



# Community Development Committee

**Business Item**

Item: 2008-155SW

Meeting date: July 21, 2008

ADVISORY INFORMATION	
<b>Subject:</b>	City of St. Paul, Comprehensive Plan Amendment Central Corridor Development Strategy, Review File No. 17054-5
<b>District(s), Member(s):</b>	District 13, Rick Aguilar, District 14 Kirstin Sersland Beach
<b>Policy/Legal Reference:</b>	Metropolitan Land Planning Act
<b>Staff Prepared/Presented:</b>	Denise Engen, Principal Reviewer (651-602-1513) Phyllis Hanson, Manager, Local Planning Assistance (651-602-1566)
<b>Division/Department:</b>	Community Development/Planning & Growth Management

## Proposed Action

That the Metropolitan Council:

1. Adopts the attached review record and allows the City of St. Paul to put the comprehensive plan amendment (CPA) into effect.
2. Remind the City to describe activities to identify and reduce sources of excessive inflow and infiltration as a part of the 2008 Comprehensive Plan Update.
3. Remind the City that in order to meet its System Statement and statutory planning requirements, its comprehensive plan update must plan to the year 2030.
4. Remind the City that, if zoning ordinances or other official controls conflict with the plan amendment, the City will need to amend those ordinances and official controls within nine months as required by Minnesota Statutes, section 473.865.

## Background

The Metropolitan Council reviewed the City’s 2020 Comprehensive Plan (Review No. 17054-1) on February 23, 2000. Since then, the City has submitted two plan amendments to the Council for review.

In 2000, Saint Paul had 286,840 people in 112,109 households and 184,589 jobs. By 2030, the City is forecasted to have 331,000 people in 133,000 households and 220,600 jobs.

The submitted CPA adds the *Central Corridor Development Strategy* as a new chapter to the City of St. Paul’s comprehensive plan. It also re-guides land use for a 1,044-acre area along the portion of the 11-mile Central Corridor LRT corridor that is located within the St. Paul corporate limits.

## Rationale

The proposed CPA conforms to regional system plans, is consistent with Council policies, and is compatible with the plans of other local communities and school districts.

## Funding

No Metropolitan Council funding required.

## Known Support / Opposition

The Central Corridor Development Strategy (CCDS) has broad community support. Organizations supporting the CCDS, with comments and concerns about how it is to be implemented, attended the City’s

Planning Commission hearing and included: St. Paul Area Chamber of Commerce, Capitol Area Planning Board, University UNITED, District Councils Collaborative, Rein Midway Partnership, Commissioner Janice Rettman (Ramsey County), Capitol/Downtown Task Force, University Avenue Community Coalition, Commissioner Dana Badgerow (MN Dept. of Administration), Debbie Meister and Gene Christenson, and Commissioner Rafael Ortega (Ramsey County Regional Rail Authority).

<b>C</b>	<b>Community Development Committee</b>	2008-155
	Meeting date: July 21, 2008	

**ADVISORY INFORMATION**

<b>Subject</b>	City of St. Paul, Central Corridor Development Strategy Comprehensive Plan Amendment Review File No. 17054-5
<b>District</b>	District 13, Rick Aguilar, District 14 Kirstin Sersland Beach
<b>Prepared by</b>	Denise Engen, Principal Reviewer (651-602-1513) Phyllis Hanson, Manager Local Planning Assistance (651-602-1566) Guy Peterson, Community Development Division Director, (651-602-1418)
<b>Division/Department</b>	Community Development/Local Planning Assistance

**BACKGROUND**

The City of St. Paul is located in southern Ramsey County, immediately east of Minneapolis; north of Lilydale, Mendota, Mendota Heights, South St. Paul and West St. Paul in Dakota County and of Newport in Washington County; west of Maplewood; and south of Maplewood, Roseville, Falcon Heights, and Lauderdale in Ramsey County. The Mississippi River serves as a part of the southern and western boundaries of the city. In 2000, St. Paul had 286,840 people in 112,109 households and 184,589 jobs. By 2030, the City is forecasted to have 331,000 people in 133,000 households and 220,600 jobs.

The Metropolitan Council reviewed the City's 2020 Comprehensive Plan (Review No. 17054-1) on February 23, 2000. The City has since submitted two plan amendments to the Council for review.

**REQUEST SUMMARY**

The submitted CPA adds the *Central Corridor Development Strategy (CCDS)* as a new chapter to the City of St. Paul's comprehensive plan. It also re-guides land use for a 1,044-acre area along the portion of the 11-mile Central Corridor LRT corridor that is located within the St. Paul corporate limits. The comprehensive plan amendment (CPA) does not change the City's forecasts.

