, New Jersey: Rutgers University Center for Urban Policy Research, 1992); and Center for Urban Policy Research, *The Costs and Benefits of Alternative Growth Patterns: The Impact Assessment of the New Jersey State Plan* (New Brunswick, New Jersey: Author, 2000).

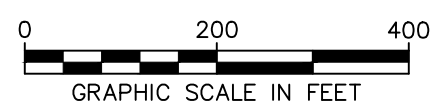


JULY 2017

G-101	COVER AND INDEX SHEET
C-100	NOTES AND LEGEND
C-101	PRELIMINARY PLAT
C-102	EXISTING CONDITIONS
C-103	EXISTING CONDITIONS
C-104	PRELIMINARY SITE PLAN
C-301	PRELIMINARY GRADING PLAN
C-401	PRELIMINARY UTILITY PLAN
C-501	PRELIMINARY STORM SEWER PLAN
C-801	DETAILS



PROJECT LOCATION MAP

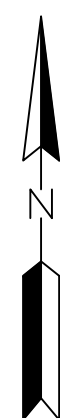


PROJECT VICINITY MAP

1. CITY ENGINEERS ASSOCIATION OF MINNESOTA (CEAM) STANDARD UTILITIES SPECIFICATIONS (LATEST EDITION)
2. THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" (LATEST EDITION).
3. ALL APPLICABLE FEDERAL, STATE, AND LOCAL LAWS AND ORDINANCES WILL BE COMPLETED WITHIN THE CONSTRUCTION OF THIS PROJECT.
4. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

CALL BEFORE YOU DIG
GOPHER STATE ONE CALL
TWIN CITY AREA: 651-454-0002
TOLL FREE 1-800-252-1166

[illegible]

Plot Date & Time: 17 July 2017 4:27 PM
\\s005\0001\DWG-100 General Notes and Legend.dwg

EXISTING LEGEND

	MINOR CONTOUR
	MAJOR CONTOUR
	CURB AND GUTTER
	EDGE OF PAVEMENT
	CONCRETE SIDEWALK
	UNDERGROUND FIBER OPTIC
	SANITARY SEWER
	STORM SEWER
	WATERMAIN
	FENCE
	GUARD RAIL
	RETAINING WALL
	DELINEATED WETLAND EDGE
	EDGE OF VEGETATION
	SANITARY MANHOLE
	STORM MANHOLE
	STORM CATCH BASIN
	HYDRANT
	GATE VALVE
	LIGHT POLE
	ELECTRIC TRANSFORMER
	TRAFFIC SIGN
	FLARED END SECTION
	TREE

GENERAL LEGEND

	PROPERTY BOUNDARY
	LOT LINES
	EASEMENT LINE
	SETBACK LINE
	FLOODPLAIN BOUNDARY
	SHORELAND TIER BOUNDARY

REMOVALS LEGEND

	REMOVE BITUMINOUS PAVEMENT
	CLEARING AND GRUBBING
	REMOVE BUILDING
	REMOVE TRASH AND DEBRIS
	REMOVE CURB AND GUTTER
	SAWCUT BITUMINOUS PAVEMENT
	REMOVE FENCE
	REMOVE TREE
	REMOVE SANITARY SEWER/SERVICE
	REMOVE WATER MAIN/SERVICE

WARNING:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CALLING FOR LOCATIONS OF ALL EXISTING UTILITIES. THEY SHALL COOPERATE WITH ALL UTILITY COMPANIES IN MAINTAINING THEIR SERVICE AND/OR RELOCATION OF LINES.

THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE CALL AT 651-454-0002 AT LEAST 48 HOURS IN ADVANCE FOR THE LOCATIONS OF ALL UNDERGROUND WIRES, CABLES, CONDUITS, PIPES, MANHOLES, VALVES OR OTHER BURIED STRUCTURES BEFORE DIGGING. THE CONTRACTOR SHALL REPAIR OR REPLACE THE ABOVE WHEN DAMAGED DURING CONSTRUCTION AT NO COST TO THE OWNER.

CALL BEFORE YOU DIG

GOPHER STATE ONE CALL

TWIN CITY AREA: 651-454-0002
TOLL FREE 1-800-252-1166

SPECIFICATION REFERENCE:

THE 2016 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATION FOR CONSTRUCTION" SHALL GOVERN.

ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE LATEST EDITION OF THE MINNESOTA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, INCLUDING THE LATEST FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

SITE PLAN LEGEND

	CURB AND GUTTER
	CONCRETE SIDEWALK
	BITUMINOUS PAVEMENT
	BITUMINOUS PATCHING
	ADA ACCESSIBLE ROUTE

GRADING LEGEND

	MINOR CONTOUR
	MAJOR CONTOUR
	GRADING LIMITS
	SURFACE DRAINAGE DIRECTION/GRADE
	TOP BACK OF CURB ELEVATION
	GUTTER FLOW LINE ELEVATION
	FINISHED GRADE ELEVATION
	EDGE OF SIDEWALK ELEVATION
	EDGE OF PAVEMENT ELEVATION
	EMERGENCY OVERFLOW ELEVATION

UTILITY/STORM SEWER LEGEND

	SANITARY SERVICE
	WATER SERVICE
	STORM SEWER
	SANITARY MANHOLE
	SANITARY CLEANOUT
	GATE VALVE
	CATCH BASIN/CBMH
	STORM MANHOLE
	FLARED END SECTION

EROSION CONTROL LEGEND

	SILT FENCE
	ROCK CONSTRUCTION ENTRANCE
	EROSION CONTROL BLANKET
	RIPRAP
	INLET PROTECTION
	CULVERT PROTECTION
	SILT FENCE DITCH CHECK
	MNDOT SEED MIX 22-112
	SOD PER LANDSCAPE PLANS
	MNDOT SEED MIX 33-262
	MNDOT SEED MIX 34-262
	MNDOT SEED MIX 35-241

GENERAL NOTES

- EXISTING FEATURES SHOWN ARE BASED ON TOPOGRAPHIC SURVEYS COMPLETED BY PREMIER LAND SURVEYING, CLARK ENGINEERING, AND WENCK ASSOCIATES, INC.
- EXISTING ELEVATIONS SHOWN ARE RELATIVE TO THE NAVD88 DATUM (UNLESS NOTED OTHERWISE).
- UNDERGROUND UTILITIES ARE SHOWN APPROXIMATELY, BASED ON: THE SURVEYED LOCATION OF ABOVE GROUND APPURTENANCES/FEATURES; AVAILABLE MAPPING AND FIELD MARKINGS PROVIDED BY OTHERS AS A RESULT OF A GOPHER STATE ONE CALL UTILITY LOCATE REQUEST; AND RECORD PLANS PROVIDED BY THE ST. ANTHONY VILLAGE. CONTRACTOR TO FIELD VERIFY THE LOCATION AND ELEVATION OF EXISTING UTILITIES PRIOR TO CONSTRUCTION.

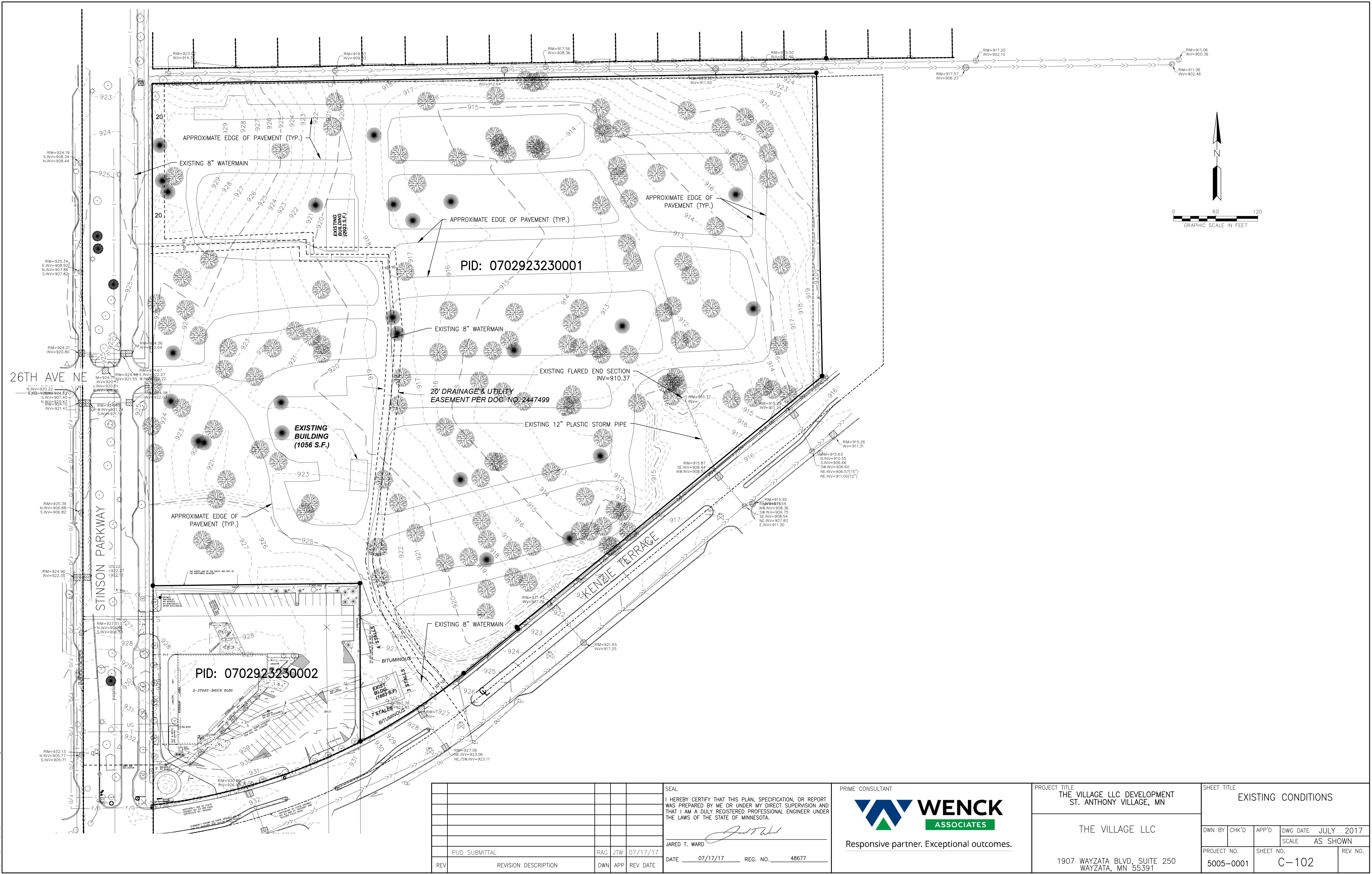
SEAL	
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.	
JARED T. WARD	
DATE 07/17/17 REG. NO. 48677	
PUD SUBMITTAL	RAG JTW 07/17/17
REV	REVISION DESCRIPTION DWN APP REV DATE

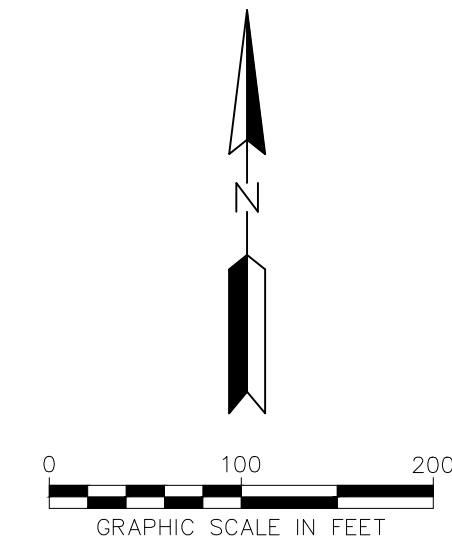
PRIME CONSULTANT



Responsive partner. Exceptional outcomes.


PROJECT TITLE THE VILLAGE LLC DEVELOPMENT ST. ANTHONY VILLAGE, MN		SHEET TITLE GENERAL LEGEND AND NOTES			
THE VILLAGE LLC 1907 WAYZATA BLVD, SUITE 250 WAYZATA, MN 55391		DWN BY	CHK'D	APP'D	DWG DATE JULY 2017
		SCALE AS SHOWN			
		PROJECT NO. 5005-0001		SHEET NO. C-100	





- PID: 0702923230001 (LOWRY GROVE SITE)
- AREA DEVOTED TO RESIDENTIAL USE BY BUILDING TYPE
 - MANUFACTURED HOMES/RVS = 491,743 SF (11.289 AC)
- AREA DEVOTED TO COMMON OPEN SPACE = N/A
- AREA DEVOTED TO PUBLIC OPEN SPACE = N/A
- AREA DEVOTED TO STREETS = 168,364 SF (3.865 AC)
- AREA DEVOTED TO, AND NUMBER OF, OFF-STREET PARKING AND LOADING SPACE AND RELATED ACCESS
 - AREA = 6,751 SF (0.155 AC)
 - NUMBER OF OFF-STREET PARKING STALLS = 14 STALLS
- APPROXIMATE AREA AND FLOOR AREA DEVOTED TO COMMERCIAL USES = 1663 SF (0.038 AC)
- APPROXIMATE AREA AND FLOOR AREA DEVOTED TO INDUSTRIAL OR OFFICE = N/A
- TOTAL AREA OF PROPERTY = 669,885 (15.378 AC)

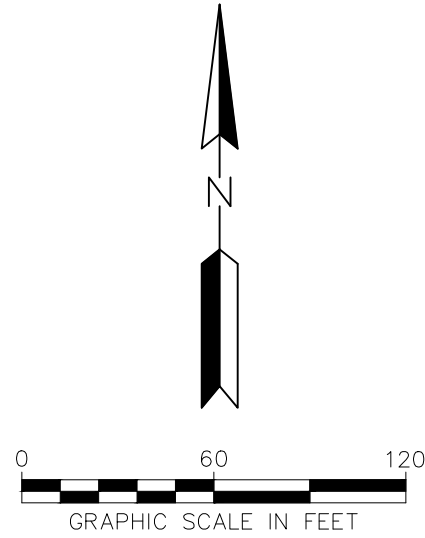
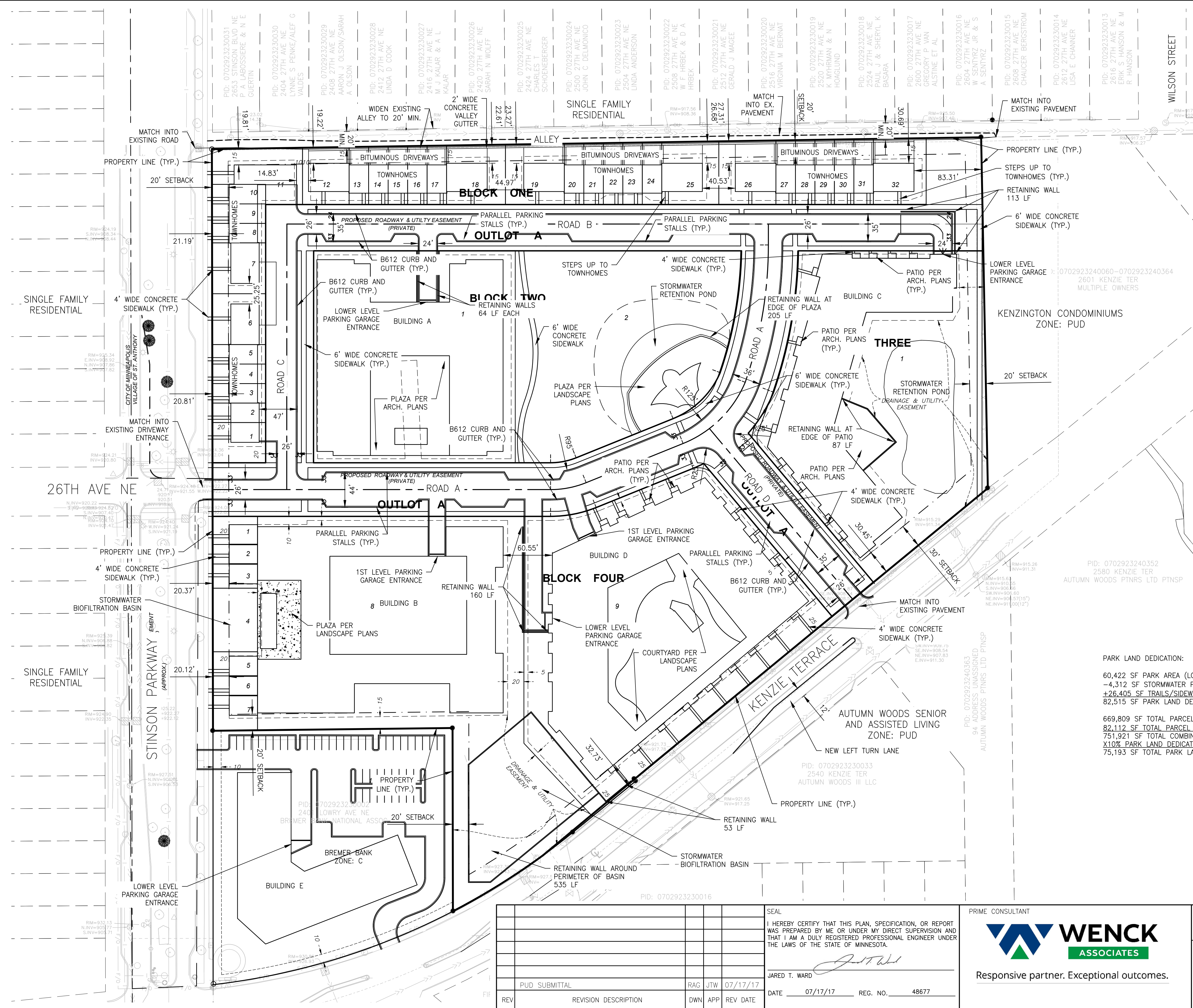
- PID: 0702923230002 (BREMER BANK SITE)
- AREA DEVOTED TO RESIDENTIAL USE BY BUILDING TYPE = N/A
 - AREA DEVOTED TO COMMON OPEN SPACE = N/A
 - AREA DEVOTED TO PUBLIC OPEN SPACE = N/A
 - AREA DEVOTED TO STREETS = N/A
 - AREA DEVOTED TO AND NUMBER OF OFF-STREET PARKING AND LOADING SPACE AND RELATED ACCESS
 - AREA = 51,375 SF (1.179 AC)
 - NUMBER OF OFF-STREET PARKING STALLS = 84 STALLS
 - APPROXIMATE AREA AND FLOOR AREA DEVOTED TO COMMERCIAL USES = 11390 SF (0.261 AC)
 - APPROXIMATE AREA AND FLOOR AREA DEVOTED TO INDUSTRIAL OR OFFICE = N/A
 - TOTAL AREA OF PROPERTY = 82,112 (1.885 AC)

						SEAL
						I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.
						
	PUD SUBMITTAL		RAG	JTW	07/17/17	JARED T. WARD
REV	REVISION DESCRIPTION	DWN	APP	REV	DATE	07/17/17 REG. NO. 48677

Responsive partner. Exceptional outcomes.

1907 WAYZATA BLVD, SUITE 250
WAYZATA, MN 55391

DWN BY	CHK'D	APP'D	DWG DATE	JULY 2017
			SCALE	AS SHOWN
PROJECT NO.		SHEET NO.		REV. NO.
5005-0001		C-103		




SETBACKS	
EAST	20 FEET
SOUTHEAST	30 FEET
WEST	20 FEET
NORTH	20 FEET
SOUTHWEST CORNER	20 FEET

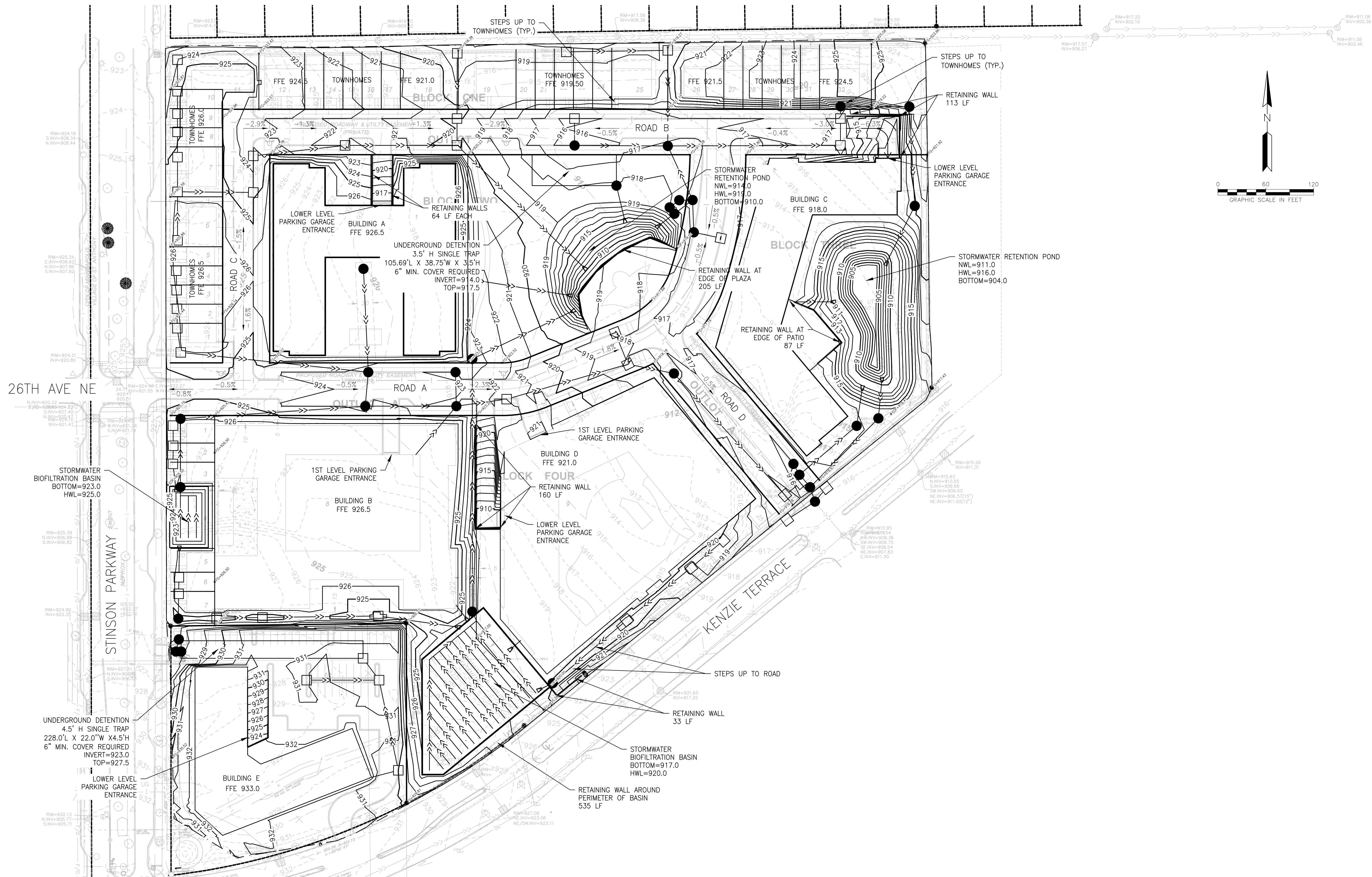
*ALL INTERNAL SETBACKS ARE 0 FEET

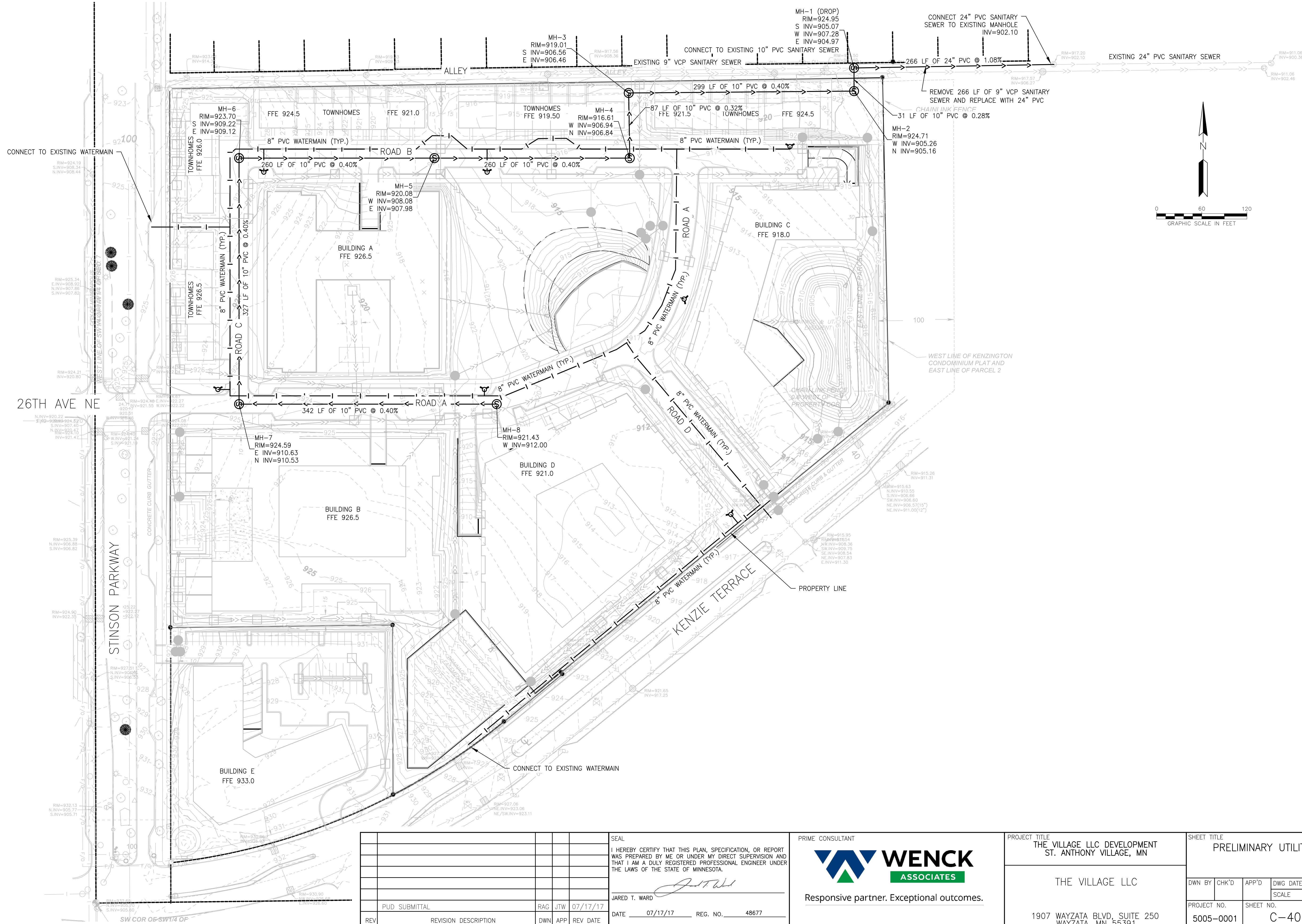
PARK LAND DEDICATION:

60,422 SF PARK AREA (LOT 2, BLOCK 2)
-4,312 SF STORMWATER POND AREA (LOT 2, BLOCK 2)
+26,405 SF TRAILS/SIDEWALK (OUTLOT A)
82,515 SF PARK LAND DEDICATION PROVIDED

669,809 SF TOTAL PARCEL AREA (LOWRY GROVE)
82,112 SF TOTAL PARCEL AREA (BREMER)
751,921 SF TOTAL COMBINED PARCEL AREA
X10% PARK LAND DEDICATION REQUIREMENT
75,193 SF TOTAL PARK LAND DEDICATION NEEDED

SEAL				PRIME CONSULTANT	
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.					
JARED T. WARD				Responsive partner. Exceptional outcomes.	
DATE 07/17/17 REG. NO. 48677				PROJECT TITLE	
PUD SUBMITTAL				THE VILLAGE LLC DEVELOPMENT ST. ANTHONY VILLAGE, MN	
REV				THE VILLAGE LLC	
REVISION DESCRIPTION				1907 WAYZATA BLVD, SUITE 250 WAYZATA, MN 55391	
DWN APP REV DATE				SHEET TITLE	
				PRELIMINARY SITE PLAN	
				DWN BY CHK'D APP'D DWG DATE JULY 2017	
				SCALE AS SHOWN	
				PROJECT NO. SHEET NO. REV NO.	
				5005-0001 C-104	

[illegible]



	PUD SUBMITTAL	RAG	JTW	07/17/17
REV	REVISION DESCRIPTION	DWN	APP	REV DATE

SEAL
I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

JARED T. WARD

DATE 07/17/17 REG. NO. 48677

PRIME CONSULTANT



Responsive partner. Exceptional outcomes.

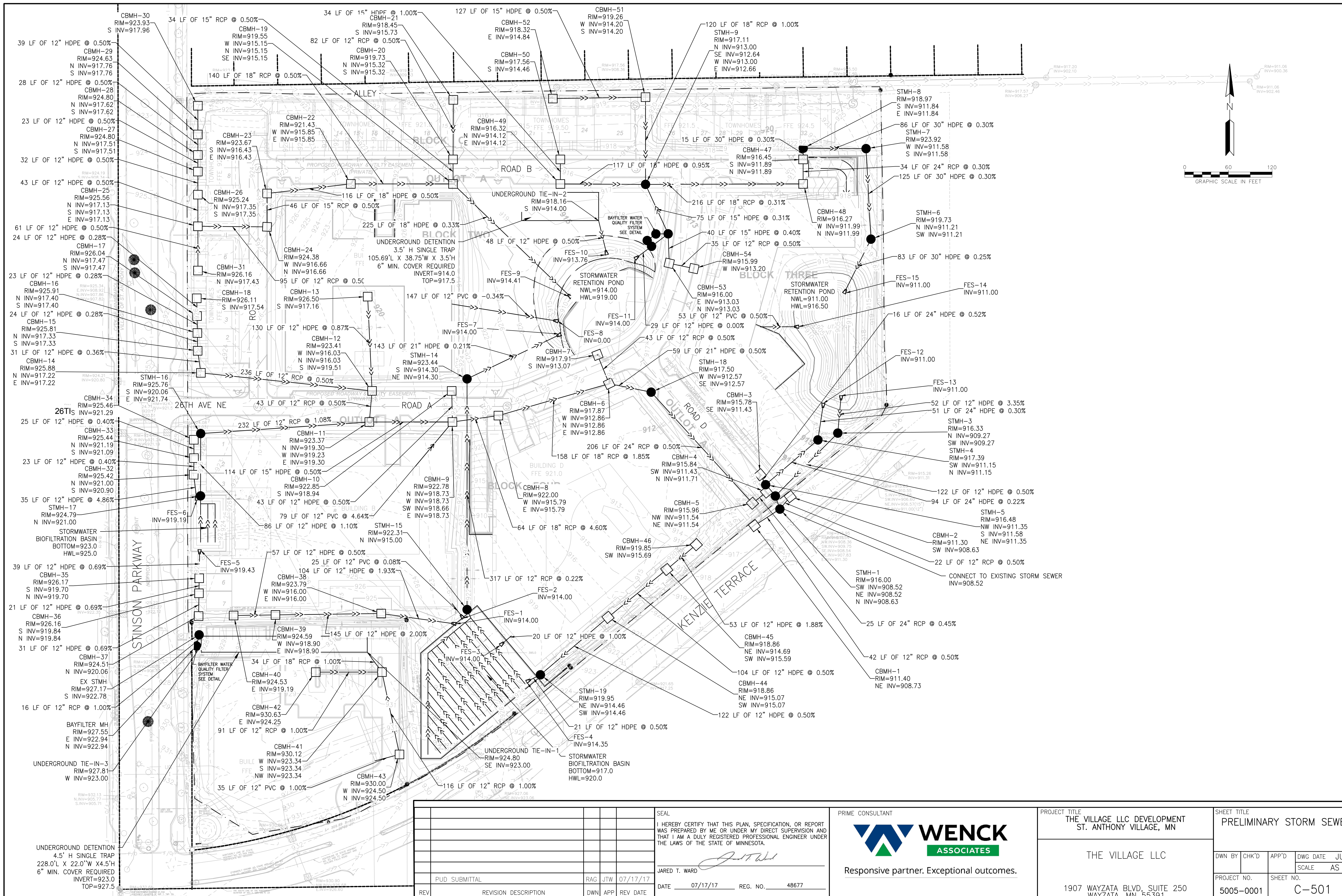
PROJECT TITLE	THE VILLAGE LLC DEVELOPMENT ST. ANTHONY VILLAGE, MN
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THE VILLAGE LLC


1907 WAYZATA BLVD, SUITE 250
WAYZATA, MN 55391

SHEET TITLE	PRELIMINARY UTILITY PLAN
-------------	--------------------------

DWN BY	CHK'D	APP'D	DWG DATE	JULY 2017
			SCALE	AS SHOWN
PROJECT NO.		SHEET NO.		REV NO.
5005-0001		C-401		





						SEAL
						I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT
						WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND
						THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER
						THE LAWS OF THE STATE OF MINNESOTA.
						
						JARED T. WARD
	PUD SUBMITTAL		RAG	JTW	07/17/17	
REV	REVISION DESCRIPTION		DWN	APP	REV DATE	DATE 07/17/17 REG. NO. 48677

PRIME CONSULTANT



PROJECT TITLE	THE VILLAGE LLC DEVELOPMENT ST. ANTHONY VILLAGE, MN
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THE VILLAGE LLC

1907 WAYZATA BLVD, SUITE 250
WAYZATA, MN 55391

SHEET TITLE	DETAILS
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DWN BY	CHK'D	APP'D	DWG DATE	JULY 2017
			SCALE	AS SHOWN
PROJECT NO.		SHEET NO.		REV NO.
5005-0001		C-801		

Breanne Rothstein

From: Mary Lillestol <lillestol@gmail.com>
Sent: Saturday, April 15, 2017 1:07 PM
To: jerry.faust@ci.saint-anthony.mn.us; hal.gray@ci.saint-anthony.mn.us; randy.stille@ci.saint-anthony.mn.us; planner@ci.saint-anthony.mn.us; bonnie.breuer@ci.saint-anthony.mn.us; jen.jenson@ci.saint-anthony.mn.us
Subject: Lowry grove questions

I am writing about the Lowry Grove development. There seem to be lots of questions that are floating around in the community. Rather than sit in wonder, or spread false information, I have a couple of questions I'm hoping can be addressed.

1. How does the current plan being proposed by CPG address the goals, challenges, or opportunities of the [2015 Strategic Plan](#)?
2. According to the zoning map, the Lowry Grove area is zoned for R1 - Single Family Residential. How is a potential 6-12 story complex defined as Single Family? Or, where is information on the website that the zoning for it was changed for R4 - Multiple Dwellings?
3. If indeed, it is determined by the courts that CPG is able to maintain ownership of the site, who pays for the additional need for more space in the schools, additional fire fighting capacity, etc, that will come with a larger complex? How will it impact the overall infrastructure of SAV?
4. How can the public see the results from the surveys that were filled out by the community at the April 11 meeting?
5. Where can I find information about the current status of the Walmart complex? Why it is sitting empty, while it is being suggested to convert an area that has the potential for a green space, into additional concrete wasteland? How does that fit in the city strategic plan?
6. What supports has the city or CPG offered to the families who are being displaced to find affordable housing in order to provide stability for those families?
7. In the end, to what extent will the community actually have a say in what happens to that site?

Thank you for any answers you are able to provide.

Regards,
 Mary Lillestol

Stable, affordable housing is essential for people to work productively, for their children to learn, and for families and communities to thrive. Housing is affordable when a family with a moderate or low income pays no more than 30-40% of its monthly income for housing.

Increasingly, housing is not affordable for many Twin Cities metro area working families. This lack of affordable housing for people of all ages and incomes causes families stress, dampens productivity and stifles job growth. - Met Council

Breanne Rothstein

From: c454e@ci.saint-anthony.mn.us
Sent: Tuesday, August 08, 2017 3:18 PM
To: Breanne Rothstein
Subject: Message from KM_C454e
Attachments: SKM_C454e17080815170.pdf

Breanne Rothstein

From: Jerry Faust <jerry.faust@savmn.com>
Sent: Monday, April 17, 2017 10:22 AM
To: Mary Lillestol; Hal Gray; Randy Stille; *SAPlaner; Bonnie Brever; jen.jenson@ci.saint-anthony.mn.us
Subject: Re: Lowry grove questions

As you know we have not yet received an application for redevelopment. However I would direct you to our statement of April 13th council meeting as to our principles and values at http://www.ci.saint-anthony.mn.us/index.asp?Type=B_BASIC&SEC={8D1E8B38-B236-401D-9B8F-3EA882BA3FDF}&DE={CD2EC96A-2321-49D9-9678-68A0281435DF} .

Hopefully this gives you some insight to our vision



Jerry Faust | Mayor

City of St. Anthony Village | *A Village Within the City*

3301 Silver Lake Road | St. Anthony, MN 55418 | 612-789-7684 | www.savmn.com | jerry.faust@savmn.com

From: Mary Lillestol <lillestol@gmail.com>
Sent: Saturday, April 15, 2017 13:07
To: Jerry Faust; Hal Gray; Randy Stille; *SAPlaner; Bonnie Brever; jen.jenson@ci.saint-anthony.mn.us
Subject: Lowry grove questions

I am writing about the Lowry Grove development. There seem to be lots of questions that are floating around in the community. Rather than sit in wonder, or spread false information, I have a couple of questions I'm hoping can be addressed.