**PROPOSED ACTION**

1. Allow the City of St. Paul to put the comprehensive plan amendment (CPA) into effect.
2. Remind the City to describe activities to identify and reduce sources of excessive inflow and infiltration as a part of the 2008 Comprehensive Plan Update.
3. Remind the City that in order to meet its System Statement and statutory planning requirements, its comprehensive plan update must plan to the year 2030.
4. Remind the City that, if zoning ordinances or other official controls conflict with the plan amendment, the City will need to amend those ordinances and official controls within nine months as required by Minnesota Statutes, section 473.865.

OVERVIEW	
<b>Conformity with Regional Systems</b>	The CPA conforms to the Regional System Plans for Parks, Transportation (including Aviation), and Water Resources Management, with no substantial impact on, or departure from these plans.
<b>Consistency with Council Policy</b>	The CPA is consistent with the Council's <i>2030 Regional Development Framework</i> , with water resources management, and consistent with Council forecasts.
<b>Compatibility with Adjacent Community Plans</b>	The CPA will not have an impact on adjacent communities, school districts, or watersheds.

PREVIOUS COUNCIL ACTIONS
<ul style="list-style-type: none"> <li>• <b>February 2000:</b> The Council acted on the City's 2020 Comprehensive Plan Update (CPU).</li> <li>• <b>March 2000 through June 2008:</b> The Council acted on two amendments to the comprehensive plan.</li> </ul>

ISSUES
<ol style="list-style-type: none"> <li>I. Does the amendment conform to the regional system plans?</li> <li>II. Is the amendment consistent with the <i>Development Framework</i> and other Council policies?</li> <li>III. Does the amendment change the City's forecasts?</li> <li>IV. Is the amendment compatible with adjacent local governmental units?</li> </ol>

## ISSUE ANALYSIS AND FINDINGS

### I. Conformance with Regional System Plans

#### A. TRANSPORTATION SYSTEM (includes Aviation)

The amendment conforms to the *Regional Transportation (and Aviation) Policy Plan* and supports the regional transportation system. Council transportation staff offers the following comments.

##### **Aviation: Chauncey Case (651-602-1724)**

The proposed LRT maintenance facility and associated rail yards are within the Runway 14 approach zone for the St. Paul Downtown Airport. There are height control, land use density, and electronic/visual interference to be considered. However, since the LRT facilities will be located under the existing and expanded Lafayette Bridge, they are shadowed by "controlling" obstructions and may not be a major hazard. A Joint Airport/Community zoning board, consisting of the MAC, and Cities of St. Paul and South St. Paul, is now in the process of zoning the St. Paul Downtown Airport. The Joint Zoning Board, using systems information from the Metropolitan Council and information from other agencies and community must "balance" the interests of the

airport and the community. Thus, the CPA is more likely than not to conform to an airport zoning ordinance adopted and enforced by the City of St. Paul. This outcome assumes that an airport zoning ordinance is approved by the state Commissioner of Transportation.

**Roadways and Transit: Karen Lyons (651-602-1703), Scott Thompson, Metro Transit (612-349-7774)**

The Council appreciates the ongoing collaboration with the City of St Paul on both the Light Rail Transit (LRT) project and station area land use planning and development initiatives. The City of St. Paul's CCDS will be instrumental in shaping the development future of communities around Central Corridor LRT stations. The CCDS and St. Paul's ongoing land use planning and development efforts have been instrumental in achieving a Medium-High Land Use Rating for Central LRT New Starts funding from the Federal Transit Administration (FTA). The City's proactive planning reflects a commitment to direct compact, mixed use, pedestrian-friendly development around Central LRT station areas. Achieving the envisioned development through continued work on the City's development initiatives will benefit the communities served by the LRT, as well as the regional transit system.

The Metropolitan Council's provision of new Central LRT services and improved connections with an expanded network of north/south bus services, and other service improvements will constitute a major transit service enhancement St. Paul. There are a number of comments that the Council offers with regard to CCDS-recommended transit service changes:

- The CCDS states that there should be "...a commitment to maintain local transit service at current service levels" [CCDS Section 1, Theme 2]. The CCDS also states "...A combination of LRT and bus service should continue to fully serve this ridership segment...." Although Route #16 service levels will be reduced when much of its ridership will shift to LRT, the Route #16 will continue to provide local service and together both LRT and Route #16 will constitute enhanced transit service supply.
- The CCDS goes on to state that "...if the #16 service level is reduced and station distances remain 1 mile apart within the eastern segment of the Corridor, provide circulator service to the LRT line to ease transportation access to planned stations where there is a high concentration of transit dependent population... [And] Explore the use of circulator buses to serve neighbors adjacent to the LRT line along University Avenue to encourage access to business and to transit." The community is aware of the Council's plan to "rough in" the infrastructure for three future stations, and the Council will refine plans for the transit service components and levels for the entire corridor as engineering and design progress. A new Route 60 is being proposed by Metro Transit to provide 1/2 mile route spacing, and a 1/4 mile walk distance, for neighborhoods between Snelling and Victoria. Public input will be solicited on proposed service changes in conjunction with LRT implementation.
- Regarding Downtown St Paul, the CCDS advocates the following: "Complement current transit service in the downtown with a downtown circulator. Structure bus service to more effectively serve the circulator needs of riders, particularly to the SMM/RiverCentre complex, Saint Paul College/Cathedral Hill area and Metro State University." [And] "...Re-evaluate existing bus routes downtown in light of planned LRT service. As Cedar will be well-served by LRT, alternative entrances into the downtown for Metro Transit bus routes 16, 50 and 94 should be considered that could better serve the edges of downtown (including Saint Paul College, United Hospital, and the entertainment district)." The Council plans to utilize the existing bus system to provide circulation and linkages between the entertainment district, the downtown core, and other adjacent venues, as opposed to implementing a potentially duplicative transit circulator system. Again, the Council will be refining transit service plans as the LRT project progresses, and inviting public input.

- The City’s plan to channel new residential growth and other mixed use development close to the LRT is consistent with the Council’s regional plans for new infill growth and redevelopment, particularly along transitways. The CCDS also supports national “New Starts” transit policy, which encourages mixed use, pedestrian-friendly development around transitway stations.
- The anticipated 14,360 new housing units planned by 2030 within the CCDS area are generally consistent with what the Council reported to the Federal Transit Administration in the land use section of the federal application for Central Corridor LRT funding.

## **B. WATER SYSTEM**

### **1. Wastewater: Roger Janzig (651-602-1119)**

The amendment is in conformance with the *Water Resources Management Policy Plan*. The regional wastewater system has sufficient capacity to accommodate the amendment area.

St. Paul has been identified as a community with excessive peak hourly flow during wet weather occurrences. As such, the community has an identified I/I reduction goal that applies to a specific part(s) of the community or to the community as a whole. The community will need to include a description of its I/I program in its 2008 Comprehensive plan update.

### **2. Water Supply, Sara Bertelsen (651-602-1035)**

The amendment is consistent with Metropolitan Council Water Supply policies.

### **3. Surface Water Management: James Larsen (651-602-1159), Judy Sventek (651-602-1156)**

The amendment is consistent with Metropolitan Council Surface Water policies. Saint Paul is located within the Capitol Region and Ramsey Washington Metro Watershed Districts and the Mississippi River and Lower Mississippi River Watershed Management Organization boundaries. The Council reviewed Saint Paul’s local surface water management plan update in August 2006. Council staff offers the following comments on the amendment.

This submission from the City proposes to “Improve the Image and Quality of Life Along the Corridor” through implementation of key goals and strategies. City Strategy 5.1.1 in section 2.3 proposes in part, to create a “Sustainable Central Corridor Strategy that promotes green infrastructure, materials and best practices, including: stormwater diversion, maximized permeable surfaces and increased green space.” Elaboration of this key strategy in section 4.3 indicates that while the density of development along the corridor is proposed to increase, the City hopes to decrease, (from existing conditions), the resultant volume of stormwater flow that will be channeled into storm sewers following redevelopment. The City indicates in the CCDS (p. 92) that it could attain this reduction if it set a minimum 50-percent standard for use of porous versus impervious surfaces as a percentage of total site area within the Corridor. The City would also consider implementation of ways to improve the quality of stormwater being absorbed into the soil.

A mix of innovative and conventional materials and practices are envisioned for incorporation into site and building design to meet the 50% pervious-area target, including use of on-site swales, ponds and wetlands, green roofs, underground detention facilities, and porous paving materials. The quality of stormwater from roadway runoff, parking areas, and non-green roofs, having a higher pollutant content, is proposed to be separated through implementation of a dual management system, and improved through pre-treatment systems prior to its disposal by infiltration or off-site conveyance.