1. How does the current plan being proposed by CPG address the goals, challenges, or opportunities of the [2015 Strategic Plan](#)?
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7. In the end, to what extent will the community actually have a say in what happens to that site?

Thank you for any answers you are able to provide.
Regards,
Mary Lillestol

Stable, affordable housing is essential for people to work productively, for their children to learn, and for families and communities to thrive. Housing is affordable when a family with a moderate or low income pays no more than 30-40% of its monthly income for housing.

Increasingly, housing is not affordable for many Twin Cities metro area working families. This lack of affordable housing for people of all ages and incomes causes families stress, dampens productivity and stifles job growth. - Met Council

Breanne Rothstein

From: Jerry Faust <jerry.faust@savmn.com>
Sent: Saturday, April 15, 2017 10:38 AM
To: Carolyn Buzza; Bonnie Brever; Hal Gray; Jan Jenson; Randy Stille
Subject: Re: Lowry Grove

Thank you for your comments. As you know we have not yet received an application for redevelopment. However I would direct you to our statement of April 11th council meeting as to our principles and values at http://www.ci.saint-anthony.mn.us/index.asp?Type=B_BASIC&SEC={8D1E8B38-B236-401D-9B8F-3EA882BA3FDF}&DE={CD2EC96A-2321-49D9-9678-68A0281435DF} .

Hopefully this gives you some insight to our vision.



Jerry Faust | Mayor

City of St. Anthony Village | *A Village Within the City*

3301 Silver Lake Road | St. Anthony, MN 55418 | | www.savmn.com | jerry.faust@savmn.com

From: Carolyn Buzza <carolynmbuzza@gmail.com>
Sent: Friday, April 14, 2017 11:09
To: Jerry Faust; Bonnie Brever; Hal Gray; Jan Jenson; Randy Stille
Cc: Tim Buzza
Subject: Lowry Grove

Dear Mayor Faust and City Council Members:

We are 13 year residents of St. Anthony Village. Our children attend SAV schools. We live two blocks from Lowry Grove. I am writing to express my concern about the development plans for the Lowry Grove mobile home park.

We object to the high density design of the development plan:

Adding over 800 housing units in the space will create tremendous congestion in the area, place more stress on an already burdened school system, create massive expense in city utility needs and effect my already high taxes. The current plan is unacceptable and only designed to maximize the developer's profits while ignoring the needs of the community.

We object to the lack of affordable housing of the development plan:

The Met Council is pleading with local communities to consider affordable housing in their plans. Lowry Grove was one of the very few neighborhoods that offered affordable housing in St. Anthony Village. Where is the Village's plan for affordable housing? Why aren't we doing our part to help make housing in the Twin Cities area more diverse and available to people who earn less but deserve decent homes?

We ask that you consider these things as you execute your responsibilities in the city government.

Tim and Carolyn Buzza
 2617 27th Ave NE
 St. Anthony Village, MN 55418
 612-822-8666

Breanne Rothstein

From: James Buchta <james.buchta@gmail.com>
Sent: Thursday, May 11, 2017 4:54 PM
To: planner@savmn.com
Subject: Lowry Grove

Hello Breanne,

I own property in the neighborhood and I'm trying to get an update on the latest plans for the project. My understanding is that a new site plan has been submitted, do you know if that's the case? I apologize, if it was on the city's website and I missed it.

Best, Jim

Breanne Rothstein

From: c454e@ci.saint-anthony.mn.us
Sent: Tuesday, August 08, 2017 5:04 PM
To: Breanne Rothstein
Subject: Message from KM_C454e
Attachments: SKM_C454e17080817030.pdf

Breanne Rothstein

From: Jerry Faust <jerry.faust@savmn.com>
Sent: Saturday, April 15, 2017 10:36 AM
To: JerJo Hoffman
Subject: Re: Lowry Grove Neighbors

Thank you for your comments. As you know we have not yet received an application for redevelopment. However I would direct you to our statement of April 11th council meeting as to our principles and values at http://www.ci.saint-anthony.mn.us/index.asp?Type=B_BASIC&SEC={8D1E8B38-B236-401D-9B8F-3EA882BA3FDF}&DE={CD2EC96A-2321-49D9-9678-68A0281435DF} .

Hopefully this gives you some insight to our vision.



Jerry Faust | Mayor

City of St. Anthony Village | *A Village Within the City*

3301 Silver Lake Road | St. Anthony, MN 55418 | | www.savmn.com | jerry.faust@savmn.com

From: JerJo Hoffman <jerjohoffman@msn.com>
Sent: Friday, April 14, 2017 09:15
To: A Planner; Hal Gray; Randy Stille; Jerry Faust; Jerry Faust
Subject: Lowry Grove Neighbors

St. Anthony City Council Members

We want to voice our support for the Lowry Grove neighbors and the need for low income housing in St. Anthony Village.

Most of the people in this community face:

- Inability to find adequate housing at a rate they can afford (Present cost for some is \$551 per month)
- Disruption of a community which share a common culture
- Children separated from a school where they are getting a superior education
- Children separated from their friends

We would hope that you will proactively engage in efforts to assist this community in this difficult time and to ensure adequate housing for those who are among the least.

Jerry & Joan Hoffman
 2550 38th Ave NE #311
 St. Anthony, MN 55421
 612-788-1300
 763-443-3353 (Jerry Cell)
jerjohoffman@msn.com

Breanne Rothstein

From: Jerry Faust <jerry.faust@savmn.com>
Sent: Tuesday, April 25, 2017 11:08 AM
To: chuck.haik@comcast.net
Cc: *SAPlanner
Subject: Re: Trailer Park Development

Chuck:

Thank you for your comments. As you know we have not yet received an application for redevelopment. However I would direct you to our statement at the April 11th council meeting as to our principles and values at: <http://www.savmn.com/293/Redevelopment-of-Lowry-Grove>



Jerry Faust | Mayor

City of St. Anthony Village | *A Village Within the City*

3301 Silver Lake Road | St. Anthony, MN 55418 | | www.savmn.com | jerry.faust@savmn.com

From: chuck.haik@comcast.net <chuck.haik@comcast.net>
Sent: Monday, April 24, 2017 15:32
To: Jerry Faust
Subject: Trailer Park Development

Jerry,

I am not in favor of the type of development I have read about at this site.

My feeling is the scale is too large a development for the site, and the number of units is much to dense for this area.

Have you seen the intersection of St Anthony Blvd and Silver Lake Rd in the morning and evening rush hours? The push for developments of this size take away from the livability of our community..

Chuck Haik

Breanne Rothstein

From: Kristi Flynn <flyn0088@umn.edu>
Sent: Thursday, May 18, 2017 1:44 PM
To: planner@ci.saint-anthony.mn.us; mark.casey@ci.saint-anthony.mn.us
Subject: Re-development of Lowry Grove

Dear Brianne and Mark,

I am writing this letter to implore the Village of Saint Anthony to find an alternative to the proposed development of Lowry Grove. Like many residents, I have been following the story closely with a heavy heart. While I respect that the city does not own and will never own Lowry Grove, it is your prerogative to help guide the direction of growth within the city. At the very least, Saint Anthony needs to be considerate in their zoning of the area.

We live blocks away from Lowry Grove in Saint Anthony and own a duplex on McKinley Street NE, just kitty corner to Lowry Grove. This development will affect both of our properties and the quality of life of us and our neighbors.

Lowry Grove is one of the few remaining affordable housing areas in the metro. This is home to seniors, first generation US citizens, and veterans. In displacing them, we lose the diversity and humanity they bring to our community.

While forcing these families from our community is wrong, at least there will be a place for them somewhere. Not so for the 50 to 100 year old trees that will be torn from the ground. In an area that is losing countless Ash trees to the Emerald Ash Borer, you'd think we could have the foresight not to cut down established healthy trees. These trees provide habitat for owls, hawks, songbirds and mammals that are increasingly losing habitat due to development in rural areas. It is our responsibility to protect green space for future generations of all species, including human.

Why not give the developers the concrete wasteland that was once Walmart for a dollar? It is an eyesore begging for redevelopment. In exchange, The Village, LLC can sell Lowry Grove to Aeon. The Walmart area is already set up for large volumes of traffic. Not so for Stinson and Lowry, a two lane parkway. Or maybe we could rip out the trees in the median while we're at it. Aeon is proposing a responsible, thoughtful development plan for the area that includes affordable family housing, a manageable amount of traffic and green space for families to live.

It's not too late. Stand up for what's right.

Sincerely,

Kristi Flynn

--

Kristi Flynn, DVM
Assistant Professor, Primary Care



Breanne Rothstein

From: ABS KUJAWSKI <astens@me.com>
Sent: Tuesday, April 11, 2017 10:20 PM
To: planner@ci.saint-anthony.mn.us
Subject: Unacceptable plan

Dear City of St. Anthony,

The Village, LLC is not representing the best interests of our community. The priorities they have shared tonight at the Southern Gateway Project meeting do not reflect what our community needs. I'm uninterested in the parks, the sidewalks, the design materials. I am interested in how we are establish our community as a open-access, equity-minded, forward-thinking one. I'm unclear how a 12-story, 800-unit development enhances our community. I do not believe it is a plan that put forward priorities that matter to us as residents.

Please do not allow the land to be re-zoned for high-density. Please make sure the redevelopment is inclusive to the needs of all Minnesotans. We must attract a diverse, community-minded population to our community. We must be sensitive to the opportunities this redevelopment provides beyond the financial ones. There are many ways to invest in our community, and this redevelopment plan proposed by the CPG company is not it.

Kindly,
Amy Kujawski
Concerned Citizen
651.353.8738

Breanne Rothstein

From: HAYDEN GROOMS <haydengrooms@me.com>
Sent: Friday, April 14, 2017 7:44 AM
To: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove Development

Dear Planning Commission:

I am a 16 year resident of St. Anthony Village. I am writing to express my concern about the development plans for the Lowry Grove mobile home park.

I object to the high density design of the development plan:

Adding over 800 housing units in the space will create tremendous congestion in the area, place more stress on an already burdened school system, create massive expense in city utility needs and effect my already high taxes. The current plan is unacceptable and only designed to maximize the developer's profits while ignoring the needs of the community.

I object to the lack of affordable housing of the development plan:

The Met Council is pleading with local communities to consider affordable housing in their plans. Lowry Grove was one of the very few neighborhoods that offered affordable housing in St. Anthony Village. Where is the Village's plan for affordable housing? Why aren't we doing our part to help make housing in the Twin Cities area more diverse and available to people who earn less but deserve decent homes?

I ask that you consider these things as you execute your responsibilities in the city government.

Hayden Grooms

Breanne Rothstein

From: Mark Casey <mark.casey@savmn.com>
Sent: Saturday, April 15, 2017 11:10 AM
To: Breanne Rothstein
Subject: Fwd: Lowry Grove Development

Not sure if you got this

Sent from my iPhone

Begin forwarded message:

From: Jerry Faust <jerry.faust@savmn.com>
Date: April 15, 2017 at 8:35:04 AM PDT
To: HAYDEN GROOMS <haydengrooms@me.com>
Subject: Re: Lowry Grove Development

Thank you for your comments. As you know we have not yet received an application for redevelopment. However I would direct you to our statement of April 11th council meeting as to our principles and values at http://www.ci.saint-anthony.mn.us/index.asp?Type=B_BASIC&SEC={8D1E8B38-B236-401D-9B8F-3EA882BA3FDF}&DE={CD2EC96A-2321-49D9-9678-68A0281435DF}.

Hopefully this gives you some insight to our vision.



Jerry Faust | Mayor

City of St. Anthony Village | *A Village Within the City*

3301 Silver Lake Road | St. Anthony, MN 55418 | | www.savmn.com | jerry.faust@savmn.com

From: HAYDEN GROOMS <haydengrooms@me.com>
Sent: Friday, April 14, 2017 07:41
To: Jerry Faust
Subject: Lowry Grove Development

Mr. Mayor

I am a 16 year resident of St. Anthony Village. I am writing to express my concern about the development plans for the Lowry Grove mobile home park.

I object to the high density design of the development plan:

Adding over 800 housing units in the space will create tremendous congestion in the area, place more stress on an already burdened school system, create massive expense in city utility needs

and effect my already high taxes. The current plan is unacceptable and only designed to maximize the developer's profits while ignoring the needs of the community.

I object to the lack of affordable housing of the development plan:

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I ask that you consider these things as you execute your responsibilities in the city government.

Hayden Grooms

Breanne Rothstein

From: Phuongmai Dang <phuongmai.dang@savmn.com>
Sent: Tuesday, June 13, 2017 11:57 AM
To: Breanne Rothstein
Subject: Letter
Attachments: SKM_C454e17061311550.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Here it is..



Phuongmai Dang

License/Permit Specialist

City of St. Anthony Village

3301 Silver Lake RD, St. Anthony, MN 55418

612-782-3317 | www.savmn.com

phuongmai.dang@savmn.com

Breanne Rothstein

From: Bob and Andrea <absledz@yahoo.com>
Sent: Wednesday, April 12, 2017 2:14 PM
To: planner@ci.saint-anthony.mn.us
Subject: lower grove redevelopment

Dear Breanne Rothstein, I wish to voice my disappointment in the redevelopment and great increase of family units in the Lowery Grove area. We have too much traffic on Stinson Blvd. already....high traffic at going to work and returning times. Our Stinson triangle will also see parking issues on the street. Children have no place to play and the school system is already overcrowded. Most of all...many low income families who live in the trailer park will have to move. Their children will have to be uprooted from their schools. I am privileged to live in a beautiful home because I inherited it from my parents. I cannot imagine the anguish the Lowery Grove inhabitants feel about losing their residences when they have so little already. Please be compassionate and consider these families.

Sincerely, Andrea Sledz
1906 Walden Place N.E.
Mpls, Mn 55418

Breanne Rothstein

From: Ann Trench <anntrench1@gmail.com>
Sent: Tuesday, April 11, 2017 3:18 PM
To: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove Development

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms. Rothstein,

I am a St. Anthony resident writing to share my concern about the proposed development at Lowry Grove. I strongly believe that affordable housing available for all levels of poverty be provided at the 13% rate that the Metropolitan Council recommends.

I am also strongly opposed to 837 units going into that small space. That essentially adds 1500-2000 people to the City, which I believe would increase the population by 20-25%.

Please support true affordable housing and a much smaller footprint. I am hoping Aeon will prevail in court and hope you will work with them as well.

Sincerely,

Ann Trench
3429 Skycroft Cir
St. Anthony, MN

Breanne Rothstein

From: Mark Casey <mark.casey@savmn.com>
Sent: Wednesday, April 12, 2017 4:33 PM
To: *SACityCouncil
Cc: Breanne Rothstein
Subject: FW: CPG Open House

From: s.m.sherman@comcast.net [mailto:s.m.sherman@comcast.net]
Sent: Wednesday, April 12, 2017 4:24 PM
To: Mark Casey
Subject: CPG Open House

Hello Mr. Casey,

I attended the CPG open house last night regarding the redevelopment of Lowry Grove. There were over 100 people there. There were a lot of concerns expressed but the CPG reps would not allow very much public feedback in the large group.

I am writing to request that the written feedback that CPG asked for, on forms that were available at the meeting, be posted on the SAV website, much as you have posted the communications from Tracy Thomas. I think residents of St. Anthony have a right to know what their neighbors' concerns are.

Sincerely,

Sandi Sherman
4008 Foss Road #206
St Anthony, MN 55421

Breanne Rothstein

From: Mark Casey <mark.casey@savmn.com>
Sent: Wednesday, April 12, 2017 2:30 PM
To: *SACityCouncil
Cc: Breanne Rothstein
Subject: FW: Lowery Grove Redevelopment

FYI

From: Bob and Andrea [mailto:absledz@yahoo.com]
Sent: Wednesday, April 12, 2017 2:24 PM
To: Mark Casey
Subject: Lowery Grove Redevelopment

Dear Mark, I live in the Stinson Triangle. I am opposed to the high density structures that are being proposed. Our traffic problem is high already. Our schools are full and people are being uprooted from their homes. Please have compassion for the residents of Lowery Grove. I live in a beautiful home that I inherited from my parents. Many of these residents are not as privileged as most of us in the triangle and St. Anthony. Please consider their anguish of being uprooted and taking their children out of our schools. Where will they go??? Please consider these families.

Andrea Sledz
1906 Walden Place N.E
Mpls. Mn. 55418

Breanne Rothstein

From: Mark Casey <mark.casey@savmn.com>
Sent: Friday, May 12, 2017 3:41 PM
To: Breanne Rothstein
Subject: FW: Lowry Grove Development

From: Charlie Yunker
Sent: Friday, May 12, 2017 9:25 AM
To: Mark Casey
Subject: FW: Lowry Grove Development

From: Rebekah Erler [mailto:rebekah_olson@yahoo.com]
Sent: Friday, May 12, 2017 9:17 AM
To: SA City <sa.city@savmn.com>
Subject: Lowry Grove Development

Mayor Faust and Council Members,

I am a 7 year resident of Saint Anthony Village. I have two children at Wilshire Park Elementary in Kindergarten and First Grade. We plan to spend our lives here in Saint Anthony and are heavily invested in our community as a whole. We bought a house here for the small town feel in a vibrant, urban area.

I am deeply concerned about the addition of multiple very large condo buildings going into the planned development at Lowry Grove. The traffic coming into SAV in the evenings from the 280 to Silver Lake Road route through the golf course is usually backed up for most of the length of the golf course. The backups at the 4 way stop on SLR and 29th are also awful. It takes me almost as long to get "into" St. Anthony as it does to commute home from downtown St. Paul. Morning commutes are "better" but still troublesome, especially for those who drop their young kids off at the preschool daycare at the community center and have to come down Silver Lake Road to get to downtown Minneapolis or the 280/94 route to Saint Paul. Additionally there is no public transportation facility for St. Paul commuters in Saint Anthony, practically ensuring single car drivers for those who work on the east side.

I worry that adding upwards of 1000 new residents to the apex of this traffic nightmare will have a significantly negative impact on the quality of living in our village. In the 7 years I have lived here I have never been negatively impacted by the current residents of the Lowry Grove mobile home park. I find that they are mostly quiet and keep to themselves, and just want to live their lives as the rest of us do in peace with their families and neighbors. I'm deeply disheartened that the Lowry Grove Development is not being challenged by our city leadership. I'd expect that as our voice and representatives that you would take seriously your commitment to protect the vitality and community of our small city, and that includes protecting our neighbors in Lowry Grove as well as the rest of us who will be negatively impacted by these developments. My husband is a Twin Cities native, but I lived the first 30 years of my life in Seattle Washington. Seattle is a city that has been destroyed by the leniency given to developers. The cost of living has skyrocketed as home ownership has become unattainable for most. In the last 20 years the city has become a congested nightmare and when people live on top of each other, they get angry and angry neighbors destroy the fabric of a community. Affordable

housing options are vital to protecting the diversity of opinions and experiences in our town. Without that, the soul of your home changes and when that happens it is heartbreaking, I can assure you.

I implore you to meet with the residents of Lowry Grove. It is your duty as their representatives to hear what they have to say, at the very least. It is your duty to listen to what the rest of us have to say as well, and I am extremely concerned about the plans for Lowry Grove. Compared to other municipalities, there is relatively little going on in our city. There is no excuse for your refusal to visit the residents of the mobile home park and to do your best to stand behind them, and us.

Please consider the future of Saint Anthony and stand with us to protect what we love about our city – it's diversity, affordability, and ease of living.

Thank you,

Rebekah Erler
3104 Edward Street NE
206-852-4806

Breanne Rothstein

From: Jerry Faust <jerry.faust@ci.saint-anthony.mn.us>
Sent: Wednesday, March 29, 2017 8:54 AM
To: Mark Casey; Jan Jenson; Bonnie Brever; Randy Stille; Hal Gray
Cc: Breanne Rothstein
Subject: Fw: NO to the High-Density, Inner City-Like Construction in Lowry Grove

Follow Up Flag: Follow up
Flag Status: Flagged

Jerry Faust
 Mayor
[City of St. Anthony Village](#) | *A Village Within the City*
 3301 Silver Lake Road | St. Anthony, MN 55418 | www.ci.saint-anthony.mn.us
 P 612.789.7684 | F 612.782.3302 | jerry.faust@ci.saint-anthony.mn.us

From: Evgeniy L <e_lavrenchuk@yahoo.com>
Sent: Wednesday, March 29, 2017 08:28
To: Jerry Faust; kevin.reich@minneapolismn.gov
Subject: Fw: NO to the High-Density, Inner City-Like Construction in Lowry Grove

Dear Council Member Reich and Mayor Faust,

I am writing in anticipation of today's St. Anthony planning meeting. I am a concerned neighbor who lives right on the border between Minneapolis and St. Anthony.

I would like to register my protest against the current plan that would turn Lowry Grove's into a high-density mega-complex. This plan goes against all the previous assurances given by the developer to the public. This is a radically different plan that leaves us all stunned. Are we being lied to?

If the construction were to proceed according to the new plan, it will destroy everybody's quality of life. It will cause horrific congestion, to name just a few problems it'll cause. The new construction plan goes against everything the 2008 Comprehensive Development Plan for the city of St. Anthony (a very commonsensical plan!) stands for.

The suggested increase in the high-density housing range from 8 to 40 units/acre to 15 to 60 units/acre in the upcoming 2018 Comprehensive Plan is disastrous and does not fit well with the surrounding areas. Why are the City of St. Anthony officials willing to act against the best interests of their own fellow citizens?

Let's preserve the current character of St. Anthony. That's what most St. Anthony residents wish and demand. Please modify the plan for the Lowry Grove site to be in harmony with the rest of St. Anthony and the bordering Minneapolis areas. We need for you to represent the best interests of the current residents and NOT of the greedy construction company that only cares about maximizing its profits and could care less about the rest of us.

Respectfully yours,

Eugene Lavrenchuk
Concerned citizen and taxpayer

Breanne Rothstein

From: Breanne Rothstein
Sent: Thursday, February 23, 2017 11:20 AM
To: Karina Heim
Subject: FW: Rezoning
Attachments: Motion Presented at 2-21 WPCiA Meeting.doc

Thoughts?

Breanne
 763-231-4863

Please consider the environment before printing this email message.

-----Original Message-----

From: Mark Casey [mailto:mark.casey@ci.saint-anthony.mn.us]
 Sent: Thursday, February 23, 2017 10:46 AM
 To: Breanne Rothstein
 Subject: FW: Rezoning

FYI

-----Original Message-----

From: Jerry Faust
 Sent: Thursday, February 23, 2017 10:29 AM
 To: Mark Casey
 Subject: Fw: Rezoning

Mark:

Do not know if you or Breanne is aware of this. I have not responded.

Thanks

Jerry Faust
 Mayor
 City of St. Anthony Village | A Village Within the City
 3301 Silver Lake Road | St. Anthony, MN 55418 | www.ci.saint-anthony.mn.us P 612.789.7684 | F 612.782.3302
jerry.faust@ci.saint-anthony.mn.us

From: Thad Hunter <thad@huntersrockinc.com>
 Sent: Wednesday, February 22, 2017 15:22
 To: Jerry Faust; Bonnie Brever; Hal Gray; Jan Jenson; Randy Stille
 Cc: julianne hunter

Subject: Rezoning

Hi, please see the attached. Just a thought. Not rezoning would address all of these concerns. Seems to me it was zoned the way it is for a reason.

Does anyone know what the potential increase in property tax revenue to the city this project might generate if we had the misfortune of it moving forward as in the initial proposal?

Thank you in advance for you insight and opinions,

--

Thad Hunter
Principal
Kennedy Building
Hunter's Rock, Inc.
2303 Kennedy St NE, Suite 503
Mpls., MN 55413
thad@huntersrockinc.com

Breanne Rothstein

From: Breanne Rothstein
Sent: Monday, February 20, 2017 9:55 AM
To: Karina Heim
Subject: Fwd: Lowry Grove Redevelopment

Follow Up Flag: Follow up
Flag Status: Flagged

Sent from my Verizon 4G LTE smartphone

----- Original message -----

From: Ashley Wirig Bachman <ashley.wirig@gmail.com>
Date: 2/20/17 9:48 AM (GMT-06:00)
To: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove Redevelopment

Good morning

My husband and I live on 27th and Brighton Avenue NE. We are very concerned that the high density housing proposed for the Lowry Grove redevelopment will cause extensive traffic congestion through our neighborhood, especially on Stinson Boulevard. I would like to know what, if anything, is planned in order to mitigate this issue.

Thank you,

--

Ashley Wirig Bachman

Breanne
 763-231-4863

Breanne Rothstein

From: Ginny Lahti <lahti008@umn.edu>
Sent: Tuesday, March 07, 2017 9:12 AM
To: Breanne Rothstein
Subject: Fwd: Lowry Grove

Hi Breanne

I sent this to the email listed for the city but never got an answer. Did you get this? Please answer and let me know

Thanks, Ginny

Sent from my iPhone

Begin forwarded message:

From: Ginny Lahti <lahti008@umn.edu>
Date: February 13, 2017 at 3:06:59 PM CST
To: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove

Hi Breanne

Is there a Development Review Committee for this project. If so, who would be on it?

Who is the council member that was the liaison between the planning and zoning?

When is the public hearing conducted exactly? Is it after the preliminary development plan? Thanks, Ginny

Sent from my iPhone

Breanne Rothstein

From: Jason Fisher <jason_fisher_2001@yahoo.com>
Sent: Saturday, March 25, 2017 12:00 PM
To: Breanne Rothstein; mark.casey@ci.saint_anthiny.mn.us; kevin.reich@minneapolismn.gov; lwielinski@minneapolisparcs.org; Ttomas@continentalpropertygroup.com
Subject: Lowry Grove development plans

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon everyone,

As a long time resident of NE Minneapolis and St. Anthony I am opposed to the development project that is planned for Lowry Grove. I called and expressed my concerns to Ms. Tomas and never heard back from her. The initial plan that was approved now has turned into an unacceptable development project.

It's bad enough that the residents of Lowry Grove are losing their homes and is equally egregious that those plans have expanded to what they have become. The area will not support the current plans and will drastically affect the area negatively. This development will over populate the area and traffic patterns will become unacceptable. I stand against this proposal and look forward to your response as to how it will be adjusted back to the original proposal.

Displacing those home owners for this monstrosity is very disappointing.

Regards,

Jason Fisher

Sent from my iPad

Breanne Rothstein

From: katmu@comcast.net
Sent: Thursday, March 23, 2017 12:03 PM
To: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove Redevelopment

Follow Up Flag: Follow up
Flag Status: Flagged

Hello-

I have lived in the Waite Park neighborhood of Minneapolis two blocks from the border with St. Anthony for the last 17 years. As my children are now off on their own, I would be interested in purchasing one of the townhomes in the Lowry Grove redevelopment project. I do however have to agree with the comments of many of the other area residents that I think the designs presented thus far are too dense to fit in with the existing surroundings. The design as presented is something I would expect to see in Uptown or NE Minneapolis closer to downtown, not in a primarily residential neighborhood such as this. I recently looked at some townhomes in Roseville that were a one level more traditional design and I think something more similar to this would fit in better with the age of homes in the surrounding neighborhood. A less dense plan such as this should also help St. Anthony meet with less resistance from the neighborhood. See the link below.

I am in favor of you keeping affordable housing ownership options within the development to make up for the mobile homes that were lost. I know that the city offered more than the minimum required to those displaced and I appreciate that effort. With the rapidly rising home prices in the area, I would strongly encourage you to make sure that families with below median incomes continue to have ownership opportunities within St. Anthony Village.

Thank you for your time and consideration.

Sincerely,
Kathleen Munson
3514 Benjamin St. NE
Minneapolis, MN 55418
612-201-7695

Link to Roseville Garden Station development: <http://www.rosevillegardenstation.com/>

Breanne Rothstein

From: Ann Haws <ahaws001@gmail.com>
Sent: Friday, March 31, 2017 2:17 PM
To: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove

Follow Up Flag: Follow up
Flag Status: Flagged

Good Afternoon,

I have lived in St Anthony my entire life and have always wanted to see redevelopment on the Lowry Grove site. It is an eyesore and from what I understand a very unpleasant place to live. I fully support and want redevelopment on the site. I do think 800 units is far too many units though.

I am also writing about the northern end of the city. What can be done regarding the Walmart site? Would it be possible to set up a committee to explore options? At this point it seems to be heading down the same path as Apache Plaza. I know people would appreciate knowing that there are plans in the works if there are any plans. It could be a super useful building!

I would appreciate your insights on both subjects.

Best Regards,
Ann Haws
Sent from my iPhone

Breanne Rothstein

From: Ginny Lahti <lahti008@umn.edu>
Sent: Tuesday, April 04, 2017 9:28 AM
To: Breanne Rothstein
Cc: Carol Weiler
Subject: Planning and zoning actions

Hi Breanne,

I have a few more questions concerning the Lowry Grove redevelopment.

When the preliminary plan is submitted, will only the zoning change be voted on or will the actual plan also be voted on by the planning and zoning commission?

What are the options for the commission?

Accept as is?

Accept with recommended changes?

Reject?

Delay?

Pass on to council without recommendation?

Are these all options?

Also what is the time frame for the public comment after the preliminary plan has been accepted?

Thanks again, Ginny

Sent from my iPhone

Breanne Rothstein

From: A R <ameer51826@outlook.com>
Sent: Sunday, March 26, 2017 9:42 AM
To: bonnie.breuer@ci.saint-anthony.mn.us; randy.stille@ci.saint-anthony.mn.us; planner@ci.saint-anthony.mn.us; Breanne Rothstein
Subject: Re: Land Use meeting 2/27

It's been a month with no rebuttle or even courtesy acknowledgement to my concerns. I am very disappointed in the self-serving nature that St Anthony is taking to topics that impact neighbors. You've left me no other choice than to believe that the committee places no value on community involvement or professionalism. It will be very easy for me to share this opinion with others.

thanks for nothing,

Angela

From: A R <ameer51826@outlook.com>
Sent: Tuesday, February 28, 2017 6:52 PM
To: bonnie.breuer@ci.saint-anthony.mn.us; randy.stille@ci.saint-anthony.mn.us; planner@ci.saint-anthony.mn.us; brothstein@wsbeng.com
Subject: Land Use meeting 2/27

Hi,

I attended the land use meeting on 2/27 and wanted to put some thoughts in writing for the committee. I'd appreciate if you could forward to the full committee because it was not clear to me how to communicate with all (I grabbed emails off the StA website).

I am a lifelong resident of NE Mpls and live in the Stinson Triangle today (very near your discussion areas 4 and 8). I shop at Apache, belong to Fitness Crossroads, walk/bike StA streets for leisure, golf at Gross, and a variety of other daily activities in StA. My mother (also a lifelong resident of NE Mpls) has lived at The Legacy for 3 years.

1. One description that Breanne used at the meeting was regarding transition zones. I encourage the committee members to drive Lowry Ave along discussion area 8. You'll observe that the street is 1/2 width and single lane for approximately 3 blocks. The street is not single lane in each direction....it is 1 lane for BOTH directions. 2 cars travelling opposite directions cannot pass and one must yield the right of way in order to pass each other. Your committee is recommending to increase the density in discussion area 8 from single family homes all the way up to high density with NO transition zone. I do not consider 1/2 width street to be sufficient transition zone between discussion area 8 and the Stinson Triangle neighborhood, plus the street cannot handle the traffic volume. Furthermore, discussion zone 8 is on the same size order as discussion zone 3 which is being recommended to medium density. Using your logic for discussion zone 3 in combination with the narrow Lowry Ave, I feel strongly on 2 points:

- that discussion zone 8 NOT be zoned high density
- that plans include sufficient transition zone between zone 8 and the Stinson Triangle neighborhood. (transition zone also lacks sufficient detailed definition of what it is)

2. Regarding Lowry Grove discussion zone 4. I want to emphasize 2 points. There are many many more points to emphasize but in the spirit of brevity, I'll restrict myself to 2 today:

- Lowry Grove is a low point with flooding history. Underground parking or underground anything sounds like a disaster waiting to happen. It would be a shame for StA and the developer to invest tons of money in flooded properties with poor drainage that no one will buy.
- I was told that Stinson Triangle used to have a creek flowing through it and in some sense, that creek still flows through our basements. As an engineer, I strongly encourage your water flow people to investigate historical records and discover where the old creek is and how it will impact your water calculations. Please put a skilled person on this task and do not treat it as an entry-level new-grad task. Increased runoff is going to find the creek and end up in everyone's basement. I will attempt to find out more detailed information on this creek.

3. Finally, the vast majority of StA do not live near zone 4 or zone 8. Your key customers for zone 4 and 8 are in NE Mpls. Please listen to our voices.

Thank you for the chance to voice my concerns,
Angela Rodgers

Breanne Rothstein

From: Kristine Lizdas <kclizdas@gmail.com>
Sent: Wednesday, March 15, 2017 1:23 PM
To: Breanne Rothstein
Subject: Re: St. Anthony's Affordable Housing Plan

Tomorrow morning sounds great! Thank you for that offer. Do you want to call me? My cell phone number is 612-247-4361. If a conflict arises for you, I have plenty of open time next week. Kristine

On Wed, Mar 15, 2017 at 11:28 AM, Breanne Rothstein <BRothstein@wsbeng.com> wrote:

Hi Kristine – The comprehensive plan answers many of your questions about affordable housing – the update will be in draft form in the few weeks and on the website.

Let's schedule a time to talk about your other questions. Would 8:30 a.m. tomorrow work for you? Or, maybe I can catch you on your afternoon commute today or tomorrow.

From: Kristine Lizdas [mailto:kclizdas@gmail.com]
Sent: Wednesday, March 15, 2017 8:49 AM
To: Breanne Rothstein
Subject: Re: St. Anthony's Affordable Housing Plan

Breanne,

You were very kind to answer my questions so quickly, and I am grateful for that. And please know that I appreciate you cannot dedicate much time to answering individual emails from St. Anthony residents.

Rather than take-up much more of your time, could point me in a direction for obtaining more detailed information on affordable housing in St. Anthony? Specifically, if I wanted to know the number of affordable housing units in the Legends, the Landings and the Legacy, and otherwise in St. Anthony, and I wanted to know what the specific income thresholds were for those units, and whether there were other requirements/restrictions prospective residents had to meet in order to obtain those units, where could I go to get that information? It would also be helpful to know the total number of units in those three developments, and in St. Anthony generally, to get a better sense of proportionality. Again, I really don't want to ask for more of your time - you have been very generous - but I know that these are significant details, especially if affordable housing advocates in St. Anthony want to meaningfully engage other residents in this discussion. Obviously, there are costs and benefits to promoting more affordable housing in St. Anthony, and more detailed information is helpful to understanding this better.

You noted that the Met Council recommends 38 affordable housing units in St. Anthony. I assume this recommendation was made in consideration of the existing Lowry Grove housing? Would this recommendation change in light of the significant loss of affordable housing there? Relatedly, I have heard different numbers thrown-out regarding the number of affordable housing units in the proposed LG redevelopment. Is the final proposed number 60 total?

It is great to hear that the Steering Committee (and Planning Commission as well?) are studying affordable housing, associated funding support and policy strategies, and bringing in guest speakers such as Ed Goetz. I am trying to keep my eye on the City's website for updates on the Comp Plan, and the email notification system for the LG redevelopment is really helpful. Do you anticipate additional public forums once the draft plan is released? Would Steering Committee and Commission members attend these as well? Finally, are the Steering Committee meetings open to the public?

You might not remember this, but I emailed you about a year ago with the desire to see "Welcoming Communities" principles incorporated into the City's Comprehensive Plan. I actually started a draft document trying to tie "welcoming" policies into the territory of a Comp Plan. I had made some slow forward progress, but my attention was directed elsewhere as of July 6th. But, a commitment to affordable housing is clearly one way for a city to demonstrate that it is a Welcoming Community.

I realize I have asked an awful lot of questions for someone who is ostensibly not trying to take up much of your time! If you would prefer to speak over the phone or meet in person, I would gladly do that. I work full-time and have school-aged kids, so my early mornings are often the time I have available to think about all of this!

Thank you again, Breanne. Kristine Lizdas

On Wed, Mar 1, 2017 at 2:01 PM, Breanne Rothstein <BRothstein@wsbeng.com> wrote:

Hi Kristine – I have responded to your questions as best as possible below, but please call me if you would like to discuss any of these issues in detail.

- 1) What are St. Anthony's specific commitments to inclusionary zoning? *We have no city code requirements for inclusionary housing. The three most recent projects in St. Anthony have had affordable housing in them, and a variety of sources of public dollars to make that happen (Legends, Landings, and Legacy).*

2) Does St. Anthony have a commitment to a specific number of affordable housing units, and what has informed that calculus? *I assume you are asking specifically about the re-development of Lowry Grove. While we have not seen details in the Preliminary Plat at this time, the city will be requiring affordable housing to be included in the proposal, as they have in the past three developments. City-wide, the Met Council allocates affordable housing numbers to every community in the metro. St. Anthony's requirement is 38 units.*

3) How are the City Planner, City Manager, Planning Commission members and Councilmembers applying an equity lens to the issues of planning and affordable housing in St. Anthony? *There are three primary ways we are applying an equity lens to the comp plan work. First is through engaging directly with a variety of people. We have engaged with a broad group of people during our first round of community engagement, and will be completing another round during the draft plan stage. We engaged with seniors, immigrants, renters, young families, and high school students, in addition to the traditional groups of people who normally participate in comp plan development. I'm happy to have a conversation with you about specifics, but the city's comp plan website includes summaries of this work as well. The second way is to examine affordable housing policy, the importance of mixed use and walkability, sustainability, and associated funding and policy strategies in place. The third way is to have speakers come in and talk to us about how to do this important work and use the Met Council resources on the topic. If you have other suggestions, I'm happy to bring those to the steering committee.*

4) What other proactive steps is the City (as represented by the persons and entities already listed) taking to *promote additional and protect existing* affordable housing in St. Anthony? Has the City already adopted, or considered adopting, a Resolution demonstrating a specific, or even general, commitment to affordable housing? *St. Anthony has provided cash in the form of TIF and/or support for application to Ramsey County for HOME dollars to directly fund the development of affordable housing in the city. From a policy perspective, there is a housing chapter in the draft plan that deals directly with affordable housing.*

I have spoken to Mark Casey about GARE. We have just begun that year-long process, and have not gotten into any specifics at this time.

From: Kristine Lizdas [mailto:kclizdas@gmail.com]

Sent: Wednesday, March 01, 2017 6:38 AM

To: jerry.faust@ci.saint-anthony.mn.us; Mark Casey; bonnie.breuer@ci.saint-anthony.mn.us; jan.jenson@ci.saint-anthony.mn.us; randy.stille@ci.saint-anthony.mn.us; hal.gray@ci.saint-anthony.mn.us; planner@ci.saint-anthony.mn.us

Subject: St. Anthony's Affordable Housing Plan

Mayor Faust, City Manager Casey, City Planner Rothstein, and Councilmembers,

I am writing in response to the comments made to you at last night's City Council meeting by Kate Martin, St. Anthony Village resident, during the Community Forum.

Ms. Martin succinctly captured and crystallized several questions and concerns I have for the City Planner, City Manager, Planning Commission members and Councilmembers: 1) What are St. Anthony's specific commitments to inclusionary zoning? 2) Does St. Anthony have a commitment to a specific number of affordable housing units, and what has informed that calculus? 3) How are the City Planner, City Manager, Planning Commission members and Councilmembers applying an equity lens to the issues of planning and affordable housing in St. Anthony? and 4) What other proactive steps is the City (as represented by the persons and entities already listed) taking to *promote additional and protect existing* affordable housing in St. Anthony? Has the City already adopted, or considered adopting, a Resolution demonstrating a specific, or even general, commitment to affordable housing?

I also wondered whether the City Planner or any members of the Planning Commission are participating in St. Anthony's cohort to the GARE program, and whether GARE's toolkit or similar tools are being used to assess related planning and zoning issues in St. Anthony.

Thank you very much for taking the time to consider my questions and concerns.

Sincerely,

Kristine Lizdas

3013 Townview Avenue NE

Breanne Rothstein

Group Manager

d: [763-231-4863](tel:763-231-4863) | c: [612-360-1312](tel:612-360-1312)

WSB & Associates, Inc. | 701 Xenia Avenue South, Suite 300 | Minneapolis, MN 55416



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Breanne Rothstein

Group Manager

P [763-231-4863](tel:763-231-4863) | M [612-360-1312](tel:612-360-1312)

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Breanne Rothstein

From: Alex Walker <bovikaitis@gmail.com>
Sent: Tuesday, April 04, 2017 12:19 PM
To: planner@ci.saint-anthony.mn.us
Subject: Stinson/Lowry Redevelopment

To Whom it May Concern-

Please take into consideration the following message and pass along to the members of the St. Anthony City Planning Commission.

My name is Alex Walker. I'm a homeowner in the Stinson Triangle, the area of Northeast Minneapolis east of Stinson and south of Lowry. I know there has been a lot of attention paid to the redevelopment likely to occur in this area, and I would like to comment on a couple of issues pertaining to it.

I'm concerned about the traffic impact the proposed Lowry Grove development will produce. From my understanding, the traffic study that your commission approved didn't account for the intersection of Stinson Parkway and 18th Ave. NE. As you may know, this intersection already causes a number of problems when heading south on Stinson and backing up the parkway, and causes significantly more issues when cars turn left from New Brighton Blvd. onto the parkway, only to suddenly stop due to the number of cars needing to turn left on 18th. I'm concerned that adding thousands of trips a day will result in that changing from a problem intersection to a dangerous one. In addition to the cars that get jammed up there, there are many pedestrians and bicyclists who cross that intersection, and I'm worried about increased danger for them as well.

In addition, I have children -- as do my neighbors -- who cross Stinson at 23rd twice a day every day to get to their school bus drop off/pick up point. While the Parkway is an ideal location for them to cross at this point, more traffic will only make that more dangerous for them.

It has also recently been brought to our neighborhood's attention that the St. Anthony city planner has proposed to the city's Land Use Steering Committee that they change the zoning of the area south of Kenzie Terrace and north of Lowry (Catrina's, the Chinese Day Care, and the five homes behind the Legacy senior housing complex) to high density residential.

I understand this is just a proposal for your Comprehensive Plan and not a specific plan of action, however I am vehemently opposed to this idea. I see no way in which this will not increase traffic in the Stinson Triangle. Our neighborhood is full of kids who ride and run through the streets. We live here because it's quiet and quaint, much as it is in St. Anthony. I'm sure that with the traffic that will already increase on Stinson due to the Lowry Grove redevelopment people will come through the Triangle as a proposed development on the south side of Kenzie Terrace will likely need to provide access within the Triangle.

Again, I understand that this is a proposal at this point, but I want you to understand that this type of development would completely change the dynamic of the Triangle and I'm sure would force many of our residents to consider relocating. I need you to understand the incredibly deleterious effect this would have on your neighbors and ask that you consider that in your decision-making process.

I accept that new development is likely to occur at Lowry Grove, and I'm not necessarily opposed to it. However, I want it to be done thoughtfully and with concern for the thousands of residents who use that area already for driving, biking, walking, running, and playing. I don't want to see density for density's sake. I want to see it done in an intelligent way which adds to the established community and increases the tax base of your city without disrupting the lives of the current residents in too great a way.

I ask that you consider your neighbors and the effect it would have on us BEFORE considering the revenue implications it would have for your city. Many of us understand the opportunity you have been presented and your desire to pursue it to its greatest effect. However, our cities seem to have a strong relationship at this point, and moving forward in a careless, aggressive manner would cause serious harm to the relationship with your Northeast neighbors. While we don't have voting power to remove the people who have appointed you to your

positions, we do shop, study, and play in your city. I can only speak for myself, but I would stop spending money in your city were I to know it was going to a government that was using that money to destroy my neighborhood.

Thank you for your time and attention and for the good work you do for your city.

Sincerely,

Alex Walker
2214 Roosevelt St. NE
Minneapolis, MN 55418
[612-743-1825](tel:612-743-1825)
bovikaitis@gmail.com

Breanne Rothstein

From: Phuongmai Dang <phuongmai.dang@ci.saint-anthony.mn.us>
Sent: Tuesday, April 04, 2017 1:57 PM
To: Breanne Rothstein
Subject: 2613 Lowry
Attachments: SKM_C454e17040413550.pdf

Here you go.

Phuongmai Dang
License/Permit Specialist
City of St. Anthony * A Village Within the City
3301 Silver Lake Road | St. Anthony, MN 55418 | www.ci.saint-anthony.mn.us
P 612.782.3317 | F 612.782.3302 | phuongmai.dang@ci.saint-anthony.mn.us

Breanne Rothstein

From: Breanne Rothstein
Sent: Wednesday, February 15, 2017 5:12 PM
To: Karina Heim
Subject: FW: Lowry Grove

Follow Up Flag: Follow up
Flag Status: Flagged

From: Carolyn Buzza [mailto:carolynmbuzza@gmail.com]
Sent: Thursday, February 09, 2017 4:31 PM
To: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove

Hello,

I urge elected officials and citizens to ensure Lowry Grove redevelopment is an asset to SAV and NE Minneapolis. Current drawings concern me. We need less density, 2-3 stories high maximum and more green space. I am concerned about parking and traffic.

Also, we need to understand how this development will impact SAV schools, which is perhaps our community's greatest asset.

However I can help to influence an outcome that improves upon an already great community, I am here to help.

Thank you, Carolyn Buzza 612-840-3946

Breanne
 763-231-4863

Breanne Rothstein

From: Breanne Rothstein
Sent: Tuesday, February 28, 2017 9:26 AM
To: Karina Heim
Subject: FW: Lowry Grove development concerns

Follow Up Flag: Follow up
Flag Status: Flagged

From: Maggie Dreon [mailto:maggiedreon@gmail.com]
Sent: Monday, February 27, 2017 4:01 PM
To: jerry.faust@ci.saint-anthony.mn.us; bonnie.breuer@ci.saint-anthony.mn.us; hal.gray@ci.saint-anthony.mn.us; jan.jenson@ci.saint-anthony.mn.us; randy.stille@ci.saint-anthony.mn.us; planner@ci.saint-anthony.mn.us
Subject: Lowry Grove development concerns

Mayor Faust and Council members,

I wanted to take a moment, as a newer resident in the St. Anthony Village community, to voice my concern over the Lowry Gove/Legacy Developments which are slated to be high density. We moved to this village for a community that is unlike any other in the Twin Cities area. It truly is a small town near a big city....and we LOVE that.

It is that element which makes us a village, not a suburb.

It is that element which makes our streets and neighborhoods safe for my 1 and 4 year old daughters to learn to ride bikes on without sidewalks.

It is that closeness that makes our common goals supported - such as amazing schools.

I worry that this 'high density' development is going to establish conflicts between the values which made us move here in the first place.

Additionally, I worry about the message we are sending our children by casting out those without, for those who can afford to have it all. We should be taking care of our neighbors with greater needs. We should be helping to fix up their homes; not showing them the door.

Additionally, I think we can do better, as a city and as neighbors. We are removing 95 RV sites, but the plan submitted only allocates 60 rentals as "affordable housing." You cannot consider this to be a submission that upholds the values of our neighborhood, of our village. Please consider the lasting impact of this decision on entire community, and on our children.

Thank you for your time.

Maggie Dreon
 3305 East Gate Rd,

Breanne
 763-231-4863

Breanne Rothstein

From: Breanne Rothstein
Sent: Friday, February 24, 2017 3:26 PM
To: Karina Heim
Subject: FW: Lowry Grove Redevelopment
Attachments: Lowry Grove.pdf

FYI.

Breanne
 763-231-4863

From: Audubon Neighborhood [mailto:mail@audubonneighborhood.org]
Sent: Friday, February 24, 2017 2:56 PM
To: planner@ci.saint-anthony.mn.us
Cc: jerry.faust@ci.saint-anthony.mn.us; bonnie.breuer@ci.saint-anthony.mn.us; hal.gray@ci.saint-anthony.mn.us; jan.jenson@ci.saint-anthony.mn.us; randy.stille@ci.saint-anthony.mn.us; mark.casey@ci.saint-anthony.mn.us; betsy.hodges@minneapolismn.gov; Reich, Kevin A.; Commissioner Liz Wielinski; atabb@minneapolisparcs.org; mforney@minneapolisparcs.org; jerwin@minneapolisparcs.org; ayoung@minneapolisparcs.org; Gayle Bonneville
Subject: Lowry Grove Redevelopment

To Whom It May Concern:

Please see the attached letter from the Audubon Neighborhood Association in regards to the re-development of the Lowry Grove property along Stinson Parkway.

Thank you,
 Luke



Luke A. Stultz
Neighborhood Administrator
 Audubon Neighborhood Association
 p: 612-788-8790

Breanne Rothstein

From: Breanne Rothstein
Sent: Tuesday, February 28, 2017 9:30 AM
To: Karina Heim
Subject: FW: Lowry Grove

Follow Up Flag: Follow up
Flag Status: Flagged

The past few I have sent (this week and late last week), can you put those in a separate location? I sent a mass email out on Tuesday, and I want to be sure these new folks get a version of that as well.

Breanne
 763-231-4863

Please consider the environment before printing this email message.

-----Original Message-----

From: Mark Casey [mailto:mark.casey@ci.saint-anthony.mn.us]
 Sent: Monday, February 27, 2017 8:07 AM
 To: Breanne Rothstein
 Subject: FW: Lowry Grove

FYI

-----Original Message-----

From: Kristi Huegel [mailto:k_huegel@yahoo.com]
 Sent: Friday, February 24, 2017 5:39 PM
 To: Mark Casey
 Subject: Lowry Grove

Dear Mr. Casey -

As someone who lives just a block from the proposed Lowry Grove development, I am concerned by the current plans. The number of units proposed is not sustainable given the current infrastructure of the area. My most significant concerns include the limited parking available, limited green space, and the increased traffic without significant infrastructure changes. I have lived in the neighborhood for almost 10 years and have thoroughly loved the area. I believe this development has the opportunity to enhance both Minneapolis and St. Anthony Village; however, as currently proposed, I believe it will negatively impact the day to day life of thousands of its neighbors. I hope the concerns of ordinary citizens will be considered by St. Anthony Village.

Kristi Huegel
 2334 Taft St NE

Sent from my iPhone

Breanne Rothstein

From: Carolina Fernandez Branson <carolinarenee@yahoo.com>
Sent: Tuesday, March 28, 2017 8:17 PM
To: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Planning Commission:

My name is Carolina Fernandez Branson and I am contacting you about the proposed construction for the property where Lowry Grove now is. I believe it's unfair to displace the low-income residents from Lowry Grove. If the property is being sold, please advocate for lower income housing to be made available to the residents who are being forced out.

Let's make everyone in our community feel welcome and valued.

God Bless,

Carolina F. Branson, PhD

Breanne Rothstein

From: Lennis Bentrud <lennisgbentrud@gmail.com>
Sent: Tuesday, March 28, 2017 8:03 PM
To: planner@ci.saint-anthony.mn.us
Subject: Lowry grove

Follow Up Flag: Follow up
Flag Status: Flagged

Dear planners

I am a resident of St Anthony and I am concerned about the plans for Lowry Grove.

Certainly with the need for affordable housing and green space St Anthony could provide innovative sustainable housing attractive to anyone.

There are communities that have adopted sustainable models, look to New Orleans and other places that recognize the value of more modern housing with an eye to the future.

Losing the trees and park like neighborhood is also an undesirable outcome of development. There is building in St Anthony that is unsightly, yards are lost to oversize houses. These houses do not mean that a family will stay in the area.

Attractive, environmentally sound housing will bring thoughtful inhabitants who value an investment in the future. Citizens do not all desire huge homes.

Please honor the citizens that live in Lowry Grove and offer them an affordable alternative to trailers in the planning.

Please consider the option of a planned environmentally stable affordable neighborhood in St Anthony. It may become the most desirable place to live in the area.

Thank you,

Lennis Bentrud

Breanne Rothstein

From: Chad Johnson <palomine.66@gmail.com>
Sent: Sunday, March 26, 2017 2:50 PM
To: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove

To whom it may concern- I support the removal of Lowry Grove trailer court- I believe it is an eye soar and a negative part of this city- I am all for the new development.

Chad A. Johnson
3408 32nd Ave. NE
St. Anthony, MN 55418
612.770.1058

Sent from my iPad

Karina Heim

From: Breanne Rothstein
Sent: Wednesday, February 15, 2017 10:36 AM
To: Karina Heim
Subject: FW: New Lowry Grove Proposal

Follow Up Flag: Follow up
Flag Status: Flagged

From: Alexandra Ballard [mailto:alexkballard@gmail.com]
Sent: Wednesday, February 15, 2017 9:22 AM
To: planner@ci.saint-anthony.mn.us
Subject: New Lowry Grove Proposal

Good Morning,

I am writing to you to express my concern over the proposed re-development of the Lowry Grove RV Park into **over 800** apartments/condos.

I moved into the neighborhood in almost 2 years ago and one of the reasons why I love this area so much is all the cute original Minneapolis homes, the large green areas and trees and how quiet and peaceful it is. This development proposed includes a density far beyond that of the rest of the neighborhood.

I am worried about what will happen with all that increased traffic on Stinson and how it will affect the local businesses and the nearby school.

I would love to see a new living space put on that piece of property, but something that more accurately fits the look, feel and and lifestyle of the current surrounding neighborhood.

In conclusion, I believe the current development proposal should be rejected until it decreases the overall density, provides for adequate green space and parking, takes into consideration the preservation of nature, and respects the character of the neighborhood.

Thank you for your time,

Alex Ballard
 2710 Benjamin St NE

Breanne
 763-231-4863

Karina Heim

From: Breanne Rothstein
Sent: Tuesday, February 14, 2017 2:22 PM
To: Karina Heim
Subject: FW: Development at Kenzie and Stinson

Breanne
 763-231-4863

Please consider the environment before printing this email message.

-----Original Message-----

From: Jerry Faust [mailto:jerry.faust@ci.saint-anthony.mn.us]
 Sent: Tuesday, February 14, 2017 2:15 PM
 To: Mark Casey; Breanne Rothstein
 Subject: Fw: Development at Kenzie and Stinson

Need the positive also.

Jerry Faust
 Mayor
 City of St. Anthony Village | A Village Within the City
 3301 Silver Lake Road | St. Anthony, MN 55418 | www.ci.saint-anthony.mn.us P 612.789.7684 | F 612.782.3302
jerry.faust@ci.saint-anthony.mn.us

From: pjdonald2009 <pjdonald2009@gmail.com>
 Sent: Tuesday, February 14, 2017 14:06
 To: Jerry Faust; bonnie.breuer@ci.saint-anthony.us; Hal Gray; jan.jenson@ci.saint-anthony.us; randy.stille@ci.saint-anthony.us
 Subject: Development at Kenzie and Stinson

Mr Mayor and Council members

Thank you for your continued support of the development proposal(s) on the site of Lowry Grove, including your confirmation under item IVa tonight issuing a negative declaration of need of an EIS.

I attended the meeting last night at St Charles to learn if there are any good reasons to oppose this, and there are not.

Thanks for your service to our City.

Jeremy Donaldson
 2800 Pahl

Karina Heim

From: Breanne Rothstein
Sent: Tuesday, February 14, 2017 12:49 PM
To: Karina Heim
Subject: FW: comments for Lowry Grove planning

From: Rachel Bode [mailto:bode.rachel@gmail.com]
Sent: Wednesday, February 08, 2017 10:31 PM
To: brothstein@wsb.com; mark.casey@ci.saint-anthony.mn.us; jerry.faust@ci.saint-anthony.mn.us; bonnie.breuer@ci.saint-anthony.mn.us; hal.gray@ci.saint-anthony.mn.us; jan.jenson@ci.saint-anthony.mn.us; randy.stille@ci.saint-anthony.mn.us; planner@ci.saint-anthony.mn.us
Cc: Reich, Kevin A.; <mail@audubonneighborhood.org>
Subject: comments for Lowry Grove planning

Hello,

I'd like to provide some thoughts regarding the planned redevelopment at the Lowry Grove site. I have reviewed the developer's plan, the Environmental Assessment Worksheet, the 2008 SAV comprehensive plan, and recent planning commission documents. I am also interested to learn your position on the current plan, and any priorities to influence and change it, as well as understand your outreach and conversation with the City of Minneapolis and the Minneapolis Park Board, as the project does border Minneapolis on two sides.

Overall, I'd love to see some mixed use, green development in the neighborhood. The current plan adds nothing but density to our community, but with some thoughtful planning, and strong oversight, this can be a real amenity in our neighborhood, and great gateway project to St. Anthony.

- 800+ units is a lot of people to add to our neighborhood. Please consider holding to the 25-40 units per acre outlined in your comprehensive plan, rather than the proposed 54 units per acre.

- Traffic: please consider ways to direct traffic from this development away from Stinson. The Parkway system is not meant to handle large amounts of traffic, and this development will have a significant negative impact on the Parkway. Additionally, underground parking should be required to be included in the lease or ownership of each unit. This will decrease street parking, as people who rent in these buildings may try to get by without paying for parking in addition to rent if it is not included together, and thereby crowding the nearby streets.

- Greenspace: I was disappointed in the lack of green space in the plan. Residents there will be using the parkway, and nearby Minneapolis parks because they will not have their own. They should have additional green space. The green space should be added in exchange for less streets, less buildings in that development. Additionally, rain gardens and ponds could be used to add greenspace, as well as contain stormwater runoff.

- Retail: I was disappointed in the lack of retail. Adding 800 units would seem to support some retail/coffee/restaurant space. It would be nice to decrease housing units, and add some retail space along Kenzie. We would love another restaurant (or two!) and coffee shop in the neighborhood, and it would help make it more of a destination.

- Pollution: Per the EAW, there are some significant soil pollution concerns, and the developer has a voluntary plan to remediate. Have there been soil boring samples for the exact area of the pollution to determine the full impact, and put in place a mandatory clean-up plan? If it doesn't get fully cleaned up now, it may never, and it would be great for SAV to require that this be addressed and cleaned up in full to the highest MPCA standards.

- Strong Oversight: This is a gateway project to St. Anthony, and I am concerned with the reputation of the developer based on open source research. Please consider strong oversight of the planning and construction of this project to ensure that it meets your and the community's objectives, as well as ensuring that we end up with sound construction and a development that's nice on the eyes, and kind to the environment.

Overall, the current plan is just housing, adding nothing to neighborhood other than density. If we could influence to add green space and retail, as well as housing (including affordable housing!), it could help the development be seen as an amenity to enhance the parkway, enhance neighborhood walkability, promote public transportation, and other benefits.

I'm interested in ways that we can support you in driving the plans toward a community amenity.

Thanks!

Rachel Bode

2722 Stinson Pkwy

[612-729-8044](tel:612-729-8044)

Breanne
763-231-4863

Karina Heim

From: Breanne Rothstein
Sent: Tuesday, February 14, 2017 12:49 PM
To: Karina Heim
Subject: FW: proposed development in st. Anthony

Breanne
 763-231-4863

From: Rossbach, Karen [mailto:krossbach@moundsparkacademy.org]
Sent: Sunday, February 12, 2017 4:34 PM
To: Breanne Rothstein
Subject: FW: proposed development in st. Anthony

Breanne,
 I sent this email via address below then found this one online. I am forwarding it to you to make certain you get it at one place or the other.
 Thank you .

From: Karen Rossbach
Date: Sunday, February 12, 2017 at 4:29 PM
To: "planner@ci.saint-anthony.mn.us"
Subject: proposed development in st. Anthony

Breanne Rothstein,
 I am a resident of NE Minneapolis who lives very near the proposed development at Lowry Grove.
 I also do most of my shopping and daily activities within St. Anthony.

First of all I have to say I was saddened by the removal of a community of people who added richness and diversity to our community.

Some feel that Lowry Grove was an eyesore that needed to be removed. Those people obviously have not looked into the mirror first.

There are many single family homes in the area that need as much work as some of the mobil homes needed.

I spoke with residents of Lowry Grove as I walk in the neighborhood. They have been cordial people who just wanted a place to live.

I wish that there could have been some program to help those needing funds to fix up their homes, e.g. City grants etc.

That not being the case, I am uncertain that I find Five 3-story and above buildings with a slew of 2-story townhouses flanking the perimeter something better than a few older mobile homes in need of repair. In fact, I would rather see the mobile homes. These huge buildings in the midst of our neighborhood (while I moved into the area purposely for the small town feel) will most likely encourage those of use who live here to cringe and feel that the city of St. Anthony is not looking out for the best of it's citizens and neighboring communities.

We all have seen how developers come in, build up an area and leave. I suspect this is their plan, to make some money and run. Is the city willing to deal with all the issues it will cause in terms of parking, traffic, and too many people on a small plot of land.

I realize this is just a proposal, but I hope that the city will not approve more living spaces than the area is zoned for (as I see the developers proposal will be significantly more, almost close to double).

I intend to keep a close eye on the development and make my feelings known to the City as we move forward.

Thank you for listening and for your support in terms of representing the feelings of the community.

Karen Rossbach

2727 Benjamin St. NE

Karina Heim

From: Breanne Rothstein
Sent: Tuesday, February 14, 2017 12:48 PM
To: Karina Heim
Subject: FW: Lowry Grove Development Concerns

Breanne
 763-231-4863

From: Mark Casey [mailto:mark.casey@ci.saint-anthony.mn.us]
Sent: Sunday, February 12, 2017 8:22 PM
To: Breanne Rothstein
Subject: Fwd: Lowry Grove Development Concerns

Sent from my iPhone

Begin forwarded message:

From: Mary Lillestol <lillestol@gmail.com>
Date: February 12, 2017 at 6:20:09 PM PST
To: undisclosed-recipients;;
Subject: Lowry Grove Development Concerns

I am writing as a near neighbor of the Lowry Grove community. I had previously expressed my frustration with the city of Saint Anthony's unwillingness to give current residents more of a chance to pursue redeveloping their own community. Now the development you propose includes density far beyond that of the rest of the neighborhood and reportedly not in compliance with Saint Anthony's own community design guidelines. I believe the current development proposal should be rejected until it decreases the overall density, provides for adequate green space and parking and considers the preservation of mature forest on that property.

Please consider a development proposal that respects the character and welfare of our neighborhoods.

Respectfully,

Mary Lillestol
 2315 Taft St NE

Karina Heim

From: Breanne Rothstein
Sent: Tuesday, February 14, 2017 12:25 PM
To: Karina Heim
Subject: FW: Lowry Grive

Breanne
 763-231-4863

Please consider the environment before printing this email message.

-----Original Message-----

From: Linda Anderson [mailto:lianders@vt.edu]
 Sent: Monday, February 13, 2017 4:44 PM
 To: Breanne Rothstein
 Subject: Lowry Grive

Dear Ms. Rothstein,

I have been unhappy since last year at the idea that the poor citizens of Lowry Grove were going to be ejected by St. Anthony Village. Now I hear--not, of course, from St. Anthony Village--that the proposed development contravenes the city plan by allowing approximately twice as many units per acre as prescribed by the plan, thus insuring that traffic--not to mention noise and pollution--will expand exponentially. I also suspect that there will be nowhere near enough on-site parking, even if the rumor that the site is geologically unstable isn't true. Or is it? Do you know?

Isn't it your job to ensure that developments contrary to the established plans don't get approved and that the citizens already in residence don't get taken advantage of by greedy developers? The citizens of St. Anthony Village would like to know.

Sincerely,
 Dr. L. M. Anderson
 2504 27th Avenue NE
 St. Anthony Village, MN 55418

Sent from my iPhone

Karina Heim

From: Breanne Rothstein
Sent: Tuesday, February 14, 2017 9:30 AM
To: Karina Heim
Subject: Fwd: LOWRY GROVE REDEVELOPMENT PLAN

I'm going to send you these. Can you save them in the 2170-300 folder, under admin docs, correspondence? Also, can you compile a excel file with all the email addresses that we have in that folder? I'm going to send a mass email.

Sent from my iPad

Begin forwarded message:

From: Elizabeth Shaw <allabout40s@hotmail.com>
Date: February 14, 2017 at 9:23:08 AM CST
To: "brothstein@wsbeng.com" <brothstein@wsbeng.com>, "mark.casey@ci.saint-anthony.mn.us" <mark.casey@ci.saint-anthony.mn.us>, "lwielski@minneapolisparcs.org" <lwielski@minneapolisparcs.org>, "kevin.reich@minneapolismn.gov" <kevin.reich@minneapolismn.gov>, "jerry.faust@ci.saint-anthony.mn.us" <jerry.faust@ci.saint-anthony.mn.us>, "bonnie.breuer@ci.saint-anthony.mn.us" <bonnie.breuer@ci.saint-anthony.mn.us>, "hal.gray@ci.saint-anthony.mn.us" <hal.gray@ci.saint-anthony.mn.us>, "jan.jensen@ci.saint-anthony.mn.us" <jan.jensen@ci.saint-anthony.mn.us>, "randy.stille@ci.saint-anthony.mn.us" <randy.stille@ci.saint-anthony.mn.us>, "ttomas@continentalpropertygroup.com" <ttomas@continentalpropertygroup.com>
Cc: Mary Olson <maryshaw.olson@gmail.com>, Maynard Shaw <myoldcorps@hotmail.com>
Subject: LOWRY GROVE REDEVELOPMENT PLAN

To all addressees:

Unfortunately, my husband and I were not able to attend last night's meeting regarding the Lowry Grove Redevelopment Plan. As lifelong residents of Northeast Minneapolis and 28-year residents of St. Anthony Village, we are encouraged and happy that a plan is being developed to replace the existing trailer park. However, we have serious concerns regarding a number of issues that do not appear to be part of the current redevelopment plan that we strongly believe need to be addressed. They include:

- Additional street access/entry points to the site by car as well as increased parking spaces, either underground or surface lot
- More green space - including gardens/landscaping, a play area or park for resident children, walking trails for residents
- Retail space - there doesn't appear to be any retail included in the current plan which would be a huge missed opportunity

- Reduced density of units - too many units are being 'crammed' into this space. It will put a burden on the surrounding infrastructure (roads, utilities, etc.)
- Proposed tenant ratio to the schools - both public and private
- Public transportation is currently inadequate for residents - buses have very limited schedules. Will this change?
- Higher potential demand for the St. Anthony Fire and Police Department emergency services

The current plan looks like an opportunity for the developer to squeeze as much as they possibly can into the available space to increase revenue and quick returns on their investment. We would like to see a modified plan that considers and includes items outlined above and hope that both the Cities of St. Anthony and Minneapolis are onboard and supportive. We would appreciate an update and, hopefully, some of these points were covered last night.

Sincerely,

Elizabeth and Maynard Shaw

2835 Roosevelt Street N.E.

St. Anthony, MN 55418

Breanne
763-231-4863

Karina Heim

From: Mark Casey <mark.casey@ci.saint-anthony.mn.us>
Sent: Wednesday, December 14, 2016 3:39 PM
To: *SACityCouncil
Cc: Breanne Rothstein
Subject: FW: Letter from Kenzington Terrace
Attachments: SKM_C454e16121415200.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

From: Breanne Rothstein [mailto:BRothstein@wsbeng.com]
Sent: Wednesday, December 14, 2016 3:26 PM
To: Mark Casey
Subject: Letter from Kenzington Terrace

Mark –

I met with Ginny and Kathy today from Kenzington Terrace and they submitted this letter of concern (which I will save for the public hearing as well). We had a very nice conversation, and their concerns are clearly enumerated in the attached one page letter. They asked that you forward to City Council and that I forward to Planning Commission, and they are emailing the developer as well.

Sincerely,

Breanne

Breanne Rothstein

Planner

d: 763-231-4863 | c: 612-360-1312

WSB & Associates, Inc. | 701 Xenia Avenue South, Suite 300 | Minneapolis, MN 55416



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Karina Heim

From: Rachel.Bode@wellsfargo.com
Sent: Thursday, January 19, 2017 9:01 AM
To: Breanne Rothstein
Cc: bode.rachel@gmail.com
Subject: RE: lowry grove

Follow Up Flag: Follow Up
Due By: Thursday, January 19, 2017 9:42 AM
Flag Status: Flagged

Thanks! If they take any comments, please add my opinion that the EIS should be done.

-Rachel

From: Breanne Rothstein [mailto:BRothstein@wsbeng.com]
Sent: Wednesday, January 18, 2017 4:41 PM
To: Bode, Rachel
Cc: bode.rachel@gmail.com
Subject: RE: lowry grove

Hi Rachel –
 Good to hear from you.

The Environmental Assessment Worksheet is complete (statutorily required environmental review required prior to any development plan submittal). The Council will review that document and make a determination on a need for an EIS at their meeting February 14th. However, there will be no discussion on the details of the project.

The developer is preparing their preliminary plat and preliminary development plan applications over the next couple of months. I anticipate the formal review process to start in March or April. No meetings to review the development will be scheduled until they submit a formal application.

The park itself is about 30% vacated and many of the RVs and storage have been removed. Moving will continue until summer.

Feel free to call me or email anytime for updates. I will talk to the City Manager about getting a webpage – it's probably a good time to get some info up there.

Breanne

Breanne Rothstein
 Planner
 d: 763-231-4863 | c: 612-360-1312
 WSB & Associates, Inc. | 701 Xenia Avenue South, Suite 300 | Minneapolis, MN 55416



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From: Rachel.Bode@wellsfargo.com [<mailto:Rachel.Bode@wellsfargo.com>]
Sent: Wednesday, January 18, 2017 9:54 AM
To: Breanne Rothstein
Cc: bode.rachel@gmail.com
Subject: lowry grove

Hi Breanne,

Hope you are well. Do you have an update on the meeting schedule and current plans for the Lowry Grove site? I'd appreciate any links or news. I can't find anything on the St. Anthony city site.

Thanks!
Rachel Bode

Karina Heim

From: Mark Casey <mark.casey@ci.saint-anthony.mn.us>
Sent: Monday, February 06, 2017 3:47 PM
To: Breanne Rothstein
Subject: FW: Lowry Grove

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

From: Michael Gardos Reid [mailto:gardosreid@gmail.com]
Sent: Sunday, February 05, 2017 5:59 PM
To: Mark Casey
Subject: Lowry Grove

Dear Mr Casey,

I am writing as a near neighbor of the Lowry Grove community. I had previously expressed my frustration with the city of Saint Anthony's unwillingness to give current residents more of a chance to pursue redeveloping their own community. Now the development being proposed includes density far beyond that of the rest of the neighborhood and reportedly not in compliance with Saint Anthony's own community design guidelines. I believe the current development proposal should be rejected until it decreases the overall density, provides for adequate green space and parking and considers the preservation of mature forest on that property.

Sincerely,

Michael and Kate Gardos Reid
 2219 Taft Street NE
 Minneapolis, MN

Karina Heim

From: Virginia Fuhrken <vfuhrken@hotmail.com>
Sent: Monday, February 06, 2017 3:57 PM
To: Breanne Rothstein; mark.casey@ci.saint-anthony.mn.us; kevin.reich@minneapolismn.gov; lwielski@minneapolisparcs.org; Ttomas@continentalpropertygroup.com
Subject: Lowry Grove development

Follow Up Flag: Follow up
Flag Status: Flagged

February 6, 2017

We are residents of NE Minneapolis and live three blocks from the Lowry Grove mobile home park. We have been following the reports of plans to evacuate the mobile home park of its residents and to build a high density apartment/townhouse/condo project on that spot. We are concerned about the high density figures we are reading: 837 housing units in 6 acres. We are concerned about increased vehicle traffic in and around the area. We are concerned about children walking to St Charles School amid that traffic. We are concerned about the loss of mature trees in the Grove and the little green space visible on the plans for the development. Also space for parking seems to be in short supply. We don't see a playground on the development's plan.

Please consider these concerns and those of our neighbors before giving final approval to this development plan. I am writing this also to Minneapolis officials because this development will not be an improvement in the livability of our Minneapolis neighborhood.

Thank you for your attention.

Gebhard and Virginia Fuhrken
2223 Wilson St NE
Minneapolis, MN 55418

Karina Heim

From: Julie Nielsen <723jules@gmail.com>
Sent: Tuesday, February 07, 2017 2:04 PM
To: Breanne Rothstein; mark.casey@ci.saint-anthony.mn.us; kevin.reich@minneapolismn.gov;
lwielski@minneapolisparcs.org; Ttomas@continentalpropertygroup.com;
klannier@stanthony.k12.mn.us
Subject: Lowry Grove

Follow Up Flag: Follow up
Flag Status: Flagged

To Whom It May Concern,

I am writing to voice my concerns about the plans for the redevelopment of the Lowry Grove mobile home park. Our city will be greatly impacted if the plans go forward.

I understand that the schools in St. Anthony will have to expand dramatically in order to accommodate the additional 800+ homes anticipated. How will this affect our education system, in both the quality of education and also the cost to accommodate the influx? St. Anthony has been a well sought after community because of it's school ratings. I would hate to see this change.

We pride St. Anthony Village as being a "suburb in the city". These plans will definitely change the suburban and "village" community.

Stinson parkway is a quiet, beautiful road. How will it handle the dramatic increase in traffic?

Please, please consider helping to make this project as asset, not a detriment to our community.

Thank you sincerely for your time and all that you do for us,

Juie

Karina Heim

From: David B. Johnson <johnso10nascar@yahoo.com>
Sent: Tuesday, February 07, 2017 3:45 PM
To: Breanne Rothstein; Mark.Casey@CI.saint-anthony.mn.us; LWielinski@MinneapolisParks.org; Kevin.Reich@MinneapolisMN.Gov
Subject: Lowry Grove

Follow Up Flag: Follow up
Flag Status: Flagged

The plan set forth by the Lowry Grove developer is not acceptable to those of us living nearby. It contains way too many units. There are already several high density apartments and condos in that area . You should only allow single family homes and maybe some townhomes but nothing over 3 stories tall and few if any apartments They should also make much more park/green space in this project. Stinson Parkway is already overcrowded with cars so we do not need 837 more housing units in that small little space.

Karina Heim

From: Jesse Haas <haasjesse@gmail.com>
Sent: Tuesday, November 22, 2016 6:43 PM
To: ttomas@leasespace.com
Cc: planner@ci.saint-anthony.mn.us
Subject: affordable housing in St. Anthony

We are writing in support of the residents of Lowry Grove.

We do not support the development of this area without provisions to fully replace the level o affordability that currently exists. As I understand the plan, most of the current residents would not be able to afford housing in the new development.

Please allow more time for a fair and reasonable decision that is mindful of the residents of this community and the importance of truly **affordable** housing.

Thank you for your consideration,

Jessica and Ryan Haas
St. Anthony Residents

Karina Heim

From: Moira Heffron <moira.heffron@yahoo.com>
Sent: Tuesday, October 25, 2016 9:51 AM
To: ttomas@leasespace.com
Cc: planner@ci.saint-Anthony.mn.us
Subject: Development in St. Anthony Village

As a tax-paying resident of St. Anthony Village for over 30 years, I feel compelled to tell you how essential it is to us as a community that re-development at the Lowry Grove site includes housing options for limited income people like our valued neighbors who are losing their homes there. This is congruent with the comprehensive plan that has been written for the village and with the values of the community. This, after all, was an area originally settled by the same sort of hard-working families.

Sincerely,
Moira Heffron
2551 38th Ave. N.E.
St. Anthony Village 55421

Karina Heim

From: Elizabeth Raivo-Lynch <liz.raivolynch@gmail.com>
Sent: Wednesday, October 26, 2016 8:49 AM
To: planner@ci.saint-anthony.mn.us; ttomas@leasespace.com
Subject: Development of Lowry Grove

Hello, I am writing regarding the plans to develop Lowry Grove. I am a resident of St. Anthony and I am very concerned about all of the families that will loose their affordable housing. My family is mix raced with Latino and it is my understanding that the majority of the Latino families that live in St. Anthony live in Lowry Grove. Affordable housing like Lowry Grove gives low income families a way to to afford living in a school district where houses are out of reach due to the prices. If the families are forced to leave and are not offered a way to stay in St. Anthony affordably St. Anthony will loose diversity in the schools both racially and socio-economically. More importantly children will have to leave a school where they feel safe and are thriving and will most likely end up in a school that is not doing as well as St. Anthony. My children will loose out in having classmates that look like them and have the same roots. Which may not seem like a big deal but it is a loss. Other children will miss out in the opportunity to learn about children from another culture. Please consider all of the families and individuals you will be affecting by this development and look for a solution for them to continue to have affordable permanent housing in St. Anthony. It's the right thing to do.

Karina Heim

From: Stephanie Mccann <jsjzmccann@gmail.com>
Sent: Tuesday, October 25, 2016 8:21 AM
To: planner@ci.saint-anthony.mn.us
Subject: Fwd: Lowry Grove

I sent this to the wrong email address....

Sent from my iPhone

Begin forwarded message:

From: Stephanie Mccann <jsjzmccann@gmail.com>
Date: October 24, 2016 at 10:29:52 PM CDT
To: ttomas@leasespace.com
Cc: planner@ci.st-anthony.mn.us
Subject: Lowry Grove

Good evening,

I'm writing today to express my concerns with what is being done to the residents of Lowry Grove.

My family is part of the St. Anthony community. My son attends St. Anthony Middle School and previously St. Charles. We live on the border in New Brighton but within the STA school district border.

This deal is not about what is best for St. Anthony as a community. If it were, it would've taken into consideration the people you're displacing.

I'm embarrassed to be associated with a community that's doing this to a segment of residents. I do not support your plans as currently laid out. Some of the most vulnerable members of our community are being kicked out of their own homes with no plans for the development to replace affordable housing for those same residents.

You need to have affordable housing within St. Anthony. You need to treat the residents of Lowry Grove with the same level of respect that you treat anyone else. That's definitely not happening. You need to make this far more than just a business transaction. This is personal. You are impacting the livelihood of families.

The case should be given time to play out in court before further decisions are made.

Regards,
 Stephanie McCann

Karina Heim

From: menelso@gmail.com on behalf of Melissa Gutierrez Nelson <mplsmelissa@gmail.com>
Sent: Tuesday, October 25, 2016 7:26 PM
To: ttomas@leasespace.com
Cc: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove

Tracy,

I am reaching out to you to express my concern for events happening around Lowry Grove. As a resident of St. Anthony Village, I would like to make sure the affordable housing remains an option in our community, and have great concern for the way these changes are affecting the residents in that area.

I do not support the development of this area without provisions to fully replace the level of affordability which exists there now, and believe these issues should be given time to play out in court before further decisions are made.

Warmest regards,

Melissa Nelson
3400 Belden Drive NE

Melissa Gutierrez Nelson

[Web](#) | [Facebook](#) | [Twitter](#) | [Google+](#) | [Instagram](#)

Call or Text | 612.636.4816

Karina Heim

From: Mageen Caines <heff0024@umn.edu>
Sent: Tuesday, October 25, 2016 9:07 PM
To: ttomas@leasespace.com
Cc: planner@ci.saint-Anthony.mn.us
Subject: Lowry Grove community engagement

Good evening,

I am writing to participate in your community engagement regarding the development of Lowry Grove - I am a resident of St Anthony Village. I seem to have missed the meetings with community engagement opportunities, so I am sending an email instead - I'm not sure how I didn't see notification that you were holding meetings or engagement opportunities, but I apologize if they were publicized and I am late.

If you are going to proceed with the development of this land, I do not support it and actively oppose it without hard line guarantees (with penalties for failure to meet the standards) that you are going to meet the following:

- 1) You must let the court process and HUD investigation and all other systems actions be completed until the residents have completed all appeals. If you can't do that, how can we trust you in our community to abide by our local rules and policies? The company with which you are associated has a very negative track record and it is in my community's best interest to see your demonstrated ability to work within the systems in place to protect our city and residents' interests.
- 2) You must take action immediately to significantly improve upon your current demonstrated inability to provide a safe housing environment - so far, I have seen repeated health and safety violations that lead me to believe that you are not capable of conducting your business safely. Your word is no longer enough - you must go farther to prove to us you are capable of complying with or exceeding health and safety regulations and meet or exceed health risk minimum standards.
- 3) Your plans must exactly replace the affordability that Lowry Grove represented. An apartment is not automatically "affordable" simply because it is an apartment, obviously, so you are going to have to do better for us. You will need to create amenities like a community garden and gathering spaces, in addition to affordability that matches the current situation. If you need to spend a portion of the money to develop the area on infrastructure, you must provide transparent records to allow the City to clearly verify your investment in this area. And you must document your plans to replicate the same number of housing units with frozen, low rent. You also need to have units with the capacity to house larger families - tiny units for individuals will not match the loss of the resource that was the mobile home park. You need to demonstrate that you can produce affordable family housing as well.

If you cannot produce detailed plans on how you will meet these needs, the City takes a loss with your project and has treated our neighbors badly for no greater good.

Thank you for your time and attention.

Mageen Caines

Karina Heim

From: s.m.sherman@comcast.net
Sent: Tuesday, October 25, 2016 11:08 AM
To: ttomas@leasespace.com
Cc: planner@ci.saint-Anthony.mn.us
Subject: Lowry Grove concerns

Dear Ms. Thomas,

I understand at the planning commission meeting last night your lawyer indicated that your company met with St. Anthony residents about your plans with regard to Lowry Grove and the majority supported it. I was not aware of that meeting where I could have expressed my views. I am a St. Anthony Village resident for the last 19 years. I do not support the the current redevelopment plans for Lowry Grove, which you are undertaking, and I am not alone. We have over 400 community residents in St. Anthony Villagers for Community Action who do NOT support development that does not include full replacement of the affordable housing that exists there. I also believe that you should not move forward with this until HUD and the courts have made their decisions.

We also understand that Michael Mergens' partner at the law firm EntrePartner, is on the planning commission. This seems like an obvious conflict of interest to us even if he has recused himself on this case.

Many residents want St. Anthony Village to be more inclusive, not less. Removing these low income, hardworking residents and their families hurts our community and we are going to stand with them as they resist this.

Sincerely,

Sandra Sherman
4008 Foss Road #206
St. Anthony, MN 55421

Karina Heim

From: kate martin <katecmartin@hotmail.com>
Sent: Monday, October 24, 2016 9:45 PM
To: ttomas@leasespace.com
Cc: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove Development Plans

Dear Ms. Tomas,

This evening at the St. Anthony planning commission meeting, your lawyer (taking a brief break from rolling his eyes throughout the testimony of my neighbors) asked that the meeting be refocused back to comment on your plans for the redevelopment of the park. I'm a homeowner in St. Anthony and would like to offer you my feedback now. The buildings are fine, what's there to comment on really, these large scale developments are all pretty much the same- they look pretty on paper and then end up looking like every other building going up in metro areas around the country. I have issues with the scale- it's way too big for the area. Most importantly, I feel that your plan does nothing to address the lack of low-income housing in our community. You are currently in the process of destroying a vibrant community where my low-income neighbors have been able to access the fine resources our community has to offer. Your plans mention that 90 units will be designated affordable, but please don't claim that will do anything to address the needs of low income residents. My feedback is this- sell the park to Aeon/the residents. Many members of the community share my views on the park, we want our neighbors and friends to be able to stay here in the city. We want our community to prioritize its people. We will push the council to deny any zoning changes unless and until an alternate plan is put in place to replace the affordability that has existed at the site for decades and allow current residents of Lowry Grove priority in that development.

Kate Martin
2513 30th Ave NE
Saint Anthony MN 5418

Karina Heim

From: Tia Weinand <telizas@gmail.com>
Sent: Tuesday, October 25, 2016 9:21 PM
To: ttomas@leasespace.com
Cc: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove neighbor

Ms. Tomas:

I have been a neighbor of Lowry Grove in NE Minneapolis for over ten years. Our family was fortunate to find reasonably priced housing in this area, though we struggle, as this is a highly desirable area for families.

In this economy, the need for people who have homes to remain in them is of utmost importance. Replacing affordable housing with anything else without providing reasonable alternatives harms not only the families that live in Lowry Grove, but also the surrounding communities.

Asking the surrounding communities to bear the burden of adding all these families further widens the hole of affordable housing for all of us. Not only will there be higher demand for affordable housing in NE Minneapolis, Columbia Heights, Roseville and other surrounding suburbs, children may be uprooted from their school and so will their State subsidy. The school lunch program depends on government subsidized food for low income students. St. Anthony is known for its excellent schools; not in small part due to the excellent students, many of whom may leave the district.

We value our neighbors and our neighborhoods. We value them more than we value more business development. I sincerely hope St. Anthony will keep affordable housing within its city limits. Like many communities, you have the desire to keep improving and keep shining up your neighborhoods. Razing a development and displacing our neighbors isn't an improvement. I urge the City of St. Anthony to either keep Lowry Grove as is or plan to replace the affordable housing that will be lost. The unresolved court case should be completely exhausted before any zoning changes are made.

Ms. Tomas, I hope you will consider the needs of tax paying citizens far above those of big business. Thousands of square feet of land remain zoned for business where Walmart once stood. I imagine that was a big loss for your city. Please consider the message you are sending by choosing to displace families instead of using resource you already possess.

Your Neighbor,
 Tia Weinand

Karina Heim

From: Yvonne M <yvonnemeyer@hotmail.com>
Sent: Sunday, November 13, 2016 9:10 PM
To: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove Redevelopment

Subject: Lowry Grove Redevelopment

Green space, green space, green space. After 30+ years of visibility, sun and warm summer breezes for our enjoyment from our balconies and windows building C will deny us all of the above. For the residents on the west side of the Kenzington this view is our front door exposure to the community. The residents on Stinson and 27th Ave. will have ample footage and green space to their front doors of their properties. The current design plans deny us any of those considerations.

I am asking for denial of building C in this project.

In recapturing of investment monies for this project the developer will be taking monies away from all of us by devaluing our property in resale and our daily living enjoyment. Unacceptable.

The high density and nominal hard surface design is not environmentally sound or neighbor friendly. The C building area could become a walkable green space with a park like design for their residents and to maybe include a rain garden with Minnesota prairie grasses to attract butterflies and birds. Many possibilities for the enjoyment of residents of the Legacy, Autumn Woods, Walker, Kenzington senior living and the Village of St. Anthony at large.

Please give serious consideration to the denial of Building C and the creation of a walkable park like green space for the enjoyment of many.

With Respect,

Yvonne Meyer #118
 2601 Kenzie Terrace
 St. Anthony, MN. 55418 4231
 612-781-2979
 "The Kenzington"

Karina Heim

From: Joseph, Rachel, and Amos Dungca <dungcafamily@gmail.com>
Sent: Monday, October 31, 2016 9:31 AM
To: ttomas@leasespace.com; planner@ci.saint-anthony.mn.us
Subject: Lowry Grove

Follow Up Flag: Follow up
Flag Status: Completed

Tracy Tomas, St. Anthony Planning Commission,

I'm a St. Anthony homeowner that wanted to express my concern about the Lowry Grove development.

I do NOT support the development of this area without provisions that allow the current residences to access the redevelopment at a comparable level of affordability. Although I don't personally know any of the residents, it is very important to me that our city is a place where all my neighbors can prosper - particularly my current neighbors!

There has also been significant research that the poverty cycle is more likely to end when those in poverty are not isolated and have access to opportunity (good schools, jobs, neighbors not struggling with poverty). St. Anthony has opportunities and resources and is a wonderful place to live. Affordable housing is a critical component to make sure the resources and livability are accessible to more people.

I'm in full support of dense and affordable housing being part of the redevelopment of Lowry Grove.

Sincerely,
Rachel Dungca

Karina Heim

From: Ike Whiting <ike.whiting@gmail.com>
Sent: Tuesday, October 25, 2016 10:54 AM
To: ttomas@leasespace.com
Cc: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove

Hi,

You can add me to the list of St. Anthony residents who feel that the Lowry Grove community has not been treated fairly. These people have planted their roots in our great little city. They live here, they work here, their kids have lots of friends at school here. Yet they are falling victims to a real estate transaction so that someone can make a lot of money. Is that fair? If someone with a lot of money knocked on your door and said that they want to turn your neighborhood into a shopping mall, would you take a check and walk away?

Please treat these people with the respect they deserve. We need to embrace them in our community. I want my daughter and son to be surrounded by all types of diversity - racial, socioeconomic, gender, etc. If we don't give the Lowry Grove residents a change to remain in our community in homes that they can afford, we lose out as a community. I'd like for you to make a stronger effort to find a compromise by accommodating this group's strong desire to remain residents of the city they love.

Thank you-

Ike Whiting
2509 30th Ave NE
St. Anthony

Karina Heim

From: Lorie Haddad <lorieh12@hotmail.com>
Sent: Tuesday, October 25, 2016 3:50 PM
To: ttomas@leasespace.com
Cc: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove

Dear Ms. Tomas,

I am writing as a neighbor of Lowry Grove and a citizen of St. Anthony to inform you that I am against the redevelopment of Lowry Grove especially if there are no or limited provisions to replace completely the affordable housing which now exists there. So many families are being displaced and it is disgraceful. The court needs to fully weigh in on the issues at hand before any more decisions are made.

Thank you,

Lorie Haddad
3604 Coolidge St NE
St. Anthony, MN 55418

Karina Heim

From: Lorie Haddad <lorieh12@hotmail.com>
Sent: Tuesday, October 25, 2016 3:50 PM
To: ttomas@leasespace.com
Cc: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove

Dear Ms. Tomas,

I am writing as a neighbor of Lowry Grove and a citizen of St. Anthony to inform you that I am against the redevelopment of Lowry Grove especially if there are no or limited provisions to replace completely the affordable housing which now exists there. So many families are being displaced and it is disgraceful. The court needs to fully weigh in on the issues at hand before any more decisions are made.

Thank you,

Lorie Haddad
3604 Coolidge St NE
St. Anthony, MN 55418

Karina Heim

From: Maggie Whiting <magwhiting@gmail.com>
Sent: Tuesday, October 25, 2016 10:32 AM
To: ttomas@leasespace.com
Cc: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove

Hello Tracy,

I am writing you this morning because I do NOT support the re-development of Lowry Grove without a plan to fully replace the level of affordable housing that exists there today. I am a resident of St. Anthony and my neighbors in Lowry Grove deserve to have their discrimination case fully played out in court before further development decisions are made.

These St. Anthony residents - my neighbors and friends - have suffered enough. They have lost the battle to retain their homes in St. Anthony so it's IMPERATIVE that their welfare and low-income needs be the TOP consideration as the development planning continues. These neighbors have children in our schools that will be forced out of district if they cannot afford to remain residents of St. Anthony. This is wrong, immoral and will forever change the trajectory of these young people's lives.

Please, find it within yourself to elevate the housing needs of the residents of our city higher than the needs of big business. It is the right thing to do.

Sincerely,
Maggie Whiting
2509 30th Ave. NE
St. Anthony, MN

Karina Heim

From: Jennifer Howe Salzwedel <j.howe.salzwedel@gmail.com>
Sent: Tuesday, October 25, 2016 3:38 PM
To: ttomas@leasespace.com
Cc: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove

Hi Tracy Tomas,

I am writing to say I do not support development on the Lowry Grove site unless exceptionally good accommodations for the current residents are made available within our city limits.

Mobile home parks provide a chance for people with low incomes to have a free standing home at an affordable price.

- This means children can easily access the **out-of-doors**.
- This means **autonomy** -residents can take care of their own homes without waiting for sometimes unresponsive managers to fix broken parts of their dwelling.
- This often means **economic diversity** within our school system, which is a very healthy thing in my book.

I am proud of our city for providing this type of housing within a high-ranking school district.

Additionally, what about our city's **reputation**? If we squeeze the residents out of the Lowry Grove mobile park, we further taint our city's currently beleaguered image....rejection of an Islamic center, the shooting of Philandro Castile, and now the removal of the economically disadvantaged? It makes me weary reflecting on how closed-minded our city's actions appear to be.

I fully support letting this conflict play itself out in court before further decisions are made.

Sincerely,
 Jennifer Howe Salzwedel
 St. Anthony resident with two children attending school in our district

Karina Heim

From: Mitchell Martin <rmmitchmartin@yahoo.com>
Sent: Tuesday, October 25, 2016 10:08 AM
To: ttomas@leasespace.com
Cc: planner@ci.saint-Anthony.mn.us
Subject: Lowry Grove

I wanted to write a quick email and let you know that I do not support the development of the area without a plan to fully replace the level of affordability which exists at Lowry Grove currently. I feel the case should be given time to play out in court before further decisions are made.

Mitch Martin
2913 33rd Ave NE
SAV MN 55418

Mitch Martin
612.208.0157
rmmitchmartin@yahoo.com
Skype [mitch.martin1](#)

Karina Heim

From: Kelly Regan <kellylynnregan@gmail.com>
Sent: Tuesday, October 25, 2016 1:12 PM
To: ttomas@leasespace.com
Cc: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove

Dear Tracy,

As residents of St. Anthony, my husband Christopher and I would like to share our distress at the seeming callousness and social irresponsibility of the Lowry Grove situation. We understand that the existing infrastructure was beyond saving, and that sale and development were necessary, but would would like to see any new construction made with a comparable level of residential affordability to that of the mobile home park.

We also feel that the pending litigation should be cleared before any further moves be made on the project.

Thank you for your time,
Sincerely,
Kelly Regan

Karina Heim

From: Nona Kennedy Carlson <nkennedycarlson@gmail.com>
Sent: Monday, October 24, 2016 11:15 PM
To: ttomas@leasespace.com
Cc: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove

Dear Tracy Tomas,

I am a resident of St. Anthony Village. I live at 2926 Armour Terrace. I am writing to voice my concern and lack of support for development of Lowry Grove without proper provisions to fully replace the level of affordable housing that currently exists.

St Anthony Village has some of the highest property values in our area of the city proper and I am privileged to live in a first tier suburb with great amenities so close to Minneapolis. However, the life of comfort I now live is a far cry from how I was raised. I grew up in trailer parks, raised by a single mother who spent her entire life simply trying to make ends meet. Somehow, she avoided public assistance. Somehow, she and my three sisters and I were never on food stamps. If, however, at any time in my childhood we had been evicted from our trailer home, which was all we could afford, we would have been homeless. Had that happened, I'm certain the many options afforded me later in life would have been out of reach. A stable, affordable home is what keeps poor families together. A stable, affordable home is what nurtures even the poorest of us to go on to college, to live lives better than those of our parents and grandparents.

I have heard the testimonies of the families of Lowry Grove. Many of the teenage children have taken jobs to earn an income that will contribute to their family's well being. That was me. I didn't play sports or participate in extra curricular activities like my own children do now. I had to work. I had to help support my family.

My daughter is a fifth grader at Wilshire Park Elementary. The fifth grade students mentor the kindergarten students in a 'buddy' system. My daughter is socially conscious and well aware of the privilege she lives inside of. A couple of weeks ago when I picked her up from school, the first thing she said was: "My kindergarten buddy lives in Lowry Grove and he and his family are going to be homeless if they cannot stay in their home. What can you do about this?" Out of the mouths of babes.

The residents of Lowry Grove need due process in court before further decisions are made about their futures. I urge you to dig deep into your own humanity and see this as a human rights issue.

Thank you,

Nona Kennedy Carlson

*Nona Kennedy Carlson
Hamline University*

*"There is an eternal landscape, a geography of the soul; we search for its outline all our lives."
—Josephine Hart*

Karina Heim

From: Ruth Hedman <hedman_ruth@yahoo.com>
Sent: Wednesday, October 26, 2016 8:26 AM
To: ttomas@leasespace.com
Cc: planner@ci.saint-Anthony.mn.us
Subject: Lowry Grove

As a resident of NE Minneapolis and a concerned citizen I am writing to you to let you know that I do not support the development of Lowry Grove without provisions to fully replace the level of affordable housing that exists there now. This case should be heard in court before further decisions and zoning changes are made.

As stated in the October 2nd Startribune article - vacancy rates have sunk to less than 3% and the fastest growing group of renters are those earning \$50K to \$99K. The residents at Lowry Grove do not make those types of wages. They need affordable housing. They have it now. Do not let their housing, their homes be taken away from them.

Ruth Hedman

Karina Heim

From: Monique Dubos <mosassy@gmail.com>
Sent: Tuesday, November 08, 2016 7:25 PM
To: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove

Hello,

I haven't heard anything about a public meeting to discuss the planned development of Lowry Grove. Has something been scheduled?

I live at Kenzington. I bought my place because of the open views -- trees, city, sunset. I'm extremely upset about their plans to potentially block all that. I am doubly concerned about the number of units they are proposing and all the traffic, noise, pollution, light pollution and years of construction this project will bring.

Please let me know next steps and all the measures at the disposal of the community to influence the size and scope of this project.

Monique Dubos
2601 Kenzie Terrace

Karina Heim

From: Marilyn Muller <marilynm59@gmail.com>
Sent: Tuesday, October 25, 2016 10:11 PM
To: ttomas@leasespace.com; planner@ci.saint-anthony.mn.us
Subject: Lowry Grove

My neighborhood abuts St Anthony but my concern is not just neighborly but mainly for justice. The Lowry Grove park in St Anthony which provides decent, safe low income housing in a middle-upper neighborhood is the ideal which many planners are advocating as a solution to "non ghettoizing" low income housing. I am very supportive of those efforts.

There is a greater issue of fairness. My understanding is that the residents had the money to meet the owner's purchase price as well as a right of refusal and met that timeline when the owner sold to a developer. Residents have challenged that action. No decisions should be made until the court case is decided.

Thank you for considering my comments.

Sincerely,
Marilyn Muller
2811 Ulysses St NE
Minneapolis, MN 55418

Karina Heim

From: Wilson, Kelly M. <kmwilson2@stthomas.edu>
Sent: Tuesday, October 25, 2016 9:26 PM
To: ttomas@leasespace.com
Cc: planner@ci.saint-Anthony.mn.us
Subject: Lowry Grove

Tracy,

I wanted to reach out to you to share my concern about what is happening to my neighbors at Lowry Grove. As a resident of St. Anthony Village, I am pleased that our community values economic diversity. This economic diversity provides unique perspectives and an opportunity for students in low-income housing to have an excellent education in our school district. It is this education that might help break the cycle of poverty that too many individuals find themselves in.

That said, I want to clearly state that I do not support the development of this area without any provisions to replace housing options with the same level of affordability that exists there now. I also hope that we can let the decision concerning these residents' homes play out in the court before decisions are made.

If we can keep in the forefront of our minds that we are talking about human beings, their families, and their homes, perhaps we can make sure that the bottom line and profits are not our only motivating factors.

Thank you for your time,

Kelly Wilson

Kelly M. Wilson, Ph.D.
 University of St. Thomas
 Theology Department
 2115 Summit Ave. JRC #153
 St. Paul, MN 55105



Karina Heim

From: Garrett Larson <deadbody55418@gmail.com>
Sent: Tuesday, October 25, 2016 8:24 PM
To: ttomas@leasespace.com; planner@ci.saint-anthony.mn.us
Subject: Lowry Grove

Tracy (and the planning committee),

I am writing this letter to express my thoughts about the Lowry Grove sale and planned redevelopment.

Lowry Grove is an asset to the St. Anthony Village community. It provides a valuable amount of low income housing that allows for pride in ownership, something that cannot be replaced with an apartment. It gives people a way for their kids to get an amazing high quality education that is not available elsewhere.

There is no rush to redevelop the land. There is a current court action, plus the HUD investigation.

I would submit a formal request to the planning commission that Lowry Grove redevelopment plans require a like amount of affordable housing at the same level of total cost that is currently available in Lowry Grove. Anything less than this is an affront to our community and a clear effort to remove a vulnerable populace.

I grew up in the Village, I moved back here to raise a family, and I would hate that the lesson we are teaching the children is that we don't need to respect the people who aren't able to buy the \$300k + homes that are now the norm in our area. Lets celebrate the diversity and opportunity that Lowry Grove offers, and keep it here.

Garrett Larson

St. Anthony Village homeowner since 2008. Graduate SAV high School 1997, Parent of a 2016 graduate and a current 5th and 3rd grader at Wilshire Park.

Karina Heim

From: Deanne <deannefrances@msn.com>
Sent: Tuesday, October 25, 2016 6:39 PM
To: ttomas@leasespace.com
Cc: planner@ci.saint-anthony.mn.us
Subject: Lowry Grove

St. Anthony must make a commitment to affordable housing. St. Anthony provides little to no housing options for low income people and that is unacceptable. The Lowry Grove site must remain as affordable a housing site as it is now. Halt any and all action in order for this case to be given time to play out in court before any further decisions are made.

Deanne Miller

Karina Heim

From: Marcy Conrad Nutt <marcyconrad@hotmail.com>
Sent: Tuesday, October 25, 2016 11:07 PM
To: ttomas@leasespace.com
Cc: planner@ci.saint-Anthony.mn.us
Subject: Support for affordable housing at Lowry Grove

Greetings Tracy,

I am writing in support of affordable housing at the Lowry Grove site. Ideally, I would have liked to see the residents keep their homes, and an honoring of the buy by Aeon. However, the least that should be done is that these residents be treated with respect, compassion, and dignity, and that affordable housing remains a part of this site.

I am a resident of Minneapolis, but live just across Stinson in the Waite Park neighborhood. We need good, affordable housing in our cities, especially land on transit routes. Please take note of the many in our community who support the Lowry Grove residents and feel that this property sell has been handled poorly.

Thank you,

Marcy Conrad Nutt, AIA. LEED AP
612.202.2791

Karina Heim

From: Annika Larson <annikalarson@gmail.com>
Sent: Tuesday, October 25, 2016 9:05 PM
To: ttomas@leasespace.com; planner@ci.saint-anthony.mn.us
Subject: Your consideration, please.

To Whom it May Concern:

I am writing as a proud resident of St. Anthony Village. Affordable housing in our community is very important to me as a mother of three children, a school social worker, a wife of a home remodeler, a concerned neighbor, and as a person of faith who desires equity and equality in my community.

Therefore, I do not support the development of Lowry Grove without provisions to fully replace the level of affordability which exists there now. Please, allow time for the court to carefully consider this case before making further decisions. Lowry Grove represents a community of human beings who deserve affordable housing and the quality of life so many of us enjoy here in the Village.

Thank you for your thoughtful consideration.

Warmly,

Annika Larson
2800 31st Ave. NE
St. Anthony Village, MN 55418
651.239.7175
annikalarson@gmail.com

Dear St. Anthony Village Mayor Faust, Council Members, City Manager Mark Casey, Planning Commission and City Planner Breanne Rothstein:

We, the residents of the Kenzington, neighbors of Lowry Grove, are writing to express our concern about the proposed development of Lowry Grove/The Southern Gateway Redevelopment.

The sketch plan that was submitted to the City of St. Anthony in October is too high density for the neighborhood and would ***negatively impact property values and quality of life for residents of the Kenzington*** and their neighbors. In this letter we list our concerns and offer recommendations for changes to the sketch plan.

BUILDING PROXIMITY AND HEIGHT

1. Our balconies serve as our only outdoor living space; we currently enjoy fresh air, sunlight, open sky, sunsets and city views. The proposed buildings would create a concrete jungle of obstructed views, low light, minimal air flow (or a wind tunnel) and loss of privacy for residents living on the west side of the Kenzington.

TRAFFIC, NOISE, POLLUTION, HEAT ISLAND

2. Such a large increase in population will bring much higher noise, traffic and pollution levels and loss of the quiet residential environment neighborhood currently enjoys.
3. Stinson and Kenzie/Lowry are already high-traffic streets. With the addition of 800+ units, traffic could increase 8-fold or more, further reducing walkability and safety.
4. Pressure on city services such as police, fire and ambulance, as well as city infrastructure such as roads, water and sewer, would lead to tax increases to fill the need for additional services.
5. The size of the proposed development, combined with the removal of the trees on the property, will create a heat island that will increase temperatures for homes and buildings nearby.
6. The loss of trees will also negatively impact air quality and surface water infiltration potential.
7. The entry proposed for Kenzie Terrace is too close to the driveway of the Kenzington; its placement would require changes to current traffic patterns and lights, and cause undue congestion.

RECOMMENDATIONS

We propose the developers:

1. Eliminate building C.
2. Install gardens, water gardens and trees between the Kenzington and the development, creating a greenspace and visual buffer of 100-150 feet from the property line. Leave (do not remove) the trees that are currently on the site within this buffer.
3. Keep the Kenzie Terrace entrance to Lowry Grove at its current location (do not move it closer to the Kenzington).
4. Limit the height of the buildings along Kenzie Terrace and any that would abut the Kenzington to 1 story.
5. Limit the height of the entire development to 1 and 2 story townhomes/villas and condos. A good example of size and style is the townhouse complex at Stinson and 19th.
6. Install air units in concealed locations on the ground.
7. Pay all assessments that may be levied to residents of the Kenzington for installed/improved infrastructure such as sewer and water lines and roads.

We thank you for considering our concerns.

Yours sincerely,

The residents of the Kenzington

cc: Developers of Lowry Grove/Southern Gateway

Kenzington Signatures
2601 Kenzie Terrace
St Anthony, MN 55418

Unit Number	Name/s	Phone Number
101	Paul Johnson	
102	_____	
103	No	
104	James E. Paul	
105		
106		
107		
108		
109	Dorothy Wacker	
110	Kelley Brown	
111	W. Amundson	612-354-2969
112		
113		
114	Mark Gatterman	612-598-2383
117	Robert D. Heum	651-332-9045
118	_____	
119	Union Johnson	612-353-5488
120	Bill Kelley	
121	Phyllis Bigbee	612 331 6508
122	Donna Styrud	
NA 123		
NA 124	Karin Dease	Wayne Dem 612 205 9381
125	Karen and Andy	612) 788-1044
126		
127		
128	Jack Brand	
129	Chris Reid	763-744-6107
130	Ernst Duane Johnson	
131		

go back

18 Feb

Kenzington Signatures
2601 Kenzie Terrace
St Anthony, MN 55418

Unit Number	Name/s	Phone Number
201	No	
202		
203		
204		
205		
206		
207		
208		
209		
210	Nepi Larson	
211	Darlene Feltz	
212	Marine L Baker	651-231-6762
213	Martha Benton	210-544-2472
214	Cileen Sporo	763-420-2133
215		
216	Elke Pacholl	612-706-1958
217	Jim Quinn	LaVonne Quinn 612-288-0516
218		
219	Roger Terry	
220	Loyce Pyke	612-781-7191
221	Melie Well	
222	Emel Somora	
223	Pete Sweet	
224		
225	(Signature)	GIRMA TEUMELI's printel
226	Mary Franklin	
227	Elaine M. Brusca	
228		
No Eng 229 ill		
230	Ed & Bonnie Benzal	612-378-3153
231	Lois B. Ford	612 789-1472

Kenzington Signatures
2601 Kenzie Terrace
St Anthony, MN 55418

Unit Number	Name/s		Phone Number
301	Olga Lyapun		612-788-9306
302	Lee Smith		612-789-9179
303			
304	→ EMPTY		
305	Marcella Gorski		612-501-2317
306	Diane Nowling	David Nowling	612-354-2299
307	→		
308	EMPTY		
309	Wayne Adams		(612) 781-2472
310		May Louise Datto	(612) 978-6357
311	William J. Donohue	for Maria F. Donohue	(612) 789-9403
312	Kathleen St. Hilaire		763-221-4679
313	Jane M. Allen		612-788-4883
314	Rose C. Murphy		612-789-0058
315	→		
316	W. GREENE ^{Prinka}	W. Greene	370-2930934
317	Baron L. Doba		651-274-6759
318	→ Margaret Bob. Vercos		612-789-9967
319	Mary Jo Turner	Faith Chapman	612-250-8650
320	→		
321	Ginny Lathi	Tina 2 2	612-839-8610
322	→ James Saylor		6
323	→ Linda Michael		—
324	→ Frances Berger		651-487-9894
325	? →		
326	Mavis Bice		
327	Kathy Davis		612-701-0248
328	Samahat Derbekh		612-781-0412
329	Lydia Banallo		612-781-2118
330	Paul Y—	Jo Yonngren	612-998-3962
331	Jo Yonngren	Florie Wengert	612-910-6133

Kenzington Signatures
2601 Kenzie Terrace
St Anthony, MN 55418

Unit Number	Name/s	Phone Number
501	<i>Audrey Jones</i>	
502	<i>Peter Kimbinger</i>	612 401 1383
503	<i>Tom Olson</i>	612 781-6058
505	<i>Roger Moulle</i>	
506	<i>Signee Coulter</i>	
507	<i>Darlene</i>	612-781 4875
508	<i>Mary L. Bogel</i>	
510	<i>Ruth Erick</i>	
511	<i>Ken Hastings</i>	
512	<i>Loren O'Keefe</i>	
513	<i>Bruce Bonnee</i>	612-788-4032
514	<i>Terry Townsend</i>	612-781-5255
515	<i>Carol A. Bedon</i>	DONALD R. FIUBECK 651-210-1163
516	<i>Terry Townsend</i>	TERRY TOWNSEND 612-781-5255
517	<i>Ted Stech</i>	Virginia Stech
519	<i>Dorothy Pasma</i>	
520		
521	<i>Carol A. Bedon</i>	651-210-1163
523	<i>Judy Korblick</i>	612-788-5384
524	<i>Chuck Dancer</i>	651-399-8472
525	<i>John M. Bost</i>	612-201-2324
526		
528	<i>Bo Do</i>	My Do 612 788 0567
529	<i>Sharon Belluck</i>	
530	<i>Jeanette Sparlein</i>	Marlene Tacheny 612 789 0588
531		

518

John & Paul Rubel

612-508-0220

28 Feb

Kenzington Signature
2601 Kenzie Terrace
St Anthony, MN 55418

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All Parks Alliance for Change ■ APAC

An Organization of Manufactured Home Park Residents

May 5, 2017

Ms. Breanne Rothstein, City Planner
St. Anthony Village City Hall
3301 Silver Lake Road
St. Anthony, Minnesota 55418

Dear Ms. Rothstein,

All Parks Alliance for Change (APAC) is a homeowners' association that represents the residents of manufactured housing parks across the state of Minnesota and the region. APAC staff and resident leaders are very interested in working with you to improve the wellbeing of St. Anthony's Manufactured housing residents.

The Great Recession has set the stage for an affordable housing shortage in the Twin Cities metro area. Manufactured housing is an important source of unsubsidized affordable housing that we can no longer afford to ignore. This letter contains recommendations for how St. Anthony can utilize manufactured housing to reach its affordable housing goals set by the Metropolitan Council. Implementing these recommendations will boost your housing performance score, improve the wellbeing and opportunities of your low-income residents, and may allow you to obtain future funding opportunities from Metropolitan Council in accordance with the Livable Communities Act of 2011.

Although legal proceedings are still underway on the matter, the possible closure of Lowry Grove would reduce the affordable housing available in the City. If the community does close, the least that the City could do for these residents is to help them move to a fee-simple lot within the City, so that they do not lose access to the local school district and other valuable local resources, in addition to losing their home, community, and neighborhood. We hope that the City does not ignore the needs of its residents and opportunities to help them.

A key question for St. Anthony is how it can improve its standing towards affordable housing if there is a loss of approximately 104 units of affordable housing due to the potential closure of Lowry Grove, one of its main sources of affordable housing. This park community provides housing equal to one third of the goal of 312 affordable units set for St. Anthony by the Metropolitan Council.

The planned redevelopment of the park appears unlikely to boost the City's affordable housing units. Some of the residents who could be forced to move bought their homes in Lowry Grove recently, and were not told that the park was headed for closure before signing. These individuals invested in their homes in good faith even while the owners knew that selling the park would result in its closure and redevelopment as a non-manufactured housing site, and made no mention of this fact. Although the lack of transparency around the sale may have been legal, as a "black letter" legal matter, it nonetheless has placed undue hardship upon those residents who bought homes in good faith, believing that they were settling down for the long-term.



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An Organization of Manufactured Home Park Residents

We recommend that the City takes steps above and beyond the minimum requirements of the law to support these residents and to ensure that whatever outcome is decided in court is accompanied by measures to respect these residents, foster their smooth transition to new homes as necessary, and to reduce the immediate personal and financial burdens they face related to being forced to leave their community.

We note that St. Anthony's Comprehensive Plan does not lay out detailed plans to improve its affordable housing rate or improve its standing towards its manufactured housing residents. Therefore, in addition to the information about manufactured housing in St. Anthony that is provided within this packet, we have provided specific policy recommendations. These include the following suggestions:

1. Use manufactured housing to address affordability without new large-scale multifamily construction;
2. Change ordinances to allow manufactured homes to be sited in residential districts outside existing parks;
3. Improve your City's level of affordable housing by reducing loan barriers to move residents into currently available manufactured housing units;
4. Generate funding opportunities for repair and maintenance, and set standards for infrastructure in manufactured housing parks;
5. Encourage resident purchase of communities through local tax incentives and first refusal rights;
6. Promote manufactured housing within your comprehensive plan and other city outlets as a primary unsubsidized affordable homeownership option for low-income working residents; and
7. Actively reduce stigma against manufactured housing.

The city snapshot, policy recommendations, SWOT analysis, and statewide statistics contained in this packet are guiding documents to assist you in your comprehensive planning process. We invite you to use us as a resource as you update your City's Comprehensive Plan and develop strategies around affordable and manufactured housing.

APAC has a unique 35-year focus on manufactured housing policy, research, and analysis. Our organization occupies a central role in sharing information about this unique form of housing, and can also help you reach park residents to advance your programming and policies. We are very interested in discussing the contents of this packet and will contact you in the near future to set up a meeting. Please do not hesitate to contact us with any questions or concerns.

Sincerely,

Owen Hawkins
Program Associate

Dave Anderson
Executive Director



All Parks Alliance for Change ■ APAC

An Organization of Manufactured Home Park Residents

Snapshot of Manufactured Housing in St. Anthony, Minnesota

St. Anthony's 2018 comprehensive plan update presents many opportunities to improve strategies that preserve and expand affordable housing. Developing innovative methods to reach that goal can boost your City's housing performance score, potentially allowing St. Anthony to obtain funding from the Metropolitan Council.

Manufactured housing is affordable housing

The fair market rent for a two bedroom in the Twin Cities Metro Area is \$1,027. Around Lowry Grove, St. Anthony's only manufactured home park, the small area fair market rent is as high as \$980, more than double the lot rent of a manufactured home.

Fair Market Rents compared to Manufactured Home Lot Rent in St. Anthony

	Efficiency	1 Bedroom	2 Bedroom
Small Area FMR 55418	\$630	\$780	\$980
Twin Cities FMR	\$656	\$813	\$1,027
Manufactured Home Lot Rent	-	-	\$410

Source: HUD, 2016¹

The average lot rent for a manufactured home in St. Anthony is \$410, or less than half of the Fair Market Rent in St. Anthony, which confirms the affordability of manufactured housing and positions it as a unique and valuable resource for cities interested in improving the affordable housing they offer residents.

St. Anthony Manufactured Housing

	Lowry Grove
Total Lots	104
Vacant Lots	4
Vacant Homes	0
Population	215
Average Lot Rent	\$410

Source: APAC 2017²

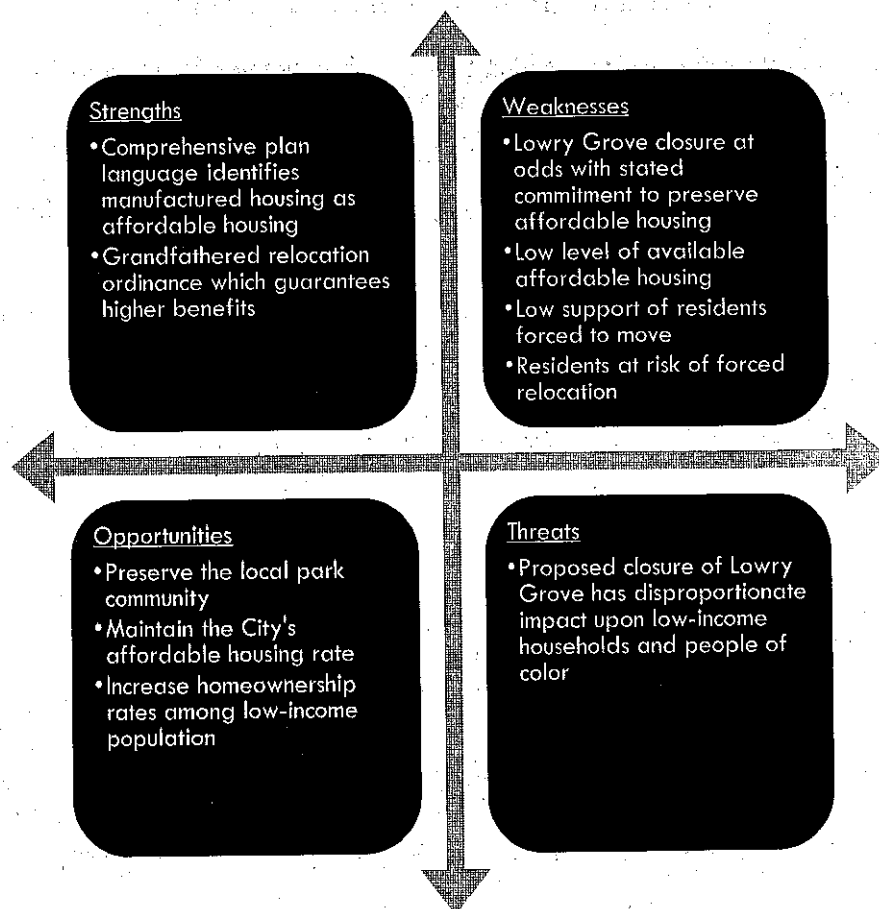
Why preserve and support manufactured housing in St. Anthony?

Approximately 215 people currently live in manufactured housing in St. Anthony, making it a significant source of affordable living for the City's residents. In addition to providing unsubsidized affordable units for residents, manufactured housing helps St. Anthony meet its goals of providing lifecycle housing options and encouraging homeownership. People living in manufactured housing in the Twin Cities are generally more diverse and have lower incomes than the general population.



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SWOT Analysis

This analysis of strengths, weaknesses, opportunities, and threats (SWOT) presents the current state of policymaking in your community related to manufactured housing and drives the policy suggestions that are listed on the first page of this letter and detailed in the Guide to Manufactured Housing Best Practices below. This analysis suggests that St. Anthony has made some important progress in some areas with this resident group, but also that it has ample room to improve in caring for its manufactured housing residents.

Assuming that Lowry Grove remains a manufactured housing community pending litigation, St. Anthony will have the opportunity to provide low-income homeownership to its residents by increasing investment in the infrastructure and maintenance of its manufactured housing park. The City could also set standards for the infrastructure and design of manufactured housing to ensure quality, and to preserve manufactured housing as an appealing resource in the community.



Guide to Manufactured Housing Best Practices

The bottom line is that manufactured housing creates opportunities for unsubsidized, affordable, first-time homeownership for individuals who would otherwise never be able to own a home. The pressure that the Great Recession has placed on local economies has generated considerable burdens upon both government resources and low-income populations, pointing to the need to identify and leverage the underutilized value of manufactured housing in your City's housing implementation strategies and comprehensive plan language.

The following sections describe key areas to consider regarding the successful use of manufactured housing as a means of meeting your City's affordable housing needs. These are areas that your City's Comprehensive Plan should clearly identify and describe. Some basic alterations to policies can ensure that manufactured housing remains a safe, long-term, cost-efficient, and affordable housing option for your City's residents.

1. Use manufactured housing to address affordability without new large-scale multifamily construction

High-density housing is considered ideal for developing affordable housing because connecting developments to utility infrastructures is less costly than it is in low-density areas. According to CFED, manufactured housing is "Produced in one-fifth the time and at half the cost of site-built homes, manufactured housing assembled in a controlled, factory environment uses fewer materials and generates 35%-40% less waste than comparable site-built units."³ New Energy Star manufactured housing is capable of blending in with other types of housing, has higher energy-efficiency levels than site-build housing, and is much more time and cost-efficient to build:

on a per dwelling unit (DU) basis, manufactured homes have significantly lower environmental impacts and are more sustainable across a range of key sustainability indicators than either single family homes or the condominium/town home units. Apartments have lower impacts in many areas due to their small size and density; however, they are not as affordable and do not provide home ownership benefits. While these benefits will vary by location, community age, density and other factors, this case study is representative of the types of benefits manufactured homes provide.⁴

These qualities suggest that manufactured housing provides a valuable tool to meet the affordable housing needs of your community, and has the potential to boost the sustainability of your community through investment in Energy Star homes and retrofits.

Often, in suburban cities, high-density areas available for affordable housing development are scarce, which hinders a city's ability to easily generate new cost-effective affordable housing. Because input time, waste, and costs are lower for manufactured housing, it presents a way to get around this barrier, and is positioned to improve affordable housing rates and raise densities outside of the City's center. As the Metropolitan Council suggests,

Manufactured home parks help ameliorate the shortage of housing affordable to low- and extremely low-income residents and do so without public subsidies. [Our data] shows that compared to the region's share of housing units that are affordable to people who make 30%



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and 50% of Area Median Income, a much higher portion of the manufactured housing units are affordable to residents in these income levels. Manufactured home parks are distinctive as a housing option for many economically disadvantaged residents.⁵

Supporting existing manufactured housing to generate cost-effective, mid-range density affordable housing can help address problems associated with finding enough scarce high-density land to support it. Doing so would also align with NIMBY ("not-in-my-backyard") positions that insist that low-income housing should be spread out, and not be concentrated in the center of the city, which lower input costs associated with high-density areas incentivize. Investing in manufactured housing can reduce the concentration of affordable housing in the city center and can alleviate pressures created by not being able to find high-density areas that are readily available for new affordable housing development.

2. Change ordinances to allow manufactured homes to be sited in residential districts outside existing parks

Altering ordinances to allow manufactured homes to be sited on fee-simple lots in residential districts outside parks is a common practice in Greater Minnesota. Research shows that manufactured and site built homes share the same levels of durability, longevity, craftsmanship, and aesthetic quality, while manufactured housing allows for substantial savings on time, waste, and input costs.⁶

Modern manufactured homes blend into surrounding neighborhoods, and if managed properly, do not lower surrounding property values or raise crime rates more than other types of housing. Concentrated poverty and poor management practices, not simply the presence of low-income housing, have been identified as problems that can destabilize communities. A 2010 University of Chicago academic article suggests that manufactured housing is not more likely to contribute to crime than other forms of housing.⁷ A Thrive MSP report also refutes the myth that affordable housing contributes to either higher rates of crime or lower property values.⁸

These points suggest that the City of St. Anthony and its residents seriously consider the evidence when making negative claims about the value of manufactured housing and affordable housing, and that a more nuanced perspective would identify well-managed manufactured home parks as a valuable resource to the community. Ordinances that allow individual manufactured homes to be sited outside of home parks would allow residents to purchase land underneath their homes, allowing them to become more invested in successfully managing their own property while also boosting the affordable housing rate.

3. Improve your City's level of affordable housing by reducing loan barriers to move residents into currently available manufactured housing units

St. Anthony can expand its affordable housing without building new units. Within Lowry Grove, there is room for more affordable living options. The table above (see Page 3) shows a total of **4 vacant lots—a total of 4 currently available affordable living sites in St. Anthony's manufactured housing supply.** These vacancies exist as easy opportunities that the City can use to improve its supply of affordable housing. Enabling interested potential residents to move into these units can help the City capitalize on a substantial set of unused resources, making them work



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Guide to Manufactured Housing Best Practices

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for its bottom line as well as for the overall wellbeing of the community and low income individuals. The Metropolitan Council states,

unused manufactured home park capacity presents an opportunity for the region to expand its affordable housing stock. If all of the empty pads had a double-wide home placed on them and a family moved into each unoccupied home, the region could provide affordable housing to 1,164 additional families. If each empty pad had a single-wide home on it and a family rented or owned all of the unoccupied homes, this would mean 1,868 more affordable homes in the region. To put this number in context, in 2014, the region added 777 units that were affordable to households who made 60% or less than the Area Median Income.⁹

Helping reduce financial barriers faced by these individuals, such as making quality loans easier to obtain, can decrease vacancy rates and increase your City's affordable housing level. Although sales have dropped since the Great Recession, this does not reflect a reduced demand for manufactured housing:

"While demand for affordable housing remains high, the tightened credit market has devastated the industry," said Fridley Mayor Scott Lund, who sells manufactured homes and owns a manufactured-home community ... "the tightening of the financial market has caused less people to get loans to purchase manufactured homes."¹⁰

In Minnesota, manufactured homes are still considered private instead of real property, which places substantial disadvantages upon residents who are seeking loans to purchase them.¹¹ Chattel loans provide fewer consumer protections, for example, and have much higher interest rates.¹² Given that demand is still high for manufactured homes, programs should be established that are specifically tailored to help potential manufactured housing residents obtain loans to fill vacancies and reduce consumer protection problems. Partnerships with local banks and loan providers could help accomplish this goal.

4. Generate funding opportunities for repair and maintenance, and set standards for infrastructure in manufactured housing parks

Support the repair and replacement of pre-1976 homes with energy efficient homes in rehabilitation and weatherization programs, matched savings programs (Assets for Independence) and energy subsidy programs (Low Income Housing Energy Assistance Program). Allow infrastructure improvements for a manufactured home park where at least 51 percent of the residents are low or moderate-income persons eligible for CDBG funding.¹³ Obtaining CDBG funding for this purpose can help to finance improvements of park infrastructure.

New manufactured housing is energy efficient, making it ideal for communities attempting to generate sustainable low-income housing: "Compared to a typical HUD Code manufactured home, an Energy Star qualified manufactured home can save homeowners from \$190 to \$246 a year in average energy costs, or 24% to 29% of total heating and cooling costs."¹⁴ Numerous options to improve the energy efficiency of older manufactured homes are also available.¹⁵

As energy-efficient affordable housing is becoming more popular due to falling costs of solar and other "green" technologies, manufactured housing has emerged as a particularly useful way to implement them. The input costs of green technologies in manufactured housing parks can be far



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lower than site-built housing and may also present additional qualities that make it highly advantageous to support emerging green technologies. For example, manufactured housing parks probably catch more sunlight than areas with more variety in building height, giving them a competitive advantage when it comes to installing solar panels on roofs, which could then be networked together to sell energy back to the grid.

Standards should be set for manufactured home parks' physical plant, including roads, water supply, trash disposal, lighting, pest control, electrical service, and sewer systems. Historically, guidelines have not been in place to preserve manufactured housing, which enables critics to cite decrepit infrastructure as an argument against manufactured housing overall. This argument is unfair, and does not take into consideration that park residents have traditionally faced scorn from city governments and local residents, in addition to poor management, all factors which have reduced their ability to obtain political and financial support to make these improvements in the first place. Manufactured housing residents may possess little capacity to make such widespread improvements without substantial support. If infrastructures are well managed in manufactured housing communities, there is no reason that high levels of quality, safety, and physical appeal cannot be attained.

5. Encourage resident purchase of communities through local tax incentives and first refusal rights

The creation of resident-owned communities can improve manufactured housing parks as an affordable housing option. There are currently seven resident-owned park cooperatives in Minnesota, and many more nationwide.¹⁶ Residents may form a cooperative that gives them management responsibilities, which has the potential to greatly reduce tensions between residents and management, a common problem that exists in many parks. Owning land under their homes presents a variety of potential benefits to residents, who have more opportunities to make changes and preserve parks in ways that they see fit. The City of St. Anthony could support resident ownership of its park as a way of improving resident investment and accountability.

Cooperatives have the potential to improve public safety, investment in infrastructures, park attractiveness, and the upward economic mobility of residents as the collective works to address its own immediate needs instead of depending on a manager or owner to handle them. Because residents have a unique sense of buy-in and responsibility to their neighborhood and community as part of a cooperative, they are often able to avoid problems commonly faced by parks with a more traditional governance structure. Providing tax incentives to make it easier for residents to purchase their parks could greatly enhance manufactured housing as a resource in your community. For example:

- CDBG funding can help residents to finance the purchase of a park.
- A city or a community development housing organization (CDHO) can apply for the 15 percent of a HOME allocation that is exclusively available to CHDOs and the additional 5 percent of the HOME allocation that may be used for capacity-building activities of CHDOs.
- Waive or reduce transfer taxes when a park owner sells the property to the residents.



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- Waive or reduce business licensing fees for resident-owned communities.
- Forgive tax liens or liens for municipal services on a resident-owned community that were imposed when the property was owned by an investor owner.

Related to the creation of resident-owned communities is the use of rights of first refusal provided under state law that enables residents to purchase a park upon notice of closing, as long as they can meet the standing offer. Extending time limits to enact these rights would give park residents an additional means of preserving affordable housing rates in the community, and ultimately reduce the financial and emotional stresses associated with being forced to move. Rights of first refusal could be enhanced with a local ordinance that provides an extension of time to submit corresponding paperwork upon any zoning change, as in Stacy, Minnesota:

§ 114.09 EXTENSION OF PERIOD OF RESIDENTS' RIGHT TO PURCHASE

Before the execution of an agreement to purchase a manufactured home park, the purchaser must notify the park owner, in writing, if the purchaser intends to close the manufactured home park or convert it to another use within 1 year of the execution of the agreement. The park owner shall provide a resident of each manufactured home with a 180-day written notice of the purchaser's intent to close the park or convert it to another use. During this 180-day notice period, owners of at least 51% of the manufactured homes in the park, or a nonprofit organization which has the written permission of the owners of at least 51% of the manufactured homes in the park to represent them in the acquisition of the park, shall have all rights to purchase the park as afforded under M.S. § 327C.095, Subd. 6.

(Ord. 2007-7-1, passed 7-17-2007)¹⁷

6. Promote manufactured housing within your comprehensive plan and other city outlets as a primary unsubsidized affordable homeownership option for low-income working residents

Manufactured housing is a substantial source of resident-owned affordable housing. Resident-ownership is a valuable way of building assets in low-income communities. It allows for ownership and investment in property that can be sold at a later date for profit, and provides resident-owners with a sense of responsibility to their neighborhood, fostering higher investment in upkeep, maintenance, and public safety. Most residents of manufactured homes own them, which is a valuable characteristic that no other type of housing can match:

Manufactured housing units also offer homeownership opportunities to families for whom ownership is otherwise difficult or not possible. In fact, the homeownership rate among manufactured home residents (90%) is higher than the rate for the residents who live in other types of homes (74%).⁹ Moreover, as Figure 3 shows, manufactured units house families at costs that are much lower than other types of housing with median monthly housing costs for manufactured home owners only 55% of the median monthly housing costs of homeowners in the region.¹⁸

Because resident-owners typically stay in place for a longer period of time, their presence increases the stability of communities, and because they have devoted a higher level of



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investment in their homes, they are more incentivized to care for their community and to be interested in the safety and wellbeing of their peers. This increases levels of social-capital and buy-in among members of a community, which are critical factors that contribute to building economic mobility through asset development and maintaining successful neighborhoods:

Home equity is a major source of personal wealth in the United States. It comprises roughly one-third (31.8%) of net worth for American households. Home equity plays an even more important role for low- and middle-income families, accounting for approximately half of the net worth of families in the bottom 60% of the income distribution in 2007.¹⁹

Manufactured housing is workforce housing. Connecting low-income working individuals in St. Anthony to adequate transportation and housing can facilitate their upward mobility instead of pushing them back into poverty. Due to the economic "multiplier effect," this is in the best interest of all businesses in the community because greater numbers of individuals have the opportunity to purchase their goods and services, as well as work for them.

7. Actively reduce stigma against manufactured housing

The more that low-income individuals are denied opportunities to fully participate in the workplace or to secure essential needs such as housing, the more likely they are to resort to socially-destabilizing behavior, such as property crime to compensate for immediate financial needs, or to alcohol consumption and substance abuse as "self-medication" for trauma and stress when these needs are not met. These patterns of behavior can impose far-reaching destabilizing effects upon entire communities, and pose threats to the wellbeing of the community as a whole, not just its low income individuals. Supporting ordinances, rhetoric, policies, and institutional practices that undermine and withhold value from low-income populations is not in the best interest of your community overall, and these approaches are not a sustainable or cost-efficient use of public taxpayer revenue.

Creating programs and funds that train individuals to better care for their homes by teaching them skills that they can use into the future would be a more effective use of your City's time and money than policies that seek to regulate behavior through punishment, and would build these communities up to be better participants in the City overall, instead of continuing the legacy of destabilization that has traditionally and consistently denied wellbeing to low-income individuals in manufactured home parks.

One of the common stigmas that park residents face is that their mode of housing is associated in public discourse with transience, irresponsibility, and disrepair. We do not call manufactured home parks "trailer parks" anymore, not only because of the unfortunate association of the term "trailer trash" and its negative connotations, but also because the term "trailer" no longer represents the actual use of most manufactured homes, which most often stay in place for their entire lifetimes. The idea that manufactured homes are easily moved contributes to a lack of public awareness of the problems that residents face when they are forced to move due to a park closure or change of use, and translates into additional burdens placed on the residents by outsiders who assume that moving should be no problem for them. The term "mobile home" is outdated for the same reason:



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Although most "mobile" homes are never moved and new manufactured home placements are increasingly titled as real estate rather than personal property, we estimate that nearly two-thirds of them – most of which are located in land-lease communities – are still titled like automobiles rather than as real estate. Titling manufactured homes as personal property increases homeowners' difficulty in obtaining mortgage financing. With personal loans instead of mortgages, these owners lose out on many of the consumer protections afforded to buyers of site-built homes.²⁰

Many residents of manufactured housing parks are disabled, elderly, minorities, and/or veterans, which means that when a city or community acts in discriminatory ways against park residents, it is adding increased burdens upon already heavily stigmatized and disadvantaged populations. According to the Metropolitan Council's recent report, "In manufactured home parks, 44% of residents live in households with incomes at or below 185% of federal poverty level, compared to 22% of all residents in the region. The parks are also an important source of housing for the region's residents with disabilities: 14% of the park residents have disabilities compared to 9% of the residents of the region."²¹

A study by the Consumer Financial Protection Bureau' states that its "findings underscore the importance of the manufactured housing sector as a source of affordable housing for some consumers, including those outside of metropolitan areas, older households, and lower-income households. At the same time, these same groups include consumers that may be considered more financially vulnerable and, thus, may particularly stand to benefit from strong consumer protections."²² Developing a plan to educate your community on these issues can help dispel the myths associated with manufactured housing.

Research suggests that a primary reason that affordable and manufactured housing has so much stigma attached to it is that it has been poorly managed, not simply because low-income residents necessarily cause trouble or reduce property values in surrounding neighborhoods. One study suggests, "well-designed and well maintained or managed manufactured houses would not negatively impact adjacent properties."²³ In addition, well-managed manufactured housing is unlikely to cause higher crime rates in surrounding areas.²⁴ The Metropolitan Council has also attempted to dispel fears related to affordable housing in a recent publication, suggesting, "The design, management, and maintenance of any residential property determine whether or not it is a detriment or asset to its neighbors, regardless of the income of its inhabitants."²⁵ These points suggest that supporting manufactured housing in your communities can create substantial value, regardless of stigma against it.

We recommend that your City adopt new approaches towards manufactured housing populations that ultimately help residents foster healthier behavior and build strong, sustainable communities. Recognizing that the whole community stands to benefit from improving the stability of its most vulnerable members can help overcome political pressures that stigmatize the poor and disadvantaged. Discriminatory policies self-reinforce the stigma that they are founded upon, and their supporters often fail to recognize that such policies have largely been responsible for the undesirable outcomes they seek to punish. Instead of fostering dysfunction in low-income communities by withholding resources from them, it is in the long-term best interest of cities, planners, and communities overall to facilitate community-level supports and services for manufactured housing park residents, investment in and rehabilitation of park infrastructures, and to reduce and rescind overly-disruptive policies that destabilize their wellbeing.



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Resources

- ¹ HUD. Final FY 2016 Fair Market Rent Documentation System. Found at Website: <https://www.huduser.gov/portal/datasets/fmr.html>
- ² All Parks Alliance for Change. 2016. Before You Sign: A Consumer's Guide to Mobile Home Parks in the Twin Cities (Forthcoming). Found at Website: <http://www.allparksallianceforchange.org/?q=beforeyousign>
- ³ CFED. Getting the Facts: A closer look at manufactured housing and I'm Home. Found at Website: http://cfed.org/programs/innovations_manufactured_homes/about_manufactured_housing/facts_about_manufactured_housing/
- ⁴ CTG Energetics, Inc. 2012. Sustainability in Manufactured Home Communities: Cost-Effective Energy, Water and Community Infrastructure Strategies to Maximize Long-Term Value. Pg. iv. Found at Website: <http://rocusa.org/uploads/Sustainability%20in%20Manufactured%20Home%20Communities%20-%20White%20Paper.pdf>
- ⁵ Metropolitan Council. (2016). Manufactured Home Park Preservation Project Report. Pg. 6. Found at Website: http://metrocouncil.org/Council-Meetings/Committees/Metropolitan-Council/2016/6-8-16/0608_2016_Manufactured-Home-Park-Equity-Grant-Repo.aspx
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- ⁷ McCarty, William P. (2010). Trailers and Trouble? An Examination of Crime in Mobile Home Communities. Cityscape: A Journal of Policy Development and Research. Volume 12, No. 2, 2010. Found at Website: <https://www.huduser.gov/portal/periodicals/cityscape/vol12num2/ch7.pdf>
- ⁸ Thrive MSP. (2014). 2040 Housing Policy Plan. Metropolitan Council. Pg. 20. Found at Website: <http://metrocouncil.org/Housing/Planning/2040-Housing-Policy-Plan.aspx>
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- ¹⁰ Prather, Shannon. (2015). Despite manufactured homes' decline, many find them ideal: In Minnesota and beyond, mobile-home market has changed dramatically. Star Tribune. July 4, 2015. Found at Website: <http://www.startribune.com/despite-manufactured-homes-decline-many-find-them-ideal/311652961/>
- ¹¹ Consumer Financial Protection Bureau. (2014). Manufactured-housing consumer finance in the United States. Pg. 44. Found at Website: http://files.consumerfinance.gov/f/201409_cfpb_report_manufactured-housing.pdf
- ¹² Consumer Financial Protection Bureau. (2014). Manufactured-housing consumer finance in the United States. Pg. 32. Found at Website: http://files.consumerfinance.gov/f/201409_cfpb_report_manufactured-housing.pdf
- ¹³ United States Department of Housing and Urban Development. Community Development Block Grant Program - CDBG. Found at Website: http://portal.hud.gov/hudportal/HUD?src=/program_offices/comm_planning/communitydevelopment/programs
- ¹⁴ CFED. Getting the Facts: A closer look at manufactured housing and I'm Home. Found at Website: http://cfed.org/programs/innovations_manufactured_homes/about_manufactured_housing/facts_about_manufactured_housing/
- ¹⁵ Energy.Gov. Energy-Efficient Manufactured Homes. Found at Website: <http://energy.gov/energysaver/energy-efficient-manufactured-homes>
- ¹⁶ North County Cooperative Foundation. 2015. Found at Website: <http://northcountryfoundation.org/impact/>
- ¹⁷ City of Stacy, Minnesota. 2007. Code of Ordinances. Found at Website: [http://library.amlegal.com/nxt/gateway.dll/Minnesota/stacy_mn/cityofstacyminnesotacodeofordinances?f=templates&fn=default.htm\\$3.0\\$vid=amlegal:stacy_mn](http://library.amlegal.com/nxt/gateway.dll/Minnesota/stacy_mn/cityofstacyminnesotacodeofordinances?f=templates&fn=default.htm3.0vid=amlegal:stacy_mn)



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- ¹⁸ Metropolitan Council. (2016). Manufactured Home Park Preservation Project Report. Pg. 6. Found at Website: http://metro council.org/Council-Meetings/Committees/Metropolitan-Council/2016/6-8-16/0608_2016_Manufactured-Home-Park-Equity-Grant-Repo.aspx
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- ²¹ Metro Stats. (2016). A Resource At Risk: The Twin Cities Region's Manufactured Housing in 2015. Metropolitan Council. Pg. 4. Found at Website: <http://metro council.org/getattachment/e15d9472-0cb3-4ecf-933c-de37c9764af6/.aspx>
- ²² Consumer Financial Protection Bureau. (2014). Manufactured-housing consumer finance in the United States. Pg. 7. Found at Website: http://files.consumerfinance.gov/f/201409_cfpb_report_manufactured-housing.pdf
- ²³ Wubneh, Mulatu and Guoqiang Shen. 2001. The Impact of Manufactured Housing on Residential Property Values: A GIS Based Approach. Lincoln Institute of Land Policy. Working Paper. Pg. 31. Found at Website: https://www.lincolnst.edu/pubs/dl/106_WP01MW1.pdf
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- ²⁵ Thrive MSP. (2014). 2040 Housing Policy Plan. Metropolitan Council. Pg. 20. Found at Website: <http://metro council.org/Housing/Planning/2040-Housing-Policy-Plan.aspx>

Karina Heim

From: Breanne Rothstein
Sent: Tuesday, August 15, 2017 11:03 PM
To: Karina Heim
Subject: Fwd: Lowry Grove Redevelopment

Can you add this to the group of emails? thanks!

Sent from my Verizon 4G LTE smartphone

Breanne
 (763) 231-4863

----- Original message -----

From: lahti008@umn.edu
 Date: 8/14/17 9:23 PM (GMT-06:00)
 To: Jim Gondorchin <jim.gondorchin@savmn.com>, Dominic Papatola <dominic.papatola@savmn.com>, Dan Bartel <dan.bartel@savmn.com>, Robert Foster <robert.foster@savmn.com>, Mark Kalar <mark.kalar@savmn.com>, Jedd Larson <jedd.larson@savmn.com>, Marcey Westrick <marcey.westrick@savmn.com>, Jerry Faust <jerry.faust@savmn.com>, Bonnie Brever <bonnie.brever@savmn.com>, Hal Gray <hal.gray@savmn.com>, Jan Jenson <jan.jenson@savmn.com>, Randy Stille <randy.stille@savmn.com>
 Cc: Breanne Rothstein <planner@savmn.com>, Mark Casey <mark.casey@savmn.com>
 Subject: Lowry Grove Redevelopment

Dear Planning Commission, Mayor and City Council members,

As a resident of St. Anthony and the Kenzington, I am writing this letter to express my concerns about the redevelopment of Lowry Grove.

While I am not opposed to the project as a whole, I am opposed to the size and scope of the project and the impact it will have on our neighborhood.

The 2008 Comp plan calls for the redevelopment of the area to be medium to high density, but at 800+ units, this is too high density. With this increase in density comes more traffic congestion, noise, and a threat to pedestrian safety. A development at the lower range of high density (around 400 units) and buildings 3-4 stories tall would better fit the essential character of the neighborhood.

I am asking that you not approve the proposed amendment to increase the density from 40 units per acre to 48 or more.

I am very concerned about the need for this increase in density and the effect it will have on the existing neighborhood. I feel the developer can accomplish their goals and the city's goals without this increase in density. We all want to see a thoughtful, well designed project that is compatible with our quiet, friendly, walkable neighborhood.

Thank you for the opportunity to express my opinion.

Ginny Lahti

2601 Kenzie Terrace #321

St. Anthony, MN 55418

Sent from [Mail](#) for Windows 10

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----- Original message -----

From: Laurie Parker <llparker100@gmail.com>

Date: 8/17/17 8:42 PM (GMT-07:00)

To: jerry.faust@savmn.com, bonnie.breuer@savmn.com, hal.gray@savmn.com, jan.jenson@savmn.com, randy.stille@savmn.com, Jim.Gondorchin@savmn.com, Dominic.Papatola@savmn.com, Dan.Bartel@savmn.com, Robert.Foster@savmn.com, Mark.Kalar@savmn.com, Jedd.Larson@savmn.com, Marcey.Westrick@savmn.com, planner@savmn.com

Subject: A resident's questions about Lowry Grove redevelopment details

Hello,

I am writing to share my thoughts/concerns regarding the Lowry Grove development. I know I am not the only person sending the comments and questions included here, and I expect to have these questions answered and comments addressed. I will be out of the country and not able to attend the meeting on August 28th, therefore I expect the following:

- That my concerns and questions in this email are added to the public record of commentary at the hearing
- To receive a detailed response from a representative of the city by email, replying to these comments and questions.

I was happy to hear that there was a resolution to offer affordable housing in the Lowry Grove complex. That being said, I have concerns about the strength of the commitment to the lowest income tier units, and the size of the overall development. **The city and we, its residents, should not be made to cover the costs of CPG's poor business decision by having to take on more density than is practical or consistent with the 2008 ten year City of St. Anthony Village Comprehensive Plan. The former residents of Lowry Grove, our neighbors, should not be pushed out of our community by a lack of sufficient affordability of housing.**

Based on the pictures, the developer's plans call for three (at least) 6-story apartment buildings along Kenzie Terrace. There will be two 5-story apartment buildings as well. **The density of the project proposed is 48 units/acre which is above what is called for in the current comprehensive plan (25-40 units/acre) and greater than the housing density at Silver Lake Village (38 units/acre).**

Also, something to consider is the former Lowry Grove site is currently zoned for residential, and it is bordered on 2 1/2 sides by single-family homes, unlike Silver Lake Village which is bordered by train tracks, retail and apartments, and no single-family homes.

Neighborhoods around Lowry Grove are going to be greatly impacted by this redevelopment. It will also have impacts on the city of St. Anthony as a whole, including **schools, city and emergency services**, and traffic on all connector roads.

We want to see documentation about how adding up to 2,000 people to the village will impact such services, or the cost of those services.

I realize that development decisions aren't made based on the impact it has on traffic, however, I am still concerned about how this will add to already busy intersections in this area. The traffic study for this proposal noted 4384 additional car trips generated by this development. Hennepin County engineers have stated that this estimate is low.

In response to my concerns mentioned above, I am requesting that the development stay in accordance with the current ten year City of St. Anthony Village Comprehensive Plan (2008).

Due to the site location bordering single family homes on two sides and the limited vehicle access, I add my request to the requests you are no doubt receiving from others that:

1. Density be no more than 25 units per acre (385 units).
2. Buildings be no taller than three residential stories.

I have other related questions that I request be addressed in full, as well:

- How does the current plan being proposed by CPG address the goals, challenges, or opportunities of the [2008 Strategic Plan](#) (p. 2-3)?
- According to the zoning map, the Lowry Grove area is zoned for R1 - Single Family Residential. How is a potential 6-12 story complex defined as Single Family? Or, where is information on the website that the zoning for it was changed for R4 - Multiple Dwellings? If it has been changed, what was the basis used for that decision?
- If indeed, it is determined by the courts that CPG is able to maintain ownership of the site, who pays for the additional need for more space in the schools, additional fire fighting capacity, etc, that will come with a larger complex? How will it impact the overall infrastructure of SAV?
- Where can I find information about the current status of the Walmart complex? Why it is sitting empty, while it is being suggested to convert an area that has the potential for a green space, into additional concrete space? How does that fit in the city strategic plan?

- In the end, to what extent will the community actually have a say in what happens to that site?

We will be watching this development and waiting to hear from you. As you know, many in St. Anthony Village are not afraid to stand up and call you out publicly on this, and we will continue to do so.

Sincerely,

Laurie Parker

3625 Belden Dr NE

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Maynard and Elizabeth Shaw
2835 Roosevelt Street N.E., St. Anthony, MN 55418

August 21, 2017

St. Anthony City Council
3301 Silver Lake Road
St. Anthony, MN 55418

Sent via email: city@savmn.com

Attention All St. Anthony City Council Members:

We have been following the events and news updates with the closing of and re-development plans for Lowry Grove. We feel it is time to express our concerns about the project/proposal put forth by the new owners.

We strongly urge the Council to not amend the current statutes on density which cap units at 25 per acre and to not allow buildings taller than residential three stories.

We are lifelong residents of Northeast Minneapolis, 28 of those years enjoying our single-family home in St. Anthony. We do not want to even imagine the chaos that would ensue by jamming that many units and people (let alone cars) into the space at Lowry Grove. Please do not let our beautiful city (and zoning statutes) change because there is potential for more tax income - *if that is potential motivation*.

Our City's infrastructure is right-sized in many ways - roads, parking, school enrollments and emergency services. With that said, we personally already deal with traffic issues along the short, two block stretch in front of our home - from St. Anthony Parkway to 29th Avenue, with people racing at speeds over 40 MPH in those two blocks. Cars cut over from the Parkway at rush hour, after church and just in general. We are constantly monitoring the street when our grandchildren are over and playing in the front yard or riding their bikes on Murray. Add another 800+ cars to the area - please NO!

We have spent every year improving our home and landscape, raising the value for the next generation. Our neighbors are all doing the same. It's an unwritten 'code' in our City - everyone works to keep it beautiful. Young families with small children are attracted to our City and moving into the area for all the reasons stated above - the well-kept homes, schools, churches, streets and dependable emergency response teams.

Please understand that we support the building of units on the acreage, but implore you restrict the number and size accordingly. We plan to attend the meeting on the 28th, but also felt that we needed to state our thoughts and wishes in writing for you all to consider.

Sincerely,

Maynard and Elizabeth Shaw

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Dear Mr. Faust, City Council members, and Ms. Rothstein,

First let me commend you on the professional handling of the City business during the tumultuous past year. We are all very proud of your leadership within the City during both the difficult and tragic times and impressed by the level of conduct you displayed.

We have lived in the Village for over 30 years and love the quiet enjoyment we have experienced in this first tier suburb. We urge you and the council to manage the Lowry Grove Redevelopment with a reasonable steady hand by upholding the density guidelines to no more than 25 units per acre and buildings no taller than 3 residential stories. Further, the developers parking plan is deficient suggesting only 1-1.3 parking spaces per unit would be adequate. We are also very concerned about the increased level of traffic and how the City will manage this and if it will be necessary to add traffic lights.

We believe the developer was aware of the City's guidelines going into the venture and will still be enormously profitable even staying within them.

Please support the current comprehensive plan by limiting density to no more than 25 units per acre and buildings no taller than 3 stories, keeping in sync with the current properties abutting the development.

Thank you!

Mathew & Peggy Kukielka
(612) 788-7270
2825 Stinson Blvd NE

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Memorandum

To: *Honorable Mayor and City Council
Mark Casey, City Manager
City of Saint Anthony Village*

From: *Charles Rickart, PE, PTOE, Traffic Engineer
WSB & Associates Inc*

Copy To: *Breanne Rothstein, Planner & Todd Hubmer, City Engineer
WSB & Associates, Inc.*

Date: *August 15, 2017*

Re: *The Village LLC Traffic Study
Supplemental Traffic Review
WSB Project No. 2170-300*

A Traffic Study was prepared for redevelopment of the existing 15-acre, 200 unit manufactured home/RV park community located in the northeast quadrant of the intersection of Kenzie Terrace (CR 153) and Stinson Parkway in the City of St Anthony. The purpose of the study was to determine the potential transportation impacts from the redevelopment of the site. The study was prepared to be included as part of the Environmental Assessment Worksheet (EAW) process.

The proposed Village LLC development is anticipated to consist of a combination of multi-family residential units (townhomes and apartments). The project is proposed to include five, 3 to 5 story multi-unit buildings with a mix of apartments, senior living, and continuing care uses consisting of approximately 800 units. In addition, the project will include approximately 37, 2-to 3-story townhome units.

As part of the review process questions were raised with respect to the traffic conditions and impacts to Stinson Parkway south of Lowry Avenue/Kenzie Terrace (CR 153) and on Lowry Avenue west of Stinson Parkway. The propose of this supplemental traffic review is to address the following questions:

1. How many vehicles are there today on: Stinson Parkway south of Lowry Avenue/Kenzie Terrace and Lowry Avenue west of Stinson Parkway (ADT and peak hour)?

AM and PM peak hour turning movement and daily counts were conducted during the week of October 10th, 2016 for the intersections and roadways surrounding the site including the intersection of Stinson Parkway at Lowry Avenue / Kenzie Terrace (CR 153). The traffic volumes were shown on Figure 4 and Figure 5 from the study.

Table 1 below shows the existing traffic volumes, based on the counts completed in October of 2016.

Table 1 – Traffic Volume Summary

Location	Existing 2016			2030 No-Build			2030 Build			2040 ADT
	ADT	AM Peak	PM Peak	ADT	AM Peak	PM Peak	ADT	AM Peak	PM Peak	
Stinson Pkwy - South of Lowry Ave /Kenzie Tr	8,000	698	1,053	8,200	716	1,078	10,250	886	1,293	11,500
Lowry Ave - West of Stinson Pkwy	7,000	793	1,117	7,150	812	1,142	7,500	833	1,168	8,100

2. How many vehicles would there be at full build (2030) of the site on: Stinson Parkway south of Lowry Avenue/Kenzie Terrace and Lowry Avenue west of Stinson Parkway (ADT and peak hour)?

The 2030 no-build condition was determined by projecting the existing traffic volumes with a background growth factor of 0.15% per year based on the Metropolitan Travel Demand model projections.

The 2030 full build traffic volumes were then determined by adding the proposed site traffic to the 2030 no-build volumes. The estimated trip generation from the proposed redevelopment project was based on rates for other similar land uses as documented in the Institute of Transportation Engineers Trip Generation Manual, 9th Edition. **Table 1** above shows the 2030 no-build and 2030 build traffic volumes.

3. How many vehicles would there be by 2040 on: Stinson Parkway south of Lowry Avenue/Kenzie Terrace and Lowry Avenue west of Stinson Parkway (ADT and peak hour)?

The original Traffic Study did not evaluate the year 2040 conditions. However, the City's Comprehensive plan update currently being prepared did provide projections to 2040. The plan has not been approved by the City or Met Council so they are still considered draft projections. Peak hour volumes have not been determined or analyzed. **Table 1** shows the 2040 ADT traffic volumes from the draft modeling which has been completed.

4. Can the current roadway designs handle the additional traffic? Will it worsen congestion during peak hour?

With any increase in traffic volume congestion would worsen, however an analysis needs to be completed to determine what impact it would have on the area intersections and roadway segments.

Roadway congestion is based on the capacity of the roadway. The City's current Comprehensive Plan update, Transportation Section, includes a table (Table 1) that indicates planning level thresholds for roadway segments. Based on this table a two-lane undivided has a threshold of 10,000 to 12,000 vehicles per day.

Based on projections shown in **Table 1** above, both Stinson Parkway south of Lowry Avenue/Kenzie Terrace and Lowry Avenue west of Stinson Parkway, have adequate capacity with the existing roadway sections through 2040.

In addition, based on the analysis in the original Traffic Study mitigation improvements were recommended for 2018 with the proposed development and by 2030 as the area continues to develop. Specifically, at the Stinson Parkway and Lowry Avenue/Kenzie Terrace intersection these recommendations include:

2018 with Lowry Grove Development:

- Lengthen the westbound left turn from Kenzie Terrace (CR 153) to southbound NE Stinson Parkway by shortening or removing the existing left turn lane from Kenzie Terrace to the Bremer Bank Building.
- Lengthen the northbound left turn from NE Stinson Parkway to westbound NE Lowry Ave from 150 feet to 300 feet.

2030 with Future Area Development:

- Consider a roundabout or other traffic control improvements at the intersection of Kenzie Terrace (CR 153)/NE Lowry Ave at NE Stinson Parkway.

5. Should the CR 88 at Stinson Parkway also be analyzed?

During the development of the original Traffic Study it was determined based on direction from Hennepin County that the intersection of CR 88 and Stinson Parkway would not need to be included in the analysis. The primary reason was that this location is the intersection of two county roads and has been identified with operational issues with existing conditions. The increase in traffic from the proposed redevelopment will add traffic to this intersection however, the magnitude of increase compared to the existing traffic will not significantly change the overall operation of the intersection.

If you have any further questions need any additional information, please contact me at (612) 360-1283 or crickart@wsbeng.com.

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August 16, 2017

Ms. Traci Tomas
Continental Property Group

Re: The Village LLC Development
St. Anthony Village, MN
Development Plan Review
WSB Project No. 02170-300

Dear Ms. Tomas:

We have reviewed the development plan submittal received on July 25, 2017, for the above referenced project. Plans have been prepared by Wenck Associates., dated July 17, 2017. The plan includes the storm water management plan, site plan, grading plan, sanitary sewer, water, and storm utility plans.

We have the following comments and recommendations for this development plan review.

General

1. Prior to the start of any construction, permits will need to be obtained and submitted to the city from the following agencies:
 - a. MPCA Construction General Permit
 - b. MPCA Sanitary Sewer Extension Permit
 - c. MnDOH Watermain Extension Permit
2. An operations and maintenance component will be required to ensure that the stormwater treatment facilities will be maintained long term. The declarations must at a minimum include the following:
 - a. Annual inspection and reporting to the city
 - b. Maintenance of all erosion control measures including, but not limited to: rip rap, storm sewer outlets, catch basin inlets, etc. (annual documentation required)
 - c. Verification of system drawdowns with 48 hours (annual documentation required)
 - d. Removal of sediment, trash and debris (annual documentation required)

Existing Conditions, Erosion, and Sediment Control

1. Submit erosion control plans.
2. Identify and label construction limits.
3. Identify and label benchmark elevations.
4. Submit boring report and logs.

Grading Plan

1. Label top and bottom elevations of the proposed retaining walls.

Ms. Traci Tomas
 August 9, 2017
 Page 2

2. Structural calculations for the proposed retaining walls greater than 4.0' in height need to be submitted for review prior to construction of the walls. The submittal will need to include:
 - a. Certification of a qualified MN licensed professional
 - b. Soil boring logs and geotechnical recommendation for support
 - c. Identify the type of material for the wall and design details
 - d. Provide details of the wall construction
 - e. Provide a safety railing or fence above the wall
3. The legend shows a floodplain boundary and a shoreland tier boundary. If those exist on the site, identify their locations.
4. Buildings A and D appear to have adjacent sidewalk elevations higher than their FFE. Document this need.
5. The slope south of Building B may require a retaining wall.
6. The northeast corner of Building A may require a retaining wall.
7. Label all steep slopes with minimums or maximums (i.e., 3:1 max).
8. Clarify the 919 contour between Pond 13P and Road B.

Storm Water Management

1. Label emergency overflow locations and elevations for all BMPs (aboveground and underground systems). Add flow arrows as necessary.
2. According to the Mississippi Watershed Management Organization, any new or redevelopment requires 2' of freeboard over the 100-year HWL or 1' over the EOF and lowest building floor elevation. Basin 9P, Basin 10P, Pond 12P, and Pond 13P do not have a 2' separation from the 100-year HWL.
3. The underground detention area near Stinson Parkway are not modeled. A design in HydroCAD with labeled EOF and HWL is required to ensure it will not flood downstream structures.
4. Avoid short circuiting with Basin 10P if possible, or provide explanation as to why the inlet/outlet configuration is necessary.
5. Provide detail on outlet control structures and pond sections.
6. Match HydroCAD values to plan set in final submittal.
7. Provide pretreatment structures and details for all permanent BMPs.
8. Submit drainage area map with the HydroCAD report for existing and proposed conditions.
9. Are drainage easements being added along Kenzie Terrace on the south side of Building D?
10. Provide storm sewer calculations in final submittal including cover, slopes, capacity, sizing, etc.
11. Add rip rap or other stabilization at pond inlets.
12. Pond 12P does not contain the HWL.
13. Will trench drains be located at each parking garage entrance?

Ms. Traci Tomas
August 9, 2017
Page 3

14. Incorporate 40% voids for all biofiltration basin models.
15. Label pond side slopes.
16. Label NWL and HWL for all structural BMPs.
17. Provide casting and structure size information.

Sanitary Sewer and Watermain

1. Label lighting fixture locations on final plan set.
2. Connection to the existing sanitary manhole to be core drilled and filled with a watertight boot.
3. MH-1 should include an outside drop.
4. The sanitary minimum velocity is 2 fps.
5. Where are the sanitary and water service connections to the building? The locations and elevations will be critical to ensure service can be met to the lower units and underground parking facilities.
6. Label the valves or cleanouts on final plan set.
7. Ensure separation distances between all utilities.
8. Hydrants shall be located to provide coverage of the building pad within a radius of 250 feet.
9. Ensure all hydrants are equipped with the proper nozzle treads per the City Standard Specifications.
10. Provide 4" thickness of insulation at watermain and storm sewer crossings where storm sewer and drainage structures provide less than 3.5 feet of cover over the watermain.
11. Verify an 8" watermain as proposed will provide adequate fire flow and pressure to serve the number of units and building elevations being proposed.
12. Watermain material – the plans call out PVC, city standard specification is ductile iron pipe with poly wrap.
13. Water and sanitary sewer connections to buildings must conform to the plumbing code as interpreted by the local building officials.
14. The applicant shall include a drain tile system behind the curbs to convey sump pump discharge from the units as detailed in the City Standard Specifications.

Please contact me if you have any questions or need any additional information from engineering staff.

Sincerely,

WSB & Associates, Inc.

Todd Hubmer
City Engineer

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Fire Department Review of Land Usage

Lowry Grove Redevelopment

Review of plans were performed by:

Fire Chief – Mark Sitarz

Fire Marshal – Chris Fuller

In reviewing the plans we have put together a listing of our comments and concerns below.

The City of St. Anthony is currently under the 2015 Minnesota State Fire Code (MSFC), based on the 2012 International Fire Code. All plans will be reviewed according to this and any reference to standards in that code.

- Access Roads: Appendix D of the MSFC has been adopted by the City of St. Anthony and provides rules for access roads and turn arounds. Additional requirements are in Chapter 5. Specifically detailed is roads shall be maintained to within 600 ft. in sprinkled R occupancies. It was difficult to determine if this is being met by the site drawing.
- A hammerhead style turn around will be needed in NE corner of development. One of our concerns relates to winter parking and snow accumulation in that area.
- There are various sides of the structures that will require additional access roads with a 20 foot width and engineered to provide access for fire apparatus
- It was unclear if there will be access to the courtyard areas.
- There were various areas of concern on whether road width appears to be in compliance.
- Hydrant spacing was difficult to determine from drawing.
- As a reminder that hydrant placement is tied to where the FDC (fire department connections) are placed as well as building standpipes. As of now, we do not know where the FDC locations on the structures will be and those locations will need to be determined and approved by the Fire Marshal.
- There were no hydrants noted on Stinson Boulevard. Those need to be added to the plan.
- All buildings, as currently proposed, will be sprinkled.
- Building entrances are not indicated on the drawing. Proposed building entrances are important for planning access issues, fire department connection locations, and fire lane restrictions. Garage entrance locations also need to be considered.
- Considerations for the actual buildings cannot be addressed until detailed plans are submitted for the actual buildings. A plan review process will occur for all proposed buildings and will reference the codes in force when the plans are submitted.

- With the underground parking, radio communications may not be possible for Fire\Police and EMS. Installation of a wired communications system may be required or a “booster” of some type.

We have been asked by residents as to the effect that an 833 unit development will put on our Fire\EMS services. Adding density will impact requests for service however to what degree we cannot be certain. We have noted that in past developments market rate housing does increase the demand however not to the extent that senior housing and assisted living do when it comes to EMS calls.

Public Safety Review

Project Address: 2401 and 2501 Lowry Avenue

Department: Police Department

Review Completed By: Name: Police Chief Jon Mangseth

Police Department Review of Proposed Development:

The Village Site project, 2401 and 2501 Lowry Avenue, is forecast to be an 833 unit site comprised of a distinct affordable housing component, as well as a component that integrates market-rate, senior focused and for sale townhome elements.

Concern was raised with regard to access to the development off of Stinson Boulevard and Kenzie Terrace, as well as egress from the development onto these streets. An exit/entry point off of Lowry Avenue would be very close to the intersection of Lowry Avenue and Stinson Boulevard. Vehicles leaving the development onto WB Lowry Avenue would have low risk for accident. Those leaving onto EB Lowry Avenue and Kenzie Terrace would present additional risk for vehicle, bicycle and pedestrian traffic. Vehicle exit/entry off of Stinson Boulevard would present minimal risk for area vehicle, bicycle and pedestrian traffic provided entry/egress is limited to NB traffic only. If a crossover to SB Stinson Boulevard is constructed, the risk potential would increase. It remains to be seen what influence the Minneapolis Park Board will have in regards to traffic management on Stinson Boulevard.

The layout of outdoor parking at this development should be consistent with other area developments. It is recommended that the development allow for easy access for police patrol cars, fire apparatus and local ambulance services. Provisions for emergency vehicle access should allow for easy access/egress to the property. There should be continuity with regard to pedestrian and vehicle circulation within the site, which will aid in police, fire and EMS response. Building entrances should be in close proximity to pedestrian walk ways and vehicle parking areas.

On street neighborhood parking on Stinson Boulevard and surrounding side streets, in St. Anthony and Minneapolis, may be impacted by a development of this size. Care should be given to future roadway design of Stinson Boulevard and Lowry Avenue/Kenzie Terrace. On street parking on Lowry Avenue should be avoided due to roadway design in that area. Due care should be taken in regard to a development of this size and existing residents as it pertains to quality of neighborhood life concerns related to traffic, parking, noise and littering complaints.

The demands an 833 unit site puts on the police department can be projected in two ways. First, a performance based approach to staffing that takes into account projected call load. Second, and more common, is the average ratio of full time officers per 1,000 residents. The first, being more accurate, would be appropriate to consider. Seeing how this development will be phased in over multiple years, it will be important to do yearly monitoring of calls for service to this site when making staffing decisions.

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NOTICE OF A PUBLIC HEARING

Notice is hereby given that on August 28, 2017 at 7:00 p.m. at City Hall, 3301 Silver Lake Road, the Saint Anthony Village Planning Commission will hold a public hearing to solicit public response to the following requests at 2401 and 2501 Kenzie Terrace (aka the Village Redevelopment Project):

Request for Comprehensive Plan Amendment to allow for a change in Land Use Guidance from Commercial to High Density Residential on the property located at 2401 Lowry Avenue (Bremer Site);

Request for Comprehensive Plan Amendment to allow for a change in density from 40 to 48 units per acre in the High Density Residential land use category;

Request for a Preliminary Planned Unit Development (PUD) Plan to allow 833 multi-family units on 2401 Lowry and 2501 Lowry Avenue;

Request for a Preliminary Plat to allow the subdivision of the property at 2401 Lowry and 2501 Lowry Avenue into 5 multi-family housing lots, one lot for park, 32 lots for townhomes, and an outlot for private roads.

Those persons having an interest in said meetings are encouraged to attend. Plans and additional information can be found at:

<http://www.savmn.com/293/Redevelopment-of-Lowry-Grove>

Oral testimony will be accepted on the above subject at this meeting. Written comments may be taken at the St. Anthony Village City Hall, 3301 Silver Lake Road, St. Anthony Village, Minnesota 55418 until the date of the hearing. Questions may be directed to the City Planner at 763-231-4863.

The Planning Commission agenda and packet item relating to this application will be made available prior to the meeting online at www.saint-anthony.mn.us.

Breanne Rothstein, AICP
City Planner



Audubon Neighborhood Association

Breanne Rothstein
Planner, St. Anthony Village
WSB & Associates, Inc.
701 Xenia Avenue South, Suite 300
Minneapolis, MN 55416

Dear Ms. Rothstein:

Audubon Neighborhood Association is greatly concerned about the redevelopment plan for Lowry Grove Mobile Home Park by The Village, LLC, as it is described in the initial project sketches and narrative. As you know, this area borders our neighborhood on Stinson Parkway and Lowry Avenue. The initial sketches do not reflect the historic nature, style or density of Stinson which is both a parkway and a National Scenic Byway.

The proposed plan will create more traffic congestion and pollution in our neighborhood. The traffic study for the project notes that 61% of the trips to the development will travel through Minneapolis. However, the study did not include any street south of Lowry Avenue or west of Stinson Parkway.

Even though we live in different municipalities, we are part of the same community. This redevelopment is an opportunity to improve the area for all. Audubon Neighborhood Association respectfully requests the following:

1. An expanded traffic study to include Stinson Parkway south of Lowry to New Brighton Boulevard, Lowry Avenue to Johnson Street, and Saint Anthony Parkway to Johnson Street.
2. Access to the project designed to funnel the majority of traffic onto Highway 88. Access at 26th Avenue to remain closed to traffic.
3. Homes built along Stinson Parkway to be no more than 2 stories with architectural aesthetic to match existing Parkway homes. Homes should be single-family homes to further complement the current aesthetic.
4. The set back on Stinson Parkway equal to or greater than that on the west side of Stinson. No infringement of the Minneapolis Park and Recreation Board right of way.
5. Adequate parking for residents, guests and staff within the development, underground, and included in the price of rent.

6. A reduction in the size and scale of the other units to no more than three stories, driving adherence to St. Anthony's Comprehensive Plan 2008, which calls for density of between 25-40 units per acre (a reduction from the current plan presented by The Village LLC).
7. More green space. Incorporation of existing mature trees, and new trees with adequate soil volume to support them as mature trees, gardens, a playground, and walking trails. A 46% increase in impermeable surface is alarming.
8. Space for retail development (shops, café, restaurant) on the first floor of buildings which face Kenzie Terrace.

Thank you for your consideration of these requests in your review of the plans submitted to redevelop the Lowry Grove Property. We would very much like to work with you on a plan that will enhance the lives of the people in the new development as well as our St. Anthony and Northeast community as a whole.

On behalf of ANA,



Egan Haugesag
ANA Board President

Cc: Jerry Faust, St. Anthony Mayor
Bonnie Brever, St. Anthony Village Councilmember
Hal Gray, St. Anthony Village Councilmember
Jan Jenson, St. Anthony Village Councilmember
Randy Stille, St. Anthony Village Councilmember
Jim Gondorchin, St. Anthony Planning Commission Chair
Mark Casey, St. Anthony City Manager
Betsy Hodges, Minneapolis Mayor
Kevin Reich, Minneapolis Council Member
Liz Wielinski, Minneapolis Park Board Chair
Anita Tabb, Minneapolis Park Board President
Meg Forney, Minneapolis Park Commissioner
John Erwin, Minneapolis Park Commissioner
M. Annie Young, Minneapolis Park Commissioner
Windom Park Citizens in Action

----- Original message -----

From: Amber Stock <amber.k.stock@gmail.com>

Date: 8/27/17 8:28 PM (GMT-06:00)

To: jerry.faust@savmn.com, hal.gray@savmn.com, jan.jenson@savmn.com,
randy.stille@savmn.com, jim.gondorchin@savmn.com, dominic.papatola@savmn.com,
dan.bartel@savmn.com, robert.foster@savmn.com, mark.kalar@savmn.com,
jedd.larson@savmn.com, marcey.westrick@savmn.com, planner@savmn.com, Breanne
Rothstein <BRothstein@wsbeng.com>

Subject: Lowry Grove Development

Hello,

My name is Amber Stock. My family and I live on 27th Avenue NE in St. Anthony Village in a single family home on a street that directly borders the Lowry Grove site. I am writing to share my thoughts and concerns about the proposed development on that site.

I am optimistic that the development of Lowry Grove could improve the neighborhood in the long term with potential to:

- Provide additional affordable housing for St. Anthony Village
- Lead to positive development elsewhere in the Village (like the Walmart site)
- Improve long standing commercial vacancies in the area shopping centers
- Lead to a safer Kenzie Terrace with adequate pedestrian and bicycle access

I can generally support the concept and building uses proposed by the developer. However, I have serious concerns about parking, school capacity, traffic in and around our neighborhood, environmental impacts, and the fit of the development in our neighborhood.

All of these concerns relate to the proposed density of this development. Below are more specifics on my concerns as related to these topics.

Parking

The parking in the proposal is not appropriate for our neighborhood. All resident parking must be contained within the development.

If there is not adequate parking inside the development residents will park on closest on-street parking, which is in our neighborhood. Based on the current plan, residents and guests are left to seek overflow parking in our neighborhood streets.

Our neighborhood cannot be used as a solution for inadequate parking within the development. Streets are already narrow and any additional parking reduces visibility and safety.

Decreasing the overall density will allow for more adequate parking within the development.

Further, the cost of enclosed parking should be included in rents in the development. Adding additional fees for parking often leads to residents parking in neighborhood streets to avoid the extra fee.

Schools

My husband and I moved to St. Anthony Village last June and had our first child last September. Our number one reason for selecting this community was the dedication to high quality public education. The density of this proposed development taxes education resources. Decreasing the density will allow for less overcrowding at our schools.

Although the current proposal may not attract huge numbers of families with children, as empty nest couples move from their current homes within St. Anthony to the new development, their homes will be sold to families with younger children that will attend our schools.

The estimated number of 1, 2, and 3 bedroom apartments needs to be provided by the developer to get an idea of the number of children that will reside in the development and potentially attend our schools. Without this information, we are unable to estimate the impact on our schools.

With 80 kids in the neighborhood, the impact of crowded schools would be immediately felt by our children. Additionally, more busses could be required which would have additional costs for the school district as well as additional traffic considerations.

Neighborhood Traffic

Parking and driveway access for all buildings within the development should be contained to the development and not include the alley on the northern border of the development.

Driveway access from the alley for the northern townhouses will increase traffic within our neighborhood in the alley, up Wilson, across 27th, and up Coolidge.

Driveway access from the alley for the northern townhouses will increase traffic at the intersection of 27th and Stinson and significantly increase the amount of u-turns since you can only turn right out of the alley. Speeds on 27th are already too high for a residential neighborhood. Driveway access here would exacerbate this problem.

Driveway access from the alley for the northern townhouses will impact parking in our neighborhood and promote parking outside of the development in general.

The proposed access to the alley is inconsistent with all other high density housing and planned unit developments in St .Anthony Village, where all parking and driveway access is contained with the development.

Driveway access for the northern townhouses should be consistent with the western townhouses and be contained within the development.

I strongly oppose the proposed northern oriented driveway access. I believe the driveways for the townhouses along the northern border of the development should have their driveways reoriented to be from the south for the following reasons:

- Southern oriented driveways would not add additional traffic to our neighborhood up Wilson Street.
- Southern oriented driveways would improve overall fit with the neighborhood
- Southern oriented driveways would allow for backyards to face the alley and fit in better with the bordering neighborhood in regards to landscaping.
- Southern oriented driveways would allow for backyards to face the alley where trees could be planted to replace those that will be cut down.
- Southern oriented driveways would allow for less impervious surfaces sloping to the north that would help with drainage and water abatement.
- Southern oriented driveways would not encourage guest parking in our neighborhood (or in the alley).

The development as proposed has 21 townhomes that would access the 27th Avenue alley. This is a 20% increase in homes in the neighborhood. There are currently 24 homes with driveways on the alley, so this is an 88% increase in the number of driveways to the alley and traffic to Wilson.

Decreasing the overall density in the project will allow for more room to reconfigure the driveways and the space available within the development to access them from the south.

Decreasing the overall density will lessen the impact of traffic problems associated with the development.

Environmental

The proposed driveways off the alley will add additional impervious surfaces and exacerbate existing flooding issues for the houses on the south side of 27th.

The proposed runoff should not exacerbate existing flooding issues in our neighborhood.

Decreasing the density will allow for more room to handle storm water runoff from within the development.

Fit with neighborhood: scale and design

The development planning principles state the importance of compatibility with surrounding land uses. It is important that the new development match existing surrounding land uses in scale, height, and use. Because the development borders different land uses (multi family buildings to the south and east, single family residences to the north and west) each border should be compatible with surrounding structures. Generally speaking the current proposal takes this into consideration.

I support the current proposed inclusion and location of the townhouses within the larger development, although there are still issues with the configuration of these buildings.

I support the current proposed location of the apartment buildings in the development along Kenzie Terrace, consistent with other taller buildings already in the area.

I support the inclusion and location of the park space central in the development immediately to the south of the northern townhouses. The open space afforded by this park, and the combination of the lower elevation townhouses to the north, helps buffer the single family residences to the north from the view of the multi family apartments to the south.

I support the density for the multi family buildings being comparable with recent multi family developments built in south St. Anthony Village (i.e. not Kenzi Condominiums but more like Autumn Woods which is 31 units / acre).

In closing, I ask our community leaders to reconsider the scale and scope of this proposed development. The development as proposed would be unprecedented in our neighborhood and in St. Anthony Village overall. This is an important gateway location to our community with the opportunity to impact the Village for many years to come. We must get it right, and this proposal does not.

Thank you for taking the time read this message.

Sincerely,

Amber Stock

----- Original message -----

From: Thomas <thomas.isaacson@gmail.com>

Date: 8/27/17 7:52 PM (GMT-06:00)

To: jerry.faust@savmn.com, hal.gray@savmn.com, jan.jenson@savmn.com,
randy.stille@savmn.com, Jim.Gondorchin@savmn.com, Dominic.Papatola@savmn.com,
Dan.Bartel@savmn.com, Robert.Foster@savmn.com, Mark.Kalar@savmn.com,
Jedd.Larson@savmn.com, Marcey.Westrick@savmn.com, planner@savmn.com, Breanne
Rothstein <BRothstein@wsbeng.com>

Subject: Lowry Grove Redevelopment Comments

Hello,

My name is Thomas Isaacson and I live on Pahl Ave in the St Anthony Village neighborhood of single family residences that border Lowry Grove directly to the north. The reason I am writing is to share my thoughts on the proposed Lowry Grove development.

I am optimistic that the development of Lowry Grove will improve the neighborhood in the long term, having potential for the following:

- Provide additional affordable housing for St Anthony Village
- Lead to positive development elsewhere in the Village (like the Walmart site)
- Improve long standing commercial vacancies in the area shopping centers
- Lead to a safer Kenzie Terrace with adequate pedestrian and bicycle access

The general layout and building uses for the proposed development is something I am in favor of. I do have some serious concerns though related to parking, storm water runoff, traffic in our neighborhood (not just around it), impact on our schools and general fit with our neighborhood.

Below are my thoughts and concerns as related to these topics.

Parking

All resident parking must be contained within the development.

If there is not adequate parking inside the development residents will park on closest on-street parking, in our neighborhood.

Looking at the proposed plans the only plan for overflow and guest parking will be our neighborhood streets.

Our neighborhood cannot be used as a solution for inadequate parking within the development.

Decreasing the overall density will allow for more adequate parking within the development.

The proposed driveway access from the alley will essentially be bringing parking (and traffic) into our neighborhood.

Parking in our neighborhood is already impacted by St Charles, especially on Sundays and holidays. If parking in our neighborhood is impacted by the development, where will the St Charles parishioners park?

The cost of enclosed parking should be included in rents in the development. I have seen in other neighborhoods that if enclosed parking is an extra fee, the residents park in neighborhood streets in order to avoid paying the extra fee.

Storm water runoff / flooding

The proposed driveways off the alley will add additional impervious surfaces and exacerbate existing flooding issues for the houses on the south side of 27th.

The proposed runoff should not exacerbate existing flooding issues in the surrounding area, i.e. our neighborhood.

Decreasing the density will allow for more room to handle storm water runoff from within the development.

Neighborhood Traffic

Parking and driveway access for all building within the development should be contained to the development and not include the alley on the northern border of the development.

Driveway access from the alley for the northern townhouses will increase traffic within our neighborhood in the alley, up Wilson, across 27th, and up Coolidge.

Driveway access from the alley for the northern townhouses will increase traffic at the intersection of 27th and Stinson and significantly increase the amount of u-turns since you can only turn right out of the alley.

Driveway access from the alley for the northern townhouses will impact parking in our neighborhood and promote parking outside of the development in general.

The proposed access to the alley is inconsistent with all other high density housing and planned unit developments in St Anthony Village, where all parking and driveway access is contained within the development.

Driveway access for the northern townhouses should be consistent with the western townhouses and be contained within the development.

If the style of the northern townhomes included tuck-under garages accessible from within the development to the south the main floor of the houses would be at ground level from the alley and fit in better with the bordering neighborhood in regards to height.

While supporting the inclusion and location of the townhouses I strongly oppose the proposed northern oriented driveway access. I believe the driveways for the townhouses along the northern border of the development should have their driveways reoriented to be from the south for the following reasons:

- Southern oriented driveways would not add additional traffic to our neighborhood up Wilson Street.
- Southern oriented driveways would improve overall fit with the neighborhood
- Southern oriented driveways would allow for backyards to face the alley and fit in better with the bordering neighborhood in regards to landscaping.
- Southern oriented driveways would allow for backyards to face the alley where trees could be planted to replace those that will be cut down.
- Southern oriented driveways would allow for less impervious surfaces sloping to the north that would help with drainage and water abatement.
- Southern oriented driveways would not encourage guest parking in our neighborhood (or in the alley).

The development as proposed has 21 townhomes that would access the 27th avenue alley. This is a 20% increase in homes in the neighborhood. There are currently 24 homes with driveways on the alley, so this is an 88% increase in the number of driveways to the alley and traffic to Wilson.

Decreasing the overall density in the project will allow for more room to reconfigure the driveways and the space available within the development to access them from the south.

Decreasing the overall density will lessen the impact of traffic problems associated with the development.

Schools

Decreasing the density will allow for less overcrowding at our schools.

Although the current proposal may not attract huge numbers of families with children, as empty nest couples move from their current homes within St Anthony to the new development, their homes will be sold to families with younger children that will attend our schools.

The estimated number of 1, 2, and 3 bedroom apartments needs to be provided by the developer to get an idea of the number of children that will reside in the development and potentially attend our schools. Without these estimates how can we estimate the impact on our schools?

Will the 55 and up housing have strict age requirements and restrictions on children? How do we know that these building will not impact our schools? Grandchildren could reside here as well as young families without clear usage.

With 80 kids in the neighborhood, the impact of crowded schools would be immediately felt by our children. Additionally, more busses could be required which would have additional costs for the school district.

Fit with neighborhood: scale and design

The development planning principles state the importance of compatibility with surrounding land uses. It is important that new development match existing surrounding land uses in scale, height, and use. Because the development borders different land uses (multi family buildings to the south and east, single family residences to the north and west) each border should be compatible with surrounding structures. Generally speaking the current proposal takes this into consideration.

I support the current proposed inclusion and location of the townhouses within the larger development, although there are still issues with the configuration of these buildings.

I support the current proposed location of the apartment buildings in the development being along Kenzie Terrace, consistent with other taller buildings already in the area.

I support the inclusion and location of the parkspace being centrally located in the development immediately to the south of the northern townhouses. The open space afforded by this park, and the combination of the lower elevation townhouses to the north, helps buffer the single family residences to the north from the view of the multi family apartments to the south.

I support the density for the multi family buildings being comparable with recent multi family developments built in south St Anthony ((i.e. not Kenzi Condominiums but more like Autumn Woods which is 31 units / acre).

Elevation from ground level (scale to surrounding buildings)

The Kensington Condominiums were built in 1985, prior to the creation of the Comp Plan, and should not be considered a representative building for the neighborhood in regards to height and scale. Autumn Woods, located to the south, is a more accurate building to be referenced in regards to neighborhood fit for multi family developments for height and scale.

In closing I ask that the approval process be given the time it deserves. Development of this scale is unprecedented for our neighborhood. We must get it right.

Thank you for taking the time read this message.

Regards,
-Thomas Isaacson

----- Original message -----

From: Sarah Olson <sarah.ashley.olson@gmail.com>

Date: 8/26/17 10:57 PM (GMT-06:00)

To: planner@savmn.com, Breanne Rothstein <BRothstein@wsbeng.com>

Cc: Jim.Gondorchin@savmn.com, Dominic.Papatola@savmn.com, Dan.Bartel@savmn.com,

Robert.Foster@savmn.com, Mark.Kalar@savmn.com, Jedd.Larson@savmn.com,

Marcey.Westrick@savmn.com, jerry.faust@savmn.com, hal.gray@savmn.com,

jan.jenson@savmn.com, randy.stille@savmn.com

Subject: Hopes and Concerns about the Lowry Grove Proposal from a direct neighbor, 2408 27th Ave NE

Greetings Planning Commissioners, City Council Members, and Mayor:

We, along with our three children, own and live at 2408 27th Avenue NE. Our property is adjacent to the Lowry Grove site. As a direct neighbor to the proposed development we'd like to voice our hopes for the site and our concerns about the current proposal. Here goes:

1. *Our hope for the development is that the tall buildings will be located ONLY along Kenzie Terrace and that a townhouse community be created on the rest of the site, lowering the proposed density. Our concern with the current proposal is that the site will be overloaded with the amount of people/pets/cars/trash/etc. that the proposed number of units will bring. Another concern is that the scale and location of buildings A and B on the current proposal does not fit into the existing neighborhood along Stinson and the alleyway.*
2. *Our hope is that the proposed townhomes adjacent to our alley be no taller than 2 stories in height. Our concern is that these townhomes will tower over our property and those of our neighbors and that they will not fit into the existing neighborhood.*
3. *Our hope is that the proposed townhomes will not have driveways coming into the existing alley. Our concern is the safety of our and our neighbors' children, the increase in traffic that these driveways would bring, and the potential construction inconveniences/logistics this would impose on us.*
4. *Our hope is that the maximum amount of mature trees be retained on the site. Our concern is that the developer will clear cut the site. Maybe this has to be done due to contamination issues? If not, there are many mature trees that provide shade and a habitat for animals. These trees would provide continuity between the new development and the existing neighborhood.*
5. *Our hope is that the proposed green space/playground will be useable. Our concern is that the proposed green spaces will end up as holding ponds for excess water and only be useable during dry times. This would be disappointing. This area of SAV would benefit to have a walkable park to enjoy, the 80+ children living in the area between Stinson, St. Anthony Parkway, and Kenzie Terrace deserve it.*

Thank you for your time, your listening ears, and for your consideration of our hopes and concerns as direct neighbors to the site.

Sincerely,

Aaron & Sarah Olson (Anders-7, Elsa-4, Stanley-1)

2408 27th Avenue NE
St. Anthony Village, MN 55418

----- Original message -----

From: JGre <jgofinn@gmail.com>

Date: 8/25/17 7:15 PM (GMT-06:00)

To: jerry.faust@ci.saint-anthony.mn.us

Cc: mark.casey@savmn.com, planner@savmn.com, Jim.Gondorchin@savmn.com,
Dominic.Papatola@savmn.com, Dan.Bartel@savmn.com, Robert.Foster@savmn.com,
Mark.Kalar@savmn.com, Jedd.Larson@savmn.com, Marcey.Westrick@savmn.com,
Kevin.Reich@minneapolismn.gov

Subject: Minneapolis Citizen Input for Lowry Grove Project

Dear Mayor Faust,

I am a Minneapolis resident who lives about 2 blocks south of the Southern Gateway project area.

Since last winter I have been making an effort to learn about the Lowry Grove redevelopment so as to be capable of making informed and constructive comments. Beyond election activities I am one who rarely feels compelled to participate in public dialogs; however, the proximity of the Lowry Grove project and the proposed density of the development is a cause for concern.

I understood that until a proposal was formally submitted there was little you and your colleagues on various councils could act on. I respectfully submit my best appeal to you now and to the other St. Anthony officials who are concerned with and responsible for reviewing the proposal (See Attachment).

I am representing my household with this appeal, but hope you find it a comprehensive reference to the concerns that exist throughout our neighborhood community which have been expressed on varied limited venues. Hopefully you and others will find this document worthy of your time, and within it rational for giving the project the time, analysis, and guidance needed for a befitting success in the Southern Gateway area as was realized for the northern Silver Lake Village redevelopment of the formal Apache Plaza area.

Kind Regards,
John Grevious
2239 Wilson St. N.E.

PS: I CC those who I understand are involved in decision making process. I hope they find it as useful as I tried to make it comprehensive in regard to the livability concerns. Please forward to any others at the City whom you feel would benefit with this input. I am also CC'ing Kevin Reich of Minneapolis who I understand has had contact with you with the intent of bring a successful development to our boundary community area.

To: Whom It May Concern in St Anthony Village

From: A Minneapolis Resident

Date: August 25, 2017

Subject: **Saint Anthony Southern Gateway Project and Sharing Boundaries**

BACKGROUND

A proposal for St. Anthony's Lowry Grove redevelopment, sometimes referred to as the **Southern Gateway Project**, is a major high-density development that appears to add approximately 833 residential units to St. Anthony Village's current 4,200 residential units (*ref: Met Council projected estimate for 2020.*). This represents approximately a 20% increase in the city's residential unit population. This major increase in population density is tucked into the SW corner pocket of the city and involves re-zoning from Single Family Residential to Planned Unit Development. Future re-zoning is likely to extend to the south side of Kenzie Terrace; thus two Minneapolis neighborhood boundary streets face an abrupt visual structural height impact along with the unavoidable vehicle and pedestrian traffic increases in the general area. There is a "Boundary Community Area" associated with this development that calls for respectfully sharing your city's publicly expressed principles with your Minneapolis neighbors.

DISCUSSION

This input to the review process appeals to two existing public St. Anthony Village directives in three parts:

PART-A) Applying St. Anthony's Comprehensive Plan for Success (*i.e.: density range*)

PART-B) Applying St. Anthony's Public Principles

PART-C) Responsible Leveraging of Minneapolis Infrastructure

PART-A: Applying St. Anthony's Comprehensive Plan for Success

Presently, the developer is requesting a deviation to the city's current Comprehensive Plan to allow a 48-units/acre density. This excessively high density project which would increase St. Anthony Village's housing unit population by a figure approaching 20% yield gains for St. Anthony revenues; however, it most likely comes at the expense of neighborhood livability for the community.

The impact on Stinson Parkway traffic (vehicle, bicycle and pedestrian) may best be gauged on a first order basis by the housing unit density metrics. Using published figures and reasonable approximate figures from reliable sources, following are some density ratios that raise concerns and indicate a need for attention by anyone who lives near and/or relies on the thoroughfares in the area.

Based on a 17 acre figure for the Lowry Grove area involved:

Lowry Grove Previous Occupancy (approx. 100 homes):

~6 units/acre

Requested Density: *(an increase of ~ 8x)*

48 units/acre

Density called for in the 2008 St Anthony Comprehensive Plan:

25-40 units/acre

Density applied in the northern Silver Lake Village development:

38 units/acre

The Comprehensive Plan applying a 25 to 40 unit per acre range logically allows the attributes of a development location to be taken into account. The new Silver Lake Village development in the old Apache Plaza area inserted new housing at a 38-unit/acre density with building height limited to 4 stories. This figure at the upper end of the range would be expected and appropriate given the key area attributes of that location:

- Northward: Business office complex, retail, and existing apartments
- Southward: Heavy industrial corridor (railroad/high power transmission lines)
- Eastward: Open space and major retail
- Westward: Columbia Heights city boundary, apparently zoned for apartments and office space
- Plenty of services within a walkable area
- Significant space to provide new residents a reasonably sized park

This area, totally free of single-family dwellings, was successfully developed applying a density at the upper range of guidelines allowed for by the Comprehensive Plan. Still, this was achieved with a maximum building height of 4 stories. The plan appears to have served the city and area well. The Silver Lake Village project can be declared a SUCCESS!

Now consider the Southern Gateway project: The present developers have requested at least a 48 unit per acre density, a density 26% higher than that applied to the Silver Lake Village, and 20% over the upper range limit of the existing Comprehensive Plan. An incompatible request for a complex located adjacent to single-family lots, along a Parkway with mature trees. A plan to be achieved with buildings up to 6 stories, two stories higher than that seen in the Silver Lake Village complex. Given the adjacent existing single family dwellings and the area lacking other critical area attributes, primarily green space, it would be expected the allowed density would be selected from the lower end of the 25-40 unit/acre range called for by the Comprehensive Plan.

The attributes of the Lowry Grove area are vastly different from the northern Silver Lake Village area:

- *Significant single-family yard dwellings on multiple sides with residential yards.*
- *Single lane parkway without left/right turn lanes (except at the major Lowry intersection).*
- *Grade school intersections immediately to the north that presently rely on grade school aged school patrols for traffic control during rush hour.*
- *Lack of sidewalks on desirable roadways for new residents, except that which is provided for by Minneapolis and its residents.*
- *Significant lack of green space and public park area (in the proposed plan) to augment that provided by Minneapolis infrastructure.*

This high level overview based on density, building height, and surrounding land use supports concerns that the successful experience accomplished in the north will not be experienced with this proposal for the Southern Gateway project. Due regard for these obvious and vital differences should compel the planning board to apply a limit at the 25-unit/acre end of the Comp Plan range. The Comprehensive Plan should be applied appropriately to protect the community from a potentially serious redevelopment failure.

PART-B: Applying St Anthony's Public Principles

Not only is the planned density inconsistent with St Anthony's Comprehensive Plan it also conflicts with the planning "principles and shared values" statement from St Anthony authorities. Each of these well thought out principles deserve their proper share of weight by decision makers responsible for serving and protecting the community from inappropriate developments. The 5 principles are shown below as communicated by the city:

=====
From: "city@ci.saint-anthony.mn.us" <city@ci.saint-anthony.mn.us>
Subject: Lowry Grove Update
Date: April 12, 2017 at 7:35:28 AM CDT

As the process for reviewing the redevelopment of Lowry Grove nears, the city looks to its most important planning documents for guidance, including the Strategic Plan and the Comprehensive Plan. The principles and shared values to be used when reviewing development projects are below. These planning principles will be the focus of review and consideration of the Lowry Grove redevelopment.

- 1) **The provision of affordable housing.** The city has a history of including, requiring, and financially supporting the development of affordable housing in the community, and this commitment will continue;
- 2) **Compatibility with surrounding land uses.** It is important that new development match existing surrounding land uses in scale, height, and use;
- 3) **Provision of adequate public infrastructure.** All new development must provide appropriate infrastructure to manage water, sewer, runoff, streets, and access, and all other infrastructure needed to adequately serve itself and protect the surrounding community;
- 4) **Protection of the environment.** All development must meet all Federal, State, watershed district, and local requirements for environmental protection. The city will ensure all pollution and contamination is properly remediated;
- 5) **A fair and open public process.** When a formal application is received for development, the city will provide outlets for community discourse and discussion on the proposal.

=====
(Following: -each one is repeated with formatting highlights for review.)

Regarding Principle #1: Affordable Housing

- 1) The provision of affordable housing. The city has a history of including, requiring, and financially supporting the development of affordable housing in the community, and this commitment will continue;

Affordable housing has received a great deal of attention, as it well deserves; however, thus far it may have inadvertently redirected appropriate weight from other important principles. Presently, with the fast pace of events, it appears that the affordable housing portion of the

development has been largely settled through a legal agreement by the parties in litigation. Now the approximate eight fold increase in housing unit density proposed for the Grove deserves serious analysis and review. The current proposal presents daunting challenges to principles #2 and #3 on Compatibility and Infrastructure.

Regarding Principle #2: Compatibility

2) " **Compatibility with surrounding land uses.** It is important that new development match existing surrounding land uses in scale, height, and use."

The abrupt transition from this high-density development to the single family Minneapolis residential homes long ago established along Stinson Parkway as well as St. Anthony residents on the north side of the development is clearly inconsistent with this stated principle. It also violates reasonable community tiered development zoning principles (*i.e.: transitions from Industrial to retail/office to multi-unit housing then to single family residential*).

Flat 2-dimensional renderings of these areas do not convey the realities of this situation. An indispensable exercise on Compatibility of Scale is to take a "Walking Field Trip" through the northern Silver Lake Village and along the 4 story buildings of this complex. Then follow this by a walk around the streets and alleyway surrounding the Lowry Grove using one's imagination to visualize a complex with 6 story structures. This is a walking exercise, --the impact cannot be properly experienced from a car seat. This activity is especially prudent in the absence of a 3D scale model for evaluation.

The requested targeted density of 48-units/acre, leveraging 6 story structures with building heights of 66ft from the first residential floor, is out of place and would most likely be rejected if it was adequately surrounded by St Anthony single-family dwellings. It would be hard to understand how this project could proceed with such a glaring conflict unless the officials in St. Anthony do not mean to extend their planning principles to their community neighbors in Minneapolis.

Regarding Principle #3: Adequate Public Infrastructure

3) **Provision of adequate public infrastructure.** All new development must provide appropriate infrastructure to manage water, sewer, runoff, streets, and access, and all other infrastructure needed to adequately serve itself and protect the surrounding community;

Even if the technical requirements for sewer and water control are achieved, other aspects of this principle require cooperation with and use of Minneapolis infrastructure. Accommodating a nearly 20% housing unit population increase, packed into the SW corner against the Minneapolis city limits, St. Anthony Village is unlikely to meet its responsibilities associated with this principle for the existing and expected new citizens without leveraging existing Minneapolis infrastructure beyond the obvious Stinson Parkway component.

The civil engineer(s) and those responsible for approving a properly conducted traffic study have a critical role here. An adequate study should model out to the adjacent major bypass flow routes that will be relied upon for overflow relief, and to key sourcing/outflow nodes that will control back-up pressure. In this case that would include the Johnson Street route and the Hwy-88/Stinson/35W interchange node. Does the traffic study being relied upon do this? If not, and

for whatever reason a reliable technical analysis of vehicle traffic cannot be made then all the more reason common sense should dictate limiting the population density increase to guard against a community development failure.

An assessment proper for a matured community area should include a reasonable analysis of not only vehicle, but also pedestrian and bicycle traffic. Beyond the Lowry Grove complex target area itself how does the surrounding community currently accommodate pedestrians? Consider as a thought exercise:

- *Where will children of this complex go to play and what routes will they take?*
- *Today what routes do pedestrians use to walk their dogs?*
- *What routes do pedestrians use to walk with baby strollers and young children?*
- *Where are the shaded summer sidewalks, and off-street shoveled paths in the winter?*
- *Why is Kenzie Terrace not very desirable for this activity?*
- *What St. Anthony infrastructure will help accommodate these pedestrian needs?*

The 1.25 acre park in the proposal contains a holding pond and much of it is sloped for drainage. The heavily concrete thoroughfare of Kenzie Terrace is not likely to be the preferred path for walking dogs or pushing strollers, nor is it suitable even for bicycles today.

Will Minneapolis provide the desirable and necessary stroller, biking and dog walking areas beyond the complex for this increased population? What will be the expected vehicle-parking load to the surrounding streets? It does not take many parked cars added to what Minneapolis residents reasonably use in front of their homes now to restrict two-way movement and change the look/feel of a neighborhood from living room windows 365 days out of the year.

Regarding Principle #4: Protecting the Environment

4) **Protection of the environment.** All development must meet all Federal, State, watershed district, and local requirements for environmental protection. The city will ensure all pollution and contamination is properly remediated;

This principle, already well supported by statute and due process, is basically Pass/Fail in nature. The EAU is the vehicle for this and if properly done will manage these risks.

Regarding Principle #5: Fair and Open Public Process

5) **A fair and open public process.** When a formal application is received for development, the city will provide outlets for community discourse and discussion on the proposal.

This input is provided within the short window triggered by July 18 delivery of the formal proposal. Given the scale and location of this project adjacent to long standing residential housing it would be prudent to scale the processing factors for such a large project. Increasing an entire city's residence count by amounts approaching 20% warrants a longer processing window to assure an appropriate proposal is approved.

PART-C: Responsible Leveraging of Minneapolis Infrastructure

Population density increases, even if accommodated with appropriate infrastructure to some written metropolitan or county standard, ought to consider neighborhood acceptance of the increased traffic of various types. This neighborhood has a well-acknowledged appeal in the Northeast area. Minneapolis needs to maintain this type of acceptance where it can as it works to expand this level of livability for other neighborhoods.

The new Village residents associated with the 20% residential unit increase need infrastructure for non-vehicle activities. St. Anthony does not have, in this area, nor does the proposal incorporated so far, any reasonable green space akin to what Minneapolis characteristically supplies by way of parks and sidewalks throughout its neighborhoods. Minneapolis in this case specifically supplies a reasonably sized public park space for these new St. Anthony residents (i.e.: Windom Park).

Traffic enhancements will force changes to a popular Northeast Minneapolis neighborhood. It may immediately involve new signage for parking and other even more undesirable traffic control features such as speed bumps and traffic diverters. With the trade-offs of restricted access for residents and emergency services, these become the telltale signs of a problem area, – changes in response to a failed development, in this case by a neighboring city. Given the present concerns over traffic studies for this project these fears are not unfounded.

Cooperative enhancements by Minneapolis to support this project may be disappointing at best for current Minneapolis residents and less inviting for the new St. Anthony residents expected. Post-project mitigations in reaction to excessive traffic flow and parking would understandably be cause for angst.

Countering Boundary Community Blindness with Due Regard: The St. Charles Church/School complex to the north helps buffer much of the population of St. Anthony residing in single-family dwellings from this complex. If this project (as currently planned) was laterally translated northeast, perhaps even just three residential blocks into St. Anthony Village so that the project was surrounded more appropriately by village residents living in single-family homes, what kind of response might city officials expect? How would they respond?

Presently, the majority of St. Anthony citizen concerns may understandably be focused on largely traffic increases around Silver Lake Road and St. Anthony Boulevard and perhaps on scaling up the necessary schooling facilities. Therefore, it is important for St. Anthony officials to be mindful and appreciative of the role Minneapolis infrastructure plays in this development, so as to extend the application of their Planning Principles to their Minneapolis neighbors for this shared boundary community. The new southwest St. Anthony resident population (*who are yet to arrive*) are already being served by the Minneapolis citizens who are taking the time and effort to appeal to the current St. Anthony leaders on these matters.

Summary

There is a reasonable petition that calls for two simple factors that brings this project in line to help assure the success seen in the northern Silver Lake Village project is repeated here:

- 1) Apply the lower range of the existing Comprehensive plan: 25unit/acre.
- 2) Keep the building height to 3 stories (one story lower than the Silver Lake Village project).

Minneapolis may not have any sign-off authority for this project but there should be considerable respect shown toward Minneapolis and its residents as St. Anthony embarks on this significant expansion of their city that clearly leverages Minneapolis infrastructure. This is not only good “project smarts” it is the decent way to treat one’s neighbors.

We encourage St Anthony officials and citizens to extend your city’s publicly stated “planning principles” to include your Minneapolis neighbors as we look forward to sharing our infrastructure with your existing and new citizens for the benefit of our shared community.

----- Original message -----

From: Perry Thorvig <pthorvig45@gmail.com>

Date: 8/24/17 11:38 AM (GMT-06:00)

To: Dan Bartel <Dan.Bartel@savmn.com>, Dominic Papatola <Dominic.Papatola@savmn.com>, Jedd Larson <Jedd.Larson@savmn.com>, Jim Gondorchin <Jim.Gondorchin@savmn.com>, Marcy Westbrick <Marcy.Westbrick@savmn.com>, Mark Kalar <Mark.Kalar@savmn.com>, Robert Foster <Robert.Foster@savmn.com>, Hal Gray <hal.gray@savmn.com>, Jan Jenson <jan.jenson@savmn.com>, Jerry Faust <jerry.faust@savmn.com>, Randy Stille <randy.stille@savmn.com>, Breanne Rothstein <planner@savmn.com>, Mark Casey <mark.casey@savmn.com>
Subject: Lowry Grove Redevelopment, Aug. 28 Planning Commission

To: Planning Commissioners, City Council, and staff

Attached are two documents concerning the Lowry Grove redevelopment plan that will be heard on August 28, 2017 at the planning commission. One document addresses the staff report. The other document provides findings of fact and a recommendation for action different than proposed by city staff.

You will also be receiving a petition done through change.org with several hundred signatures opposing the plan as it has been presented and another petition from property owners on 27th Avenue also opposed to the plan.

We hope you will give our reports careful consideration.

Perry Thorvig and Carol Weiler

Lowry Grove Redevelopment Project
Comments on the Staff Report
August 28, 2017

Perry Thorvig, 3112 Townview Avenue, St. Anthony, MN
Carol Weiler 2312 St. Anthony Parkway, St. Anthony, MN

A group of St. Anthony and Minneapolis residents have been reviewing the proposed development plans for the Lowry Grove site for several months. We have also reviewed the staff report for the development. Our comments and questions related to the staff report are detailed below.

We agree with the staff findings on the negative impacts of raising the maximum upper density from 40 to 48 dwelling units per acre.

We agree with the staff recommendation to deny the request to change the upper limit of the high density land use classification from 40 to 48 du/acre.

We agree with the change of land use plan designation from commercial to high density residential on the Bremer Bank site.

We note that that the staff report deals with the following.

- Full streetscape exhibit
- Landscaping plan
- Details regarding building plans
- Details on parking
- Area breakdown by use
- Staging detail
- Revised plans for building E
- Vacation of Easement
- Engineering comments
- Police and Fire comments
- EAW related comments

Several good questions and comments are included in this section of the report.

However, we believe that the staff report **DOES NOT** deal with the real issues concerning this site. It does not provide a framework for discussion of the issues. The report just kicks the can down the road a little farther without getting to the real issues. These are the questions that the staff report should have addressed.

1. How many units are appropriate given the proximity of all the single family homes?
2. How tall should the buildings be?

Comments on Staff Report

2

3. Should there be twenty 3-story townhouses just 25 feet off the alley? Shouldn't they be as far from the alley as existing homes?
4. How do the residents on 27th Avenue feel about sharing their alley with 20 garage stalls?
5. Should there be any access to the alley for 20 townhouses with 40 garage stalls?
6. Should the driveways only be 25 long for the townhouses?
7. How much sensitivity is there to the existing single family homes across Stinson Parkway?
8. How can traffic generation be minimized so as not to aggravate already bad peak hour traffic issues?
9. How does this site compare to Silver Lake Village and the Autumn Woods/Kenzington complex? Are they really comparable to this Lowry Grove site?
10. What kind of use is complementary to Stinson Parkway?
11. Should the project be all residential?
12. Should the most visible site at Lowry and Stinson be the affordable housing site?
13. How many affordable units should there be in the development?
14. Can underground parking really work given the water issues on the site?
15. Is it ok to put the adjacent homes under the noise, dirt, dust, and stress of six years of construction?
16. How much and where should the open space be located?
17. What function should the open space serve?

The St. Anthony staff recommendation is as follows;

"In consideration of the above items, staff recommends that the Planning Commission take the following actions

1. *Concerning the comprehensive plan amendment to increase the allowed density on the site from 40 to 48 units per acre -- Staff recommends **denial** of the comprehensive plan amendment to increase density, based on the findings enumerated in the staff report*
2. *Concerning the comprehensive plan amendment to change 2401 Kenzie Terrace land use designation from commercial to high density residential -- Staff recommends **approval** of the comprehensive plan amendment, based on the findings enumerated in the staff report.*
3. *Staff recommends **tabling** of the preliminary PUD plan and preliminary plat until such a time that the comprehensive plan amendments are acted upon and revised plans are submitted that are consistent with the comprehensive plan, as may be amended."*

What are the repercussions of following recommendation 3?

1. Does it mean that the comprehensive plan changes will go to the City Council and the preliminary plan held in the planning commission?
2. How long will it take for the amendments to be "acted upon" and by whom?
3. Does this kind of change require a 60 day review period by affected units of government?
4. Does the developer agree with the motion? Have they agreed in writing to extend the 60 day limit on city consideration of their request?

5. Will property owners within 350 feet be notified again when the planning commission resumes discussion of this matter.
6. What about the 14 day limit imposed on the planning commission by city code to make a recommendation? The city ordinance says,

“(f) If the Planning Commission fails to take action on the matter on or before a date 14 days after the initial hearing, then the City Council may proceed as provided for in §§ 30.45 through 30.48 without the Planning Commission’s recommendation.”

When is the planning commission finally going to discuss and provide advice to the city council AND DEVELOPER on the 17 real questions related to this project? It is your civic duty to do that. These issues cannot be avoided any longer. You must provide this advice before the developer revises the plans for this project.

A separate report details findings of fact related to the 17 questions about this project and recommendations for planning commission consideration.

**Lowry Grove Development Project
Findings of Fact and Recommendations**

August 28, 2017

**Prepared by Perry Thorvig, 3112 Townview Avenue, St. Anthony, MN
Carol Weiler, 2312 St. Anthony Parkway, Minneapolis, MN**

The following findings of fact and recommendations have been prepared by St. Anthony and Minneapolis residents to provide the St. Anthony planning commission and city council with the information they need to deny the preliminary plan and comprehensive plan changes requested by Continental Properties aka The Village LLC and require a revised plan, if and when a final development plan is submitted.

Findings of Fact

The following findings of fact are not opinions or conjecture. There may be some minor discrepancies in calculations that appear in the report due to the information available to make those calculations.

1. According to statements made by the mayor, there have been no ex parte (private) conversations between the city's elected officials and the development team that resulted in assurances that the developer has any established rights or assurances that the number of units they are requesting will be approved.
2. The site is 17.4 acres. It includes the former Lowry Grove mobile home park and the Bremer Bank site.
3. Virtually all mature trees will be removed from the site.
4. There will be at least four different developers: one for the affordable units, one for the senior portion of the project, one for the townhouses, and one for the remainder of the project.
5. The property is currently zoned R1 (single family homes).
6. The land use plan designation for the area is high density which is defined as 25 to 40 dwelling units per acre.
7. A development of 25 units per acre is **CONSISTENT** with the city's comprehensive plan.
8. There are 833 dwelling units proposed. 110 units are proposed as "affordable.
9. The proposed density of this project is 48 dwelling units per acre. Since all the streets are proposed to be private, the area for the streets is part of the density calculation. This

project is 8 dwelling units higher than the highest density projects in the city.

10. The comparable density for the new apartments and condominiums at Silver Lake Village is 38 units per acre. However, if the adjacent Salo Park open space is counted in the density calculation, Silver Lake Village is only 33.6 du/acre. The density of the Autumn Woods project, including the Walker, Kensington, and Legacy, is 40 units per acre.
11. Approximately 2,440 feet (68%) of this project's boundary face single family homes. 85 feet face commercial uses. 1,050 feet face multi-family uses.
12. There are 16 St. Anthony single family homes that are immediately across the alley on the north side of the project and 19 on the alley that the developer proposes to use for townhouse access. (There are NO single family homes that are immediately across an alley or other right of way from the Silver Lake Village project.)
13. There are 24 Minneapolis single family homes across Stinson Boulevard that DIRECTLY face the project. There are 29 Minneapolis single family homes on the two blocks across Stinson Boulevard from the project. There are three single family homes south of Kenzie Terrace that face the project. **(There are NO single family homes that are immediately across an alley or other right of way from the Silver Lake Village project.)**
14. About 38% of the Autumn Woods boundary, including Kensington, face single family homes.
15. There is no land buffer between this multi-family project and the single family homes. (By means of comparison, there is a tall vegetated berm that is 100 feet deep and about 10-15 feet high (estimated) that separates the Equinox Apartments at Silver Lake Village from the homes to the north.)
16. The Autumn Woods complex is also **different** than the proposed project. **First**, it has no access to the residential extension of Lowry Avenue N.E whereas this development proposes use of the existing alley on the north side of the project. **Second**, the Autumn Woods apartment building has a 50' setback from Lowry Ave. NE. The rear corners of the Legacy are only about 15' from the five single family homes' rear lot line. This project has 20' setbacks along Stinson Boulevard. The 3 story townhouses are set back about 25' from the alley.
17. There is no city policy or ordinance provision that allows density to be increased if a project contains affordable housing.
18. The tallest single family home bordering this project is 2 stories. There is only one 2 story home on 27th Avenue. Most of the homes are one story. The proposed townhouses sharing the alley with homes on 27th Avenue are 3 stories. This project proposes 5 buildings that are 55-66 feet tall. The buildings are likely to be taller because heights are

measured from the tops of the parking garages.

19. There are two access points to/from the project, not counting the Bremer site, to accommodate 703 apartment and east facing townhouse units. There are two access points to/from the Autumn Woods complex to accommodate 319 apartment units. There are **seven** access/egress points for the 588 apartments at Silver Lake Village to enter Stinson Boulevard or Silver Lake Road.
20. Approximately 20 three-story townhouses with 40 garage stalls are proposed to have access to the alley used by the homes on 27th Avenue N.E. The Lowry Grove mobile home park NEVER had any access to this alley.
21. The applicant proposes to widen the alley to 20 feet and use it to provide access to the 40 townhouse garage stalls facing the alley.
22. The townhouses with access from the alley on the north side of this project have driveways that are only 25 feet in depth. The resulting appearance is likely to look like a comparable situation in a development in Blaine, MN. See the picture below.



23. There are 1.4 acres of recreational open space proposed for the project outside of the private court yards. Approximately half of this space is steeply sloped down to a storm water retention basin. That's 73 sq. ft. of open space per dwelling unit. The new apartments at Silver Lake Village just west of Salo Park have three private court yards and are adjacent to the 2.4 acre Salo Park.

24. Silver Lake Village is only about 800' from Prestemon Park in Columbia Heights. This project is 2,000 feet from Windom Park and 3,000 feet from Silver Point Park.
25. This application did not include information on the number of parking stalls when the application was submitted. Subsequently, the information was provided after the submission was deemed to be complete.

The city's zoning ordinance requires **two** spaces per unit in all zoning districts, except PUD.

The townhouses will have 2 garage spaces per unit.

The affordable building has the highest proposed parking supply of all the apartments at 1.4 spaces per unit.

Buildings B, C, and D have a 1.3 allocation. Building A is proposed at 1 space per unit.

26. The Environmental Assessment Worksheet (EAW) projected 4,400 trips per day from this project. In order to accommodate the traffic, several road improvement projects including turning bay extensions and possible roundabouts were recommended by Hennepin County. Only one improvement is shown on the site plan. There have been NO commitments by the developer or governmental units to pay for the other improvements. In addition, the intersection of New Brighton Blvd/18th and Stinson was not a part of the EAW traffic study. 50% of the project generated traffic is expected to use this intersection that was not studied!
27. The closest convenience store is .9 of a mile away. The closest full service grocery store and pharmacy are .9 mile away. (Measurements from the closest access points off of Kenzie Terrace and Stinson Boulevard). Traditional industry standards for walkable distances are between a quarter to half mile.
28. The applicant states that the project will take up to six years to complete. This is six years that the neighboring home owners AND first residents of the project will be impacted by the noise, traffic, dirt, dust and clutter from a development project.

29. The Metropolitan Council Systems statement for St. Anthony is shown in the table below.

The *Thrive* forecasts for population, households, and employment for your community are:

	2010 (actual)	2014 (est.)	2020	2030	2040
Population	8,226	8,965	8,600	8,700	8,800
Households	3,848	4,121	4,200	4,300	4,400
Employment	2,983	3,455	3,500	3,630	3,700

Lowry Grove

The Lowry Grove redevelopment will increase the population far beyond the 2020, 2030,

2040 projections. Households are projected by the Met Council to increase by about 279 from 2014 to 2040 whereas the Lowry Grove project will increase households by 833, minus the 100 existing units, or 733 units overall. That's 2.6 times (166% increase) above the Met Council's projection. That increase is over just six years not up to 2040.

30. A settlement agreement between the developer and other parties being sued by the developer states that 110 affordable housing units are to be built on the site. The city was NOT a party to the settlement.
31. The Metropolitan Council's Housing Policy Plan explains affordable housing in the following way.

Figure 14: What does low- and moderate-income really mean?

\$24,850 annual income for a family of four 30% of AMI <ul style="list-style-type: none"> • \$621 is an affordable rent • Jobs at this wage include home health aides and funeral attendants 	\$41,450 annual income for a family of four 50% of AMI <ul style="list-style-type: none"> • \$1,036 is an affordable rent • Jobs at this wage include interior designer and bus driver 	\$63,900 annual income for a family of four 80% of AMI <ul style="list-style-type: none"> • \$1,596 is an affordable rent • Jobs at this wage include accountants and police officers
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Source: U.S. Bureau of Labor Statistics

The Metropolitan Council estimates that **84%** of the city's apartments are currently affordable according to the presentation on affordable housing at the August 10, 2017 city council workshop.

Here is an excerpt from the **Metropolitan Council's system statement for St. Anthony**.

St. Anthony Village's share of the region's need for low and moderate income housing is 38 new units affordable to households earning 80% of area median income (AMI) or below. Of these new units, the need is for 19 affordable to households earning at or below 30% of AMI, 13 affordable to households earning 31% to 50% of AMI, and 6 affordable to households earning 51% to 80% of AMI.

Affordable Housing Need Allocation for St. Anthony Village

At or below 30% AMI	19
31 to 50% AMI	13
51 to 80% AMI	6
Total Units	38

Only 38 units are allocated to St. Anthony. However, there is nothing that says that all of the allocation has to be accommodated in the Lowry Grove project. If those 38 units are combined with the 98 units at Lowry Grove which are assumed to be affordable, then the city could meet its 2040 allocation by including 136 units of affordable housing in the Lowry Grove project. It is also arguable that perhaps 98 units of replacement housing is too much for any one site and the city should allocate some of these units to other projects as they emerge over the next 22 years.

Findings of Fact and Recommendations

6

32. The EAW Record of Decision – January 19, 2017 stated that the Metropolitan Council recommended that the developer “utilize available tools and resources to realize the development of 98 income restricted units affordable at 60% of the area median income as part of the development, elsewhere in the city of St. Anthony Village, or a combination of the two.” (the underlined emphasis was added by the authors of this report)
33. The EAW Record of Decision – January 19, 2017 stated that the existing water main does not have sufficient capacity to meet Insurance Service Office fire flow requirements and that the city’s trunk main may require upsizing or a booster station installed. This issue is not addressed in the preliminary plan submission.

RECOMMENDATIONS FOR LOWRY GROVE

Based on the findings of fact on pages 1-6 above, the following recommendations are provided so that the planning commission and city council can provide directions to the developers that are fair, well-considered, and not arbitrary or capricious.

Recommendation 1 - Density

The density should be no greater than the lower end of the high density zoning classification in the city's comprehensive plan – 25 dwelling units per acre.

Discussion:

The developer has a reasonable expectation of density in the high density range of 25-40 dwelling units per acre as prescribed in the city's comprehensive plan. The developer should have NO expectation that the density be at the upper end of the range. No one at the city has made that promise according the mayor. The developer's purchase price for the land should have considered the infrastructure and soil clean-up costs before calculating how many dwelling units would have to be constructed to make it feasible to redevelop the property. The developer should have gained some kind of assurances from the city that the number of units needed to justify the anticipated purchase and improvement costs was reasonable. Apparently, that was not done!

We have heard from council members and the mayor during the course of deliberation on this project that the developer must be guaranteed a profit on his investment. That's false. The land owner must only be allowed reasonable use of his land. That may not be the most profitable. If the developer has taken the risk of miscalculating the costs involved in developing the property and then expects the adjacent single family homes and community as a whole to subsidize him for his miscalculations, the developer is wrong. Why should the neighborhood have to accept more density to guarantee a profit for the developer?

The city's planner has stated that a project cannot be denied because it generates traffic. The planner said the city must follow its comprehensive plan guidance for density. We believe that's true to some extent, but not entirely.

We believe that it is irresponsible for staff to recommend, or the city approve, a project at the highest density in the density range knowing that there are going to be substantial traffic problems and costly mitigation. In order to keep the additional traffic at the most manageable level possible, the project should be approved only at the lowest density in the high density range - **25 dwelling units per acre.. That level is consistent is with the comprehensive plan.**

For all the reasons cited in the findings of fact above including: surrounding single family uses, lack of useable open space, distance from walkable commercial uses such as grocery and drug stores, shared use of the existing alley, traffic generated that will exacerbate traffic problems at St. Anthony and Minneapolis intersections, the density should be at the lowest end of the high density classification – **25 dwelling units per acre.**

Recommendation 2 - Height

The height of the apartment structures should be no more than three stories.

Discussion:

68% of the development boundary fronts single family homes. Five and six story buildings are not compatible with the one story single family homes surrounding the project. A six story building is not compatible with the existing character of the one story homes along Stinson Parkway.

Recommendation 3 – Alley Use

There should be no access to this development from the alley that currently serves the homes on 27th Ave. N.E.

Discussion

For the approximate 70 years that the Lowry Grove mobile home park was in existence, there was no access to the park from the alley. Allowing the development to use the alley will be a shocking intrusion into the peace and quiet of the existing homes.

First, the developer is proposing to increase the alley width to 20 feet, increasing the traffic and likely speed of vehicles using the alley.

There will be 40 garage stalls provided for the 20 townhouses. Vehicles will be parked 90 degrees to the alley and present an ugly appearance from the backyards of the existing homes. The picture below shows a development in Blaine with a similar garage/parking plan.



Recommendation 4 – Stinson Boulevard Setbacks

The buildings along Stinson Boulevard should have setbacks that at least match and preferably exceed the Minneapolis side of the street – 25 feet, not the 20 feet that is proposed. Apartment buildings should be set back even farther.

Recommendation 5 – Alley Setback

All townhomes or apartments should have the same setback from the alley as the homes on 27th Avenue. That's about 80'.

Discussion

This will preserve the privacy of the existing homes on 27th Avenue and some of the trees on development site.

Recommendation 6 – Parking

Consider reducing the parking requirement below the city's R4 zoning requirement of 2 spaces per unit only for the affordable housing and senior components.

Discussion

It **might** be reasonable to have a reduced parking requirement for the affordable project and the senior apartments. Ironically, the plan submitted by the developer calls for a higher parking ratio for the affordable units than for any of other four apartment buildings! Even so, caution is advised when setting the parking requirement. An affordable housing project in Roseville developed by the same developer that will do the affordable housing in this project has several cars parked on the street. The photo below from Google Earth shows the cars on the street.



Parking must also be provided for staff at the senior housing part of this project.

There is **no basis** for reducing parking below the city's normal 2 spaces per unit for the **391** general occupancy units of the project. This site is not that walkable. There is going to be a need to drive to many places requiring parking for the tenants of the buildings. Also, these units are going to be higher cost units occupied by people with higher incomes. Those folks own multiple cars. Furthermore, there is no on street parking allowed on Kenzie Terrace and limited hour parking on Stinson Parkway. Any miscalculation in the parking demand will result in cars being parked on nearby single-family home residential streets.

Recommendation 7 – Affordable Housing

Allow 110 units of affordable housing.

Discussion

The city has stated that they will accommodate some affordable housing units and the Metropolitan Council has recommended that the city develop at least 38 units by the year 2040.

Recommendation 9 - Affordable Housing

Useable open space for all age groups must be provided on or immediately adjacent to the affordable units.

Discussion

The existing proposal shows no open space on site for the affordable housing residents. There must be on site open space or the building has to be relocated to be adjacent to community open space.

Recommendation 10 – Affordable Housing

Do not locate the affordable housing part of the project at the most visible part of this project.

Discussion

This is a major gateway to St. Anthony. This site should be the diamond component of the whole 17.4 acres. It needs to be well designed and impeccably maintained. A market rate building is more suitable for this site.

Recommendation 11 – Open Space

Require much more usable open space than proposed so that people from all parts of the project can gather.

Discussion

This project is not conveniently located near a neighborhood park. Windom Park in Minneapolis is 2,000 feet away. Silver Point Park is 3,000 feet away across a two very busy intersections. The 1.4 acre space in this project is primarily a steeply sloped hill ending in a water retention pond. (Will it be fenced to prevent accidents?) Most of the open space is unusable space.

It should also be noted that the proposal tries to count sidewalks in the project as open space. See civil engineering sheet number C 104. Sidewalks are never counted as "open space" in a project.

Recommendation 12 – Tax Increment Financing

- A. Only consider the use of tax increment to assist the affordable housing component.**
- B. If there is any hint that tax increment financing is needed for the rest of the project, DENY the whole project.**

Discussion

Silver Lake Village is already a tax increment project. No taxes above what was paid prior to development and that levied through special school board tax elections are being received by the city, school board, or county governments. We need tax revenue to pay for community services, especially SCHOOLS. St. Anthony already has one of the highest tax rates in the Twin Cities. Our tax payers need relief now, not 20 years from now when project tax increment bonds are finally paid off and the properties are fully taxed.

Recommendation 13

The developer should comply with the zoning code tree planting requirements in the R4 zoning district which require approximately 172 trees.

Discussion

It is likely that because of the density of this development, ALL trees will be removed. The preliminary plan does not address tree planting. The final plan should include a landscaping plan showing where the trees required by R4 zoning will be located.

CONCLUSION

The purpose of a planned unit development is to preserve natural features and/or to allow the clustering of open space. In this case, as the findings of fact indicate there will be very little common, useable open space and no preservation of any natural amenities on the site. The planned unit concept is being misused to simply avoid almost all land development standards purely for the sake of packing as many units as the city will swallow onto this site.

RECOMMENDED ACTION AND MOTION

- 1. DENY THE PRELIMINARY PLAN, SUBDIVISION, AND COMPREHENSIVE PLAN AMENDMENT BASED ON THE FINDINGS OF FACT ABOVE.**

OR

2. **RECOMMEND THAT THE DENSITY BE REDUCED AND THE ENTIRE SITE PLAN BE REDONE IN ACCORDANCE WITH RECOMMENDATIONS 1-13 ABOVE IN ORDER TO MAKE THIS PROJECT COMPATIBLE WITH THE 2/3 OF ITS ADJACENT USES THAT ARE ONE STORY SINGLE FAMILY HOMES.**

----- Original message -----

From: Jesse Pikturna <pikturna@gmail.com>

Date: 8/28/17 8:24 AM (GMT-06:00)

To: Jim.Gondorchin@savmn.com, Dominic.Papatola@savmn.com, Dan.Bartel@savmn.com,
Robert.Foster@savmn.com, Mark.Kalar@savmn.com, Jedd.Larson@savmn.com,
Marcey.Westrick@savmn.com, planner@savmn.com, Breanne Rothstein
<BRothstein@wsbeng.com>

Cc: jerry.faust@savmn.com, hal.gray@savmn.com, jan.jenson@savmn.com,
randy.stille@savmn.com

Subject: Proposed Lowry Grove Development

Mr. Mayor, City Council, Planning Commission, and City Planner:

I'm writing today to express my opinion about the proposed Lowry Grove Development. This is a significant project for our community and has the potential to move our community forward. However, I think it's important for us to complete our due diligence to ensure that it's done properly because there are risks to our community if we are not vigilant in our duty.

I'm very much in favor of the development of the site. I think inclusion of parkspace and affordable housing will help us to continue to build a positive and vibrant community.

At the same time, we have a Comprehensive Plan. For a project of this scale, it's more important, not less important, to adhere to that plan, not to amend it or ignore it. Willfully deviating from it for a project of this scale defeats the very purpose of formulating it to begin with. The overall density of housing in the current proposal is simply too high and is not in compliance with the Plan.

Affordable Housing:

I am very much in favor of the affordable housing component of this plan, but there is opportunity to improve. Tightly integrating the affordable housing with the rest of the site is key to the success of the project. If affordable housing is separated from other housing on the site, the outcome will be less positive than it otherwise might be.

Parkspace:

The parkspace is a very positive aspect of the plan and should remain in place.

Schools:

We need to fully understand the impact of this new development on the schools. Relating to the schools (and all other areas) there are a range of possible outcomes. We should make these decisions based on that range, not a single point estimate. We need a "worst-case" scenario.

I've seen projects like this in the past in other communities and school impact can be grossly underestimated. It can be underestimated in family housing. Even in senior housing, sometimes grandchildren can live with grandparents.

If we move ahead with a project of this scale, we must have a plan to build a new school building in the district. It's critical that we have a location designated and a funding source clarified before approving this project because the schools are already over capacity.

Traffic:

The alley south of 27th avenue should have access only to single family houses. It does not have capacity to accommodate traffic from condominiums, townhouses, or apartment buildings. Though it connects to Wilson, it should not, as evidenced by the "dead end" sign.

The alley is not a road. It does not have street lights for visibility at night, curbs, or markings. Increases in traffic on the alley are a public safety concern. They are increases to risks for neighborhood children. If the developer wants to build single family houses on lots of average size for single family houses in St. Anthony, access to the alley is appropriate for those houses. It is not appropriate for other kinds of dwellings.

Compatibility with Surrounding Land Uses:

As proposed the housing is too dense. The townhouses are substantially larger in scale than the single family homes they will neighbor under the plan, and quickly the development transitions to large scale buildings. All of the structures need to be reduced in elevation from ground.

We must comply with the Comprehensive Plan with respect to scale of the new buildings and housing density. We should not amend it or benchmark against other sites that may nor may not comply fully.

Storm Water / Flooding

We need additional studies to ensure that the addition of impervious surfaces will not increase flooding risks to rise for neighborhood homes, even in the worst of storms.

We will develop this site, but it's necessary to do so in a way that complies with our Comprehensive Plan and upholds our duty to the existing citizens and citizens-to-be of Saint Anthony.

Thank you,

Jesse Pikturna
2616 27th Ave NE

----- Original message -----

From: Andrew May <andrew.david.may@gmail.com>

Date: 8/28/17 12:01 AM (GMT-06:00)

To: planner@savmn.com

Subject: Lowry Grove Redevelopment Comments

Dear City planner,

My name is Andrew May and I live on 27th Ave. NE, directly bordering Lowry Grove to the north. The reason I am writing is to share my thoughts and concerns on the proposed Lowry Grove development.

The general layout and building uses for the proposed development is something I am in favor of. I do have some serious concerns though related to storm water runoff, traffic in our neighborhood (not just around it), parking, impact on our schools and general fit with our neighborhood.

Below are my thoughts and concerns as related to these topics.

Storm water runoff / flooding

The proposed driveways off the proposed widened alley will add a large amount of impervious surface and exacerbate existing flooding issues for the houses on the south side of 27th. All of the additional pavement proposed along the northern border of the project slopes to the north - toward my and my neighbors' backyards. I have only lived at this address a short time but have witnessed ponding occur on my driveway in my backyard within the last 30 days. I am very concerned that in the event of a major rain event I will endure water running into my attached garage and lower level which sits below the garage floor.

I believe requiring the developer to load driveways for the proposed townhomes on the south side of the buildings - not from the alley, and maintaining a normal 12 foot wide alley provides me and my neighbors our best chance for avoiding flooding.

Neighborhood Traffic

Parking and driveway access for all buildings within the development should be confined to the development and not include the alley on the northern border of the development.

Driveway access from the alley for the northern townhouses will significantly increase traffic within our neighborhood in the alley, up Wilson, across 27th, and up Coolidge.

Driveway access from the alley for the northern townhouses will increase traffic at the intersection of 27th and Stinson and significantly increase the amount of u-turns on Stinson since you can only turn north out of the alley.

Driveway access from the alley for the northern townhouses will impact parking in our neighborhood and promote parking outside of the development in general.

The proposed access to the alley is inconsistent with all other high density housing and planned unit developments in St Anthony Village, where all parking and driveway access is contained within the development.

Driveway access for the northern townhouses should be consistent with the western townhouses and be contained within the development.

If the style of the northern townhomes included tuck-under garages accessible from within the development to the south the main floor of the houses would be at ground level from the alley and fit in better with the bordering neighborhood in regards to height.

While supporting the inclusion and location of the townhouses I strongly oppose the proposed northern oriented driveway access. I believe the driveways for the townhouses along the northern border of the development should have their driveways reoriented to be from the south for the following reasons:

- Southern oriented driveways would not add additional traffic to our neighborhood up Wilson Street.
- Southern oriented driveways would improve overall fit with the neighborhood
- Southern oriented driveways would allow for backyards to face the alley and fit in better with the bordering neighborhood in regards to landscaping.
- Southern oriented driveways would allow for backyards to face the alley where trees could be planted to replace those that will be cut down.
- Southern oriented driveways would allow for less impervious surfaces sloping to the north that would help with drainage and water abatement.
- Southern oriented driveways would not encourage guest parking in our neighborhood (or in the alley).

The development as proposed has 21 townhomes that would access the 27th avenue alley. This is a 20% increase in homes in the neighborhood. There are currently 24 homes with driveways on the alley, so this is an 88% increase in the number of driveways to the alley and traffic to Wilson.

Decreasing the overall density in the project will allow for more room to reconfigure the driveways and the space available within the development to access them from the south.

Decreasing the overall density will lessen the impact of traffic problems associated with the development.

Parking

All resident parking must be contained within the development.

If there is not adequate parking inside the development residents will park on closest on-street parking, our neighborhood.

Looking at the proposed plans the only plan for overflow and guest parking will be our neighborhood streets.

Our neighborhood cannot be used as a solution for inadequate parking within the development.

Decreasing the overall density will allow for more adequate parking within the development.

The proposed driveway access from the alley will essentially be bringing parking (and traffic) into our neighborhood.

Parking in our neighborhood is already impacted by St Charles, especially on Sundays and holidays. If parking in our neighborhood is impacted by the development, where will the St Charles parishioners park?

The cost of the enclosed parking should be included in rents in the development. Failing to require the developer to include parking can and will lead to residents parking on the street.

Schools

Decreasing the density will allow for less overcrowding at our schools.

Although the current proposal may not attract huge numbers of families with children, as empty nest couples move from their current homes within St Anthony to the new development, their homes will be sold to families with younger children that will attend our schools.

The estimated number of 1, 2, and 3 bedroom apartments needs to be provided by the developer to get an idea of the number of children that will reside in the development and potentially attend our schools. Without these estimates how can we estimate the impact on our schools?

Will the 55 and up housing have strict age requirements and restrictions on children? How do we know that these building will not impact our schools? Grandchildren could reside here as well as young families without clear usage.

With 80 kids in the neighborhood, the impact of crowded schools would be immediately felt by our children. Additionally, more busses could be required which would have additional costs for the school district.

Fit with neighborhood: scale and design

The development planning principles state the importance of compatibility with surrounding land uses. It is important that new development match existing surrounding land uses in scale, height, and use. Because the development borders different land uses (multi family buildings to the south and east, single family residences to the north and west) each border should be compatible

with surrounding structures. Generally speaking the current proposal takes this into consideration.

I support the current proposed inclusion and location of the townhouses within the larger development, although there are still issues with the configuration of these buildings.

I support the current proposed location of the apartment buildings in the development being along Kenzie Terrace, consistent with other taller buildings already in the area.

I support the inclusion and location of the parkspace being centrally located in the development immediately to the south of the northern townhouses. The open space afforded by this park, and the combination of the lower elevation townhouses to the north, helps buffer the single family residences to the north from the view of the multi family apartments to the south.

I support the density for the multi family buildings being comparable with recent multi family developments built in south St Anthony ((i.e. not Kenzi Condominiums but more like Autumn Woods which is 31 units / acre).

Elevation from ground level (scale to surrounding buildings)

The Kensington Condominiums were built in 1985, prior to the creation and adoption of the city's Comprehensive Plan, and should not be considered a representative building for the neighborhood in regards to height and scale. Autumn Woods, located across Kenzie Terrace to the south, is a more accurate development for referenced in regards to neighborhood fit for multi family developments for height and scale.

I am optimistic that the development of Lowry Grove will improve the neighborhood in the long term, having potential for the following:

- Provide additional affordable housing for St Anthony Village
- Lead to positive development elsewhere in the Village (like the Walmart site)
- Improve long standing commercial vacancies in the area shopping centers
- Lead to a safer Kenzie Terrace with adequate pedestrian and bicycle access

In closing I ask that the approval process be given the time it deserves. Development of this scale is unprecedented for our neighborhood. We must get it right.

Thank you for taking the time read this message.

Regards,

Andrew May

2500 27th Ave. NE

----- Original message -----

From: Michael Wandell <mwandell@gmail.com>

Date: 8/28/17 8:47 AM (GMT-06:00)

To: jerry.faust@savmn.com, hal.gray@savmn.com, jan.jenson@savmn.com,
randy.stille@savmn.com, Jim.Gondorchin@savmn.com, Dominic.Papatola@savmn.com,
Dan.Bartel@savmn.com, Robert.Foster@savmn.com, Mark.Kalar@savmn.com,
Jedd.Larson@savmn.com, Marcey.Westrick@savmn.com, planner@savmn.com, Breanne
Rothstein <BRothstein@wsbeng.com>

Cc: "Beth Comstock Wandell (comstock.beth@gmail.com)" <comstock.beth@gmail.com>

Subject: Fwd: Lowry Grove Redevelopment Comments

My name is Michael Wandell and I live at 2800 27th Ave NE

The reason I am writing is to share my thoughts on the proposed Lowry Grove development.

I am optimistic that the development of Lowry Grove will improve the neighborhood in the long term, having potential for the following:

- Lead to positive development elsewhere in the Village
- Improve long standing commercial vacancies in the area shopping centers (like the Walmart site)
- Provide additional affordable housing for St Anthony Village
- Lead to a safer Kenzie Terrace with adequate pedestrian and bicycle access

The general layout and building uses for the proposed development is something I am in favor of. However, below are my thoughts and concerns as related to the redevelopment

Neighborhood Traffic & Traffic Safety

We estimate that there are around 80 children in SOSA (Between 27th & Saint Anthony Blvd. Poor design of Lowry Grove will send many more cars speeding down our neighborhood streets.

Our Streets and alleys are where are children play games, ride their bikes, walk their dogs and we need them to be able to do so without fearing for their safety.

We do not want added traffic in our alley (south of 27th) nor do we want Wilson, Coolidge and 27th to become an even more high traffic area for those speeding through on their way to NE Mpls.

To combat this, I feel that **ALL** parking and driveway access for all buildings within the development should be contained to the development and **not** include the alley on the northern border of the development.

Driveway access from the alley for the northern townhouses will increase traffic within our neighborhood in the alley, up Wilson, across 27th, and up Coolidge.

Driveway access from the alley for the northern townhouses will increase traffic at the intersection of 27th and Stinson and significantly increase the amount of u-turns since you can only turn right out of the alley.

Driveway access from the alley for the northern townhouses will impact parking in our neighborhood and promote parking outside of the development in general.

The proposed access to the alley is inconsistent with all other high density housing and planned unit developments in St Anthony Village, where all parking and driveway access is contained within the development.

Driveway access for the northern townhouses should be consistent with the western townhouses and be contained within the development.

If the style of the northern townhomes included tuck-under garages accessible from within the development to the south the main floor of the houses would be at ground level from the alley and fit in better with the bordering neighborhood in regards to height.

While supporting the inclusion and location of the townhouses I strongly oppose the proposed northern oriented driveway access. I believe the driveways for the townhouses along the northern border of the development should have their driveways reoriented to be from the south for the following reasons:

- Southern oriented driveways would not add additional traffic to our neighborhood up Wilson Street.
- Southern oriented driveways would improve overall fit with the neighborhood
- Southern oriented driveways would allow for backyards to face the alley and fit in better with the bordering neighborhood in regards to landscaping.
- Southern oriented driveways would allow for backyards to face the alley where trees could be planted to replace those that will be cut down.
- Southern oriented driveways would allow for less impervious surfaces sloping to the north that would help with drainage and water abatement.
- Southern oriented driveways would not encourage guest parking in our neighborhood (or in the alley).

The development as proposed has 21 townhomes that would access the 27th avenue alley. This is a 20% increase in homes in the neighborhood. There are currently 24 homes with driveways on the alley, so this is an 88% increase in the number of driveways to the alley and traffic to Wilson.

Decreasing the overall density in the project will allow for more room to reconfigure the driveways and the space available within the development to access them from the south.

Decreasing the overall density will lessen the impact of traffic problems associated with the development.

Schools

Decreasing the density will allow for less overcrowding at our schools.

Although the current proposal may not attract huge numbers of families with children, as empty nest couples move from their current homes within St Anthony to the new development, their homes will be sold to families with younger children that will attend our schools.

The estimated number of 1, 2, and 3 bedroom apartments needs to be provided by the developer to get an idea of the number of children that will reside in the development and potentially attend our schools. Without these estimates how can we estimate the impact on our schools?

Will the 55 and up housing have strict age requirements and restrictions on children? How do we know that these building will not impact our schools? Grandchildren could reside here as well as young families without clear usage.

With 80 kids in the neighborhood, the impact of crowded schools would be immediately felt by our children. Additionally, more busses could be required which would have additional costs for the school district.

Parking

All resident parking must be contained with the development.

If there is not adequate parking inside the development residents will park on closest on-street parking, our neighborhood.

Looking at the proposed plans the only plan for overflow and guest parking will be our neighborhood streets.

Our neighborhood cannot be used as a solution for inadequate parking within the development.

Decreasing the overall density will allow for more adequate parking within the development.

The proposed driveway access from the alley will essentially be bringing parking (and traffic) into our neighborhood.

Parking in our neighborhood is already impacted by St Charles, especially on Sundays and holidays. If parking in our neighborhood is impacted by the development, where will the St Charles parishioners park?

The cost of enclosed parking should be included in rents in the development. I have seen in other neighborhoods that if enclosed parking is an extra fee, the residents park in neighborhood streets in order to avoid paying the extra fee.

Fit with neighborhood: scale and design

The development planning principles state the importance of compatibility with surrounding land uses. It is important that new development match existing surrounding land uses in scale, height, and use. Because the development borders different land uses (multi family buildings to the south and east, single family residences to the north and west) each border should be compatible with surrounding structures. Generally speaking the current proposal takes this into consideration.

I support the current proposed inclusion and location of the townhouses within the larger development, although there are still issues with the configuration of these buildings.

I support the current proposed location of the apartment buildings in the development being along Kenzie Terrace, consistent with other taller buildings already in the area.

I support the inclusion and location of the parkspace being centrally located in the development immediately to the south of the northern townhouses. The open space afforded by this park, and the combination of the lower elevation townhouses to the north, helps buffer the single family residences to the north from the view of the multi family apartments to the south.

I support the density for the multi family buildings being comparable with recent multi family developments built in south St Anthony ((i.e. not Kenzi Condominiums but more like Autumn Woods which is 31 units / acre).

Elevation from ground level (scale to surrounding buildings)

The Kensington Condominiums were built in 1985, prior to the creation of the Comp Plan, and should not be considered a representative building for the neighborhood in regards to height and scale. Autumn Woods, located to the south, is a more accurate building to be referenced in regards to neighborhood fit for multi family developments for height and scale.

In closing I ask that the approval process be given the time it deserves. Development of this scale is unprecedented for our neighborhood. **We must get it right.**

Thank you for taking the time read this message.

Regards,

Michael Wandell
27th Ave NE

-----Original Message-----

From: Jeff Brown [mailto:bigjeffbrown@gmail.com]

Sent: Monday, August 28, 2017 9:30 AM

To: planner@savmn.com

Cc: Randy Holm <Randy.holm@deluxe.com>

Subject: Lowry Grove Development

Dear City Planner;

I would like to express my concerns about the Lowry Grove Development Project. We live across the street.

- 1.) Density of project.
- 2.) Water table and storm water displacement. There was once a small lake on this site.
- 3.) Parking provided for all residents in underground structures.
- 4.) Low income units should be distributed through all buildings, not 1 building for low income.
- 5.) Exterior of all structures should be of high quality material. Brick.
- 6.) Traffic flow onto Stinson Parkway should be limited to emergency vehicles only.
- 7.) Hours and length of construction. 7 AM to 7 PM.

Thank you for your consideration of these matters.

Jeff Brown

2514 Stinson Parkway

612-799-1219

Sent from my iPhone

From: Corey Burstad [<mailto:corey.burstad@gmail.com>]
Sent: Monday, August 28, 2017 9:56 AM
To: Mark Casey
Subject: SAV Letter from Local Business Owner - Village Pub

Mark-

Please see my attached letter I wish to submit for public record. I support the proposed project and believe it will be a great asset to this corridor and help bring economic life to SAV!

Thank you for your time!

Sincerely,
Corey Burstad

Call me with any questions - 612-280-4328

August 28, 2017

Chair James Gondorchin and Planning
Commissioners
City of Saint Anthony Village
3301 Silver Lake Road
Saint Anthony, Minnesota 55418

Via Email

Re: Support for High Density Development in Saint Anthony Village

Chair Gondorchin and commissioners,

My companies are the owner and operator of Saint Anthony Village's Village Pub ("Pub"), located at the intersection of Saint Anthony Blvd., New Brighton Blvd., and Lowry Ave. NE. In addition to the Pub, I own a number of other restaurants and retail businesses across Minnesota. I write today in support of proposed amendments to the city's comprehensive plan, which I understand would allow for a high-density real estate redevelopment of the former Lowry Grove mobile home park site.

As the Pub owner, I am deeply concerned with maintaining and increasing the economic health and vibrancy of our community. I have seen how similar high density projects in the metro area have created lasting positive impacts, and I believe that this property redevelopment is not only a positive addition for business owners in the community, but for Saint Anthony Village as a whole.

Over the past few months, I have become familiar with the redevelopment proposal for the former Lowry Grove location. The project aims to create a community inclusive of a broad array of potential residents; adding young professionals preferring to rent instead of buy, seniors looking for an accessible but independent alternative to maintaining a detached property, and those in seek of affordable housing. I believe that offering increased housing options to this expansive group of residents will foster diversity and inclusion in our community as well as provide small business owners with greater consumer and customer reach.

Within just a short walk or bus ride, residents of the redevelopment will have access to schools, grocery stores, restaurants, shops, day cares, medical services, public transit, and entertainment (to name just a few of services). The additional city investment needed to support a development like the one proposed would be minimal, as transit routes, emergency services, and schools are already available to accommodate the increase in population. The resulting increase in residents looking for walkable shopping and dining will only serve to boost economic activity in the city, and with the surrounding area already primed to support the proposed development, local retailers and community members alike stand to benefit from increased accessibility.

The proposed redevelopment project is geared toward the kind of resident that will bring vibrancy and diversity to the community. The city needs to consider the impact the redevelopment will have on Saint Anthony Village, and the potential for a broadened community to positively impact residents and business owners. I urge you to approve the proposed amendments to the city's comprehensive plan, so that the members of Saint Anthony Village can enjoy the many benefits high density development can provide a community in the metro area.

Sincerely,

A handwritten signature in black ink, appearing to read 'C. Burstad', with a large, stylized circular flourish at the end.

Corey Burstad, Owner of Village Pub

From: Holm, Randy [<mailto:randy.holm@deluxe.com>]
Sent: Monday, August 28, 2017 10:08 AM
To: planner@savmn.com
Cc: Jeff Brown <bigjeffbrown@gmail.com>
Subject: From the Residents of 2514 Stinson Blvd

Good Morning Ms. Rothstein-

My partner Jeff Brown and I reside at 2514 Stinson Blvd. We have lived in the house for almost 25 years. As we live directly across the street from the Bremer Bank- this development will have a major and direct impact on us.

We have great concerns regarding the proposed development plans for Lowry Grove- Village Redevelopment Project.

These are our major concerns:

1. Sheer density of project- going from just under 100 occupied living units to a proposed 833 is excessive to say the very least. Isn't the SAV Elementary School already bursting at the seams?
2. Parking- We already struggle to park in front of our own home (my car doesn't fit in our garage) with Cryptid Salon and Mother Earth Gardens- this proposed development cannot possibly provide for adequate parking for residents and guests. It will inevitably affect the Minneapolis side of Stinson.
3. Stinson Blvd. is a Parkway. There should be no major entrance at 26th Street and Stinson- it will create the need for a light and increase traffic exponentially.
4. Rezoning the Bremer Bank location from commercial to High Density Residential will destroy the neighborhood feel, and create a traffic fiasco. We did not buy across the street from a commercially zoned lot with the expectation that it would one day turn to residential- much less high density residential.
5. Density of project as proposed will create sewer and water problems- the majority of that property is a dredged out lake with high water table. Will the burden of this development later fall upon the Minneapolis residents of Stinson Blvd. We certainly cannot see any possible justification or need to have high density residential at the Bremer Bank location, **and urge you to deny the request to amend high density from 40 to 48 units per acre.**
6. Low income units should be dispersed among all buildings. We have major concerns over the Bremer Bank location, and the proposed plan.

We will be attending tonight's hearing- and will hopefully have the opportunity to voice these concerns. We do support the development of the location, just not as currently proposed. This is very different than the Silver Lake Village development. Many, many single family homes will be affected by this. This is not a commercially zoned area unaffected by development. This is a thriving neighborhood with many long term owners.

This development will forever change the fingerprint of our neighborhood, and I am hoping that you are assuming the responsibility of safeguard of the community as well as the development planner.

Sincerely,

Randy Holm

Randy Holm | Outbound Account Program Specialist

3660 Victoria St. | Shoreview, MN 55126

Phone: 800-223-0399 | ext. 0114

randy.holm@deluxe

From: Brian Sorenson [<mailto:bsorenson@mjmktg.com>]

Sent: Monday, August 28, 2017 11:25 AM

To: jerry.faust@savmn.com; hal.gray@savmn.com; jan.ienson@savmn.com; randy.stille@savmn.com; Jim.Gondorchin@savmn.com; Dominic.Papatola@savmn.com; Dan.Bartel@savmn.com; Robert.Foster@savmn.com; Mark.Kalar@savmn.com; Jedd.Larson@savmn.com; Marcey.Westrick@savmn.com; planner@savmn.com

Subject: Lowry Grove Redevelopment

Hello,

My name is Brian Sorenson and I live on 27th Ave in the St Anthony Village neighborhood of single family residences that border Lowry Grove. The reason I am writing is to share my thoughts on the proposed Lowry Grove development.

I am optimistic that the development of Lowry Grove will improve the neighborhood in the long term, having potential for the following:

- Provide additional affordable housing for St Anthony Village
- Lead to positive development elsewhere in the Village (like the Walmart site)
- Improve long standing commercial vacancies in the area shopping centers
- Lead to a safer Kenzie Terrace with adequate pedestrian and bicycle access

The general layout and building uses for the proposed development is something I am in favor of. I do have some serious concerns though related to parking, storm water runoff, traffic in our neighborhood (not just around it), impact on our schools and general fit with our neighborhood.

Below are my thoughts and concerns as related to these topics.

Parking

All resident parking must be contained within the development.

If there is not adequate parking inside the development residents will park on closest on-street parking, our neighborhood.

Looking at the proposed plans the only plan for overflow and guest parking will be our neighborhood streets.

Our neighborhood cannot be used as a solution for inadequate parking within the development.

Decreasing the overall density will allow for more adequate parking within the development.

The proposed driveway access from the alley will essentially be bringing parking (and traffic) into our neighborhood.

Parking in our neighborhood is already impacted by St Charles, especially on Sundays and holidays. If parking in our neighborhood is impacted by the development, where will the St Charles parishioners park?

The cost of enclosed parking should be included in rents in the development. I have seen in other neighborhoods that if enclosed parking is an extra fee, the residents park in neighborhood streets in order to avoid paying the extra fee.

Storm water runoff / flooding

The proposed driveways off the alley will add additional impervious surfaces and exacerbate existing flooding issues for the houses on the south side of 27th.

The proposed runoff should not exacerbate existing flooding issues in the surrounding area, i.e. our neighborhood.

Decreasing the density will allow for more room to handle storm water runoff from within the development.

Neighborhood Traffic

Parking and driveway access for all building within the development should be contained to the development and not include the alley on the northern border of the development.

Driveway access from the alley for the northern townhouses will increase traffic within our neighborhood in the alley, up Wilson, across 27th, and up Coolidge.

Driveway access from the alley for the northern townhouses will increase traffic at the intersection of 27th and Stinson and significantly increase the amount of u-turns since you can only turn right out of the alley.

Driveway access from the alley for the northern townhouses will impact parking in our neighborhood and promote parking outside of the development in general.

The proposed access to the alley is inconsistent with all other high density housing and planned unit developments in St Anthony Village, where all parking and driveway access is contained with the development.

Driveway access for the northern townhouses should be consistent with the western townhouses and be contained within the development.

If the style of the northern townhomes included tuck-under garages accessible from within the development to the south the main floor of the houses would be at ground level from the alley and fit in better with the bordering neighborhood in regards to height.

While supporting the inclusion and location of the townhouses I strongly oppose the proposed northern oriented driveway access. I believe the driveways for the townhouses along the northern border of the development should have their driveways reoriented to be from the south for the following reasons:

- Southern oriented driveways would not add additional traffic to our neighborhood up Wilson Street.
- Southern oriented driveways would improve overall fit with the neighborhood
- Southern oriented driveways would allow for backyards to face the alley and fit in better with the bordering neighborhood in regards to landscaping.
- Southern oriented driveways would allow for backyards to face the alley where trees could be planted to replace those that will be cut down.
- Southern oriented driveways would allow for less impervious surfaces sloping to the north that would help with drainage and water abatement.
- Southern oriented driveways would not encourage guest parking in our neighborhood (or in the alley).

The development as proposed has 21 townhomes that would access the 27th avenue alley. This is a 20% increase in homes in the neighborhood. There are currently 24 homes with driveways on the alley, so this is an 88% increase in the number of driveways to the alley and traffic to Wilson.

Decreasing the overall density in the project will allow for more room to reconfigure the driveways and the space available within the development to access them from the south.

Decreasing the overall density will lessen the impact of traffic problems associated with the development.

Schools

Decreasing the density will allow for less overcrowding at our schools.

Although the current proposal may not attract huge numbers of families with children, as empty nest couples move from their current homes within St Anthony to the new development, their homes will be sold to families with younger children that will attend our schools.

The estimated number of 1, 2, and 3 bedroom apartments needs to be provided by the developer to get an idea of the number of children that will reside in the development and potentially attend our schools. Without these estimates how can we estimate the impact on our schools?

Will the 55 and up housing have strict age requirements and restrictions on children? How do we know that these building will not impact our schools? Grandchildren could reside here as well as young families without clear usage.

With 80 kids in the neighborhood, the impact of crowded schools would be immediately felt by our children. Additionally, more busses could be required which would have additional costs for the school district.

Fit with neighborhood: scale and design

The development planning principles state the importance of compatibility with surrounding land uses. It is important that new development match existing surrounding land uses in scale, height, and use. Because the development borders different land uses (multi family buildings to the south and east, single family residences to the north and west) each border should be compatible with surrounding structures. Generally speaking the current proposal takes this into consideration.

I support the current proposed inclusion and location of the townhouses within the larger development, although there are still issues with the configuration of these buildings.

I support the current proposed location of the apartment buildings in the development being along Kenzie Terrace, consistent with other taller buildings already in the area.

I support the inclusion and location of the parkspace being centrally located in the development immediately to the south of the northern townhouses. The open space afforded by this park, and the combination of the lower elevation townhouses to the north, helps buffer the single family residences to the north from the view of the multi family apartments to the south.

I support the density for the multi family buildings being comparable with recent multi family developments built in south St Anthony ((i.e. not Kenzi Condominiums but more like Autumn Woods which is 31 units / acre).

Elevation from ground level (scale to surrounding buildings)

The Kensington Condominiums were built in 1985, prior to the creation of the Comp Plan, and should not be considered a representative building for the neighborhood in regards to height and scale. Autumn Woods, located to the south, is a more accurate building to be referenced in regards to neighborhood fit for multi family developments for height and scale.

In closing I ask that the approval process be given the time it deserves. Development of this scale is unprecedented for our neighborhood. We must get it right.

Thank you for taking the time read this message.

Regards,

- Brian Sorenson

From: Al Willig [<mailto:alwillig@yahoo.com>]

Sent: Monday, August 28, 2017 1:02 PM

To: jerry.faust@savmn.com; hal.gray@savmn.com; jan.jenson@savmn.com; randy.stille@savmn.com; Jim.Gondorchin@savmn.com; Dominic.Papatola@savmn.com; Dan.Bartel@savmn.com; Robert.Foster@savmn.com; Mark.Kalar@savmn.com; Jedd.Larson@savmn.com; Marcey.Westrick@savmn.com; planner@savmn.com; Breanne Rothstein <BRothstein@wsbeng.com>

Subject: Lowry Grove Development

All,

Thank you for taking a moment to read my concerns about the proposed development of Lowry Grove. I will be brief.

My wife and I have resided at 2600 Pahl Avenue in St. Anthony for the past 19 years; two blocks from the development site. My greatest concerns are those of increased traffic and the high potential for 'spill-over' parking into our neighborhood. I know many of my neighbors have contacted you with much greater detail of neighborhood concerns so I will simply add my voice to theirs.

My best to you as you do the difficult work of making and keeping SAV a fine place to live. Reducing the density of this project would go a long way.

Thanks

Al Willig

From: Carolyn Buzza [mailto:carolynmbuzza@gmail.com]

Sent: Monday, August 28, 2017 12:57 PM

To: jerry.faust@savmn.com; hal.gray@savmn.com; jan.jenson@savmn.com; randy.stille@savmn.com; Jim.Gondorchin@savmn.com; Dominic.Papatola@savmn.com; Dan.Bartel@savmn.com; Robert.Foster@savmn.com; Mark.Kalar@savmn.com; Jedd.Larson@savmn.com; Marcey.Westrick@savmn.com; planner@savmn.com; Breanne Rothstein <BRothstein@wsbeng.com>

Subject: Lowry Grove

Hello,

I am a St. Anthony resident. I live on 27th and Wilson, just a block away from Lowry Grove.

I am in favor of the housing development being planned for Lowry Grove. If done thoughtfully, it can be a great asset for our community. It can help attract employers, raise property values and contribute to vibrant, tax-paying and revenue generating parts of the community.

We need to stay within our comprehensive plan's land use specification, and be comparable with recent multi-family developments built in south St. Anthony. Autumn Woods is a wonderful example of what should plan for.

Decreasing overall density of the project - to 30 units per acre- stays within our land use plan, fits with neighborhood scale and design, and will solve many problems that could occur with the current 800+ units planned. There are only 2 access points to this community and not enough parking for the proposed density. Parking, traffic and safety will be negatively impacted if we do not address this. I also am concerned about our school system. Wilshire park is already beyond capacity. How are Lowry Grove projections informing the current Wilshire Park referendum?

As we decrease overall density, **we must not decrease our commitment to affordable housing.** And the affordable units should be integrated with the development to the greatest extent possible through architecture, landscaping, sidewalks and paths. Currently the affordable housing is kept separate from the rest of the development.

We need to be very thoughtful about this development so St. Anthony grows and evolves, while staying the wonderfully special community that it is.

Carolyn Buzza
2617 27th Ave NE
St. Anthony MN 55418
612-822-8666

From: Brian Kallio [<mailto:bfkallio@yahoo.com>]

Sent: Monday, August 28, 2017 1:20 PM

To: hal.gray@savmn.com; jan.jenson@savmn.com; randy.stille@savmn.com; Jim.Gondorchin@savmn.com; Dominic.Papatola@savmn.com; Dan.Bartel@savmn.com; Robert.Foster@savmn.com; Mark.Kalar@savmn.com; Jedd.Larson@savmn.com; Marcey.Westrick@savmn.com; planner@savmn.com; BReanne.Rothstein@wsbeng.com; jerry.faust@savmn.com

Subject: Former Lowry Grove Proposed Development

Greetings. My name is Brian Kallio and I live at 2816 Saint Anthony Boulevard. I am writing to note that I concur with most of the message sent by Thomas Isaacson and the rest of the neighbors on the north side of the proposed development.

I think the key message is that this is a big development for the city of St. Anthony, possibly the last large development for several years, and it is important that it is done right. I like having the townhomes arranged as a buffer between the existing single family neighborhood and the proposed multi-family. I like the large open green space incorporated into the development. I like the inclusion of low income housing, although that area needs to be better incorporated into the whole development - we cannot segregate that housing.

I do not think that 48 units per acre is a suitable use for this parcel. The limited access and expected travel routes for the future residents of the proposed development need to be taken into consideration in determining the appropriate density. The developer discusses limiting traffic volumes because it is a "walkable" community, but there are few businesses in the near vicinity that the residents would walk to. I do not think that driveway access to the alley on the north side of the development is acceptable. I would like to see more detail in the expectations for impact to our local schools in terms of enrollment. I think that cross sections showing the elevation of existing homes on the north side of the property, proposed townhomes, and proposed multi-family buildings are necessary to see how the development will impact the streetscape.

I am disappointed that the staff reports did not seem to dig into very much detail on the proposed design. I do land development design, and the preliminary plat package that was submitted does not meet normal standards for a preliminary plat submittal. There were errors in the plans and several designed elements, especially related to the grading and storm sewers that do not work as shown in the plans. I hope that as the plans progress to a more complete set meeting the goals of the city of Saint Anthony that the city staff provides a review with much greater scrutiny and attention to detail.

The current preliminary plat is a starting point for the redevelopment of Lowry Grove. I hope that as the plans are updated the positive features can be preserved and the negative features amended to fit the goals of the community, while meeting industry standards for safety and design.

Thank you,

Brian F. Kallio, PE
2816 Saint Anthony Blvd
St. Anthony, MN

From: Nancy Ward [<mailto:nancylou651@gmail.com>]

Sent: Monday, August 28, 2017 1:22 PM

To: Breanne Rothstein <BRothstein@wsbeng.com>; planner@ci.saint-anthony.mn.us

Subject: Lowery Grove

Dear Planning Commission

I'm a resident of St. Anthony Village and I'm attaching a letter about my concerns.

Nancy Ward
3222 29th Ave NE
651-815-3305

August 28, 2017

Dear City of St. Anthony Village and Planning Commission:

As a resident of St. Anthony Village, I would like to voice my concern about the plans for the Lowry Grove property on Stinson Blvd. Since this area was originally zoned for R1 – Single Family Residential housing, I would like to know how the decision was made to change the zoning to R4 – Multiple Dwellings. This changes the housing range from 8-40 units/acre to 15-60 units/acre. This decision will create a situation in which 800 units with 1500-2000 residents will be in a 40 acre area. This does not fit the definition of a 'Village'. And, of course you have admitted it is now considered to be HIGH DENSITY housing. This plan does not fit in with the original zoning concept of our community.

Provided these residents have cars and use the roads during morning & evening commutes this decision will compound the already disastrous traffic situation that exists at St. Anthony Blvd. and New Brighton Blvd. Did this get considered?

A planner explained, this decision was made at least in part because of the need for housing within the city (twin city metro area). Stated that more people want to move into the city. So, in their great wisdom CITY PLANNERS will make this happen by approving more HIGH DENSITY housing. Of course, they want to work with the developers to these ends. Unfortunately, I don't think they considered the views of the 'Village' residents.

Thank you,

Nancy Ward

3222 29th Ave NE

651-815-3305