The Council commends the City for proposing these Central LRT Corridor stormwater management goals, which are consistent with the *2030 Regional Development Framework* goal of “water quality leaving the metropolitan area to be as good as the water quality entering the metropolitan area, and in compliance with federal and state regulations.” Additionally, the Strategy will go a long way toward meeting the one-inch stormwater infiltration requirements of the Capitol Region and Ramsey Washington Metro Watershed Districts. Council staff will work with the City and all of the affected Watershed Organizations to assist in implementing these goals along the length of the Central LRT Corridor Project.

**C. REGIONAL PARKS SYSTEM: Jan Youngquist (651-602-1029)**

The proposed CPA conforms to the Council’s *2030 Regional Parks Policy Plan*. This policy plan identifies two proposed regional trails that may cross the Central Corridor alignment. The Mississippi-Como Regional Trail is proposed to cross the Central Corridor LRT at the intersection of Raymond and University avenues, and the Lexington Avenue Regional Trail is proposed to cross the Central Corridor LRT at the intersection of Lexington and University avenues. The CCDS includes proposed local parks near these two intersections and has designates Raymond and Lexington avenues as “Green Boulevards,” which are envisioned to be enhanced for pedestrians and bicyclists. These parks and green boulevards are compatible with the proposed regional trails.

**C. MISSISSIPPI RIVER: Victoria Dupre, (651-602-1621)**

The amendment does not affect the critical area. The CPA submittal states, (CPA Submittal Form, question #12), "The Area of Change does not encompass land within MNRRA or Critical Area. Only a 500-foot stretch of land within a quarter mile of two downtown LRT stations is within the Mississippi River Critical Area." Any portion of the proposed project that does fall within the Mississippi River Critical Area boundary is governed by the City of St. Paul's Critical Area plan, approved by the Minnesota Department of Natural Resources in 2001.

**II. Consistency with 2030 Regional Development Framework and Council policies**

**A. 2030 REGIONAL DEVELOPMENT FRAMEWORK: Denise Engen (651-602-1513)**

The amendment is consistent with *2030 Development Framework* policies for Developed Area communities. However, the CPA materials refer to the City’s comprehensive plan update, due to the Council for review in December 2008, as the “2020 Comprehensive Plan.” The City’s previous comprehensive plan provides data to 2020, and is referred to a “2020 plan.” The plan update due at the end of 2008 is an update to the year 2030. The City of St. Paul will need to ensure that it plans and provides data to the year 2030 to meet its System Statement and statutory planning requirements.

**B. HOUSING: Linda Milashius (651-602-1541)**

The housing element of the City’s comprehensive plan remains consistent with Council housing policy. The proposed amendment does not change the amount of land city wide staged for development by 2011. The developable land along the Central Corridor has already been accounted for in the Land Use and Housing chapters of the 2020 Comprehensive Plan. St. Paul has exceeded its negotiated housing goals with the Metropolitan Council for the 1996-2010 time period. The City indicates that the proposed updated 2020 Housing Plan is committed to meeting the new affordable housing allocation for the 2011-2020 time period.

**C. LAND USE: Denise Engen (651-602-1513)**

The CPA re-guides land use for a 1,044-acre area along the portion of the 11-mile Central Corridor LRT corridor that is located within the St. Paul corporate limits, see Table 1.

**Table 1: Pre and Post Amendment Land Use**

Land Use Designation (fill in specific land use categories)	All Land Uses		Residential Land Uses Only	
	Acres		# Units and Density Range	
	Pre CPA	Post CPA	Pre CPA	Post CPA
Industrial	180.77	44.90		
Institutional	104.45	84.10		
Mixed Use/Potential Mixed Use	62.41	632.29*	1,350	14,288
Housing (Multiple family)	33.47	19.00		
Commercial (retail)	402.17	70.00		
Office	75.85	34.00		
Parks and Recreation	12.61	36.31		
Undeveloped	45.99	4.05		
Single-family	24.08	9.00	128	72
Other: RR/Right-of-way/Transportation	102.47	96.50		
Established Neighborhoods*	0.00	14.12**		
<b>Total</b>	<b>1.044.27</b>	<b>1.044.27</b>	<b>1,478</b>	<b>14,360</b>

CPA = Comprehensive Plan Amendment

\* In the capitol/downtown area this figure includes commercial, office and retail uses

\*\* In the capitol/downtown area this figure includes single and multifamily housing. Units are accounted for under the Mixed Use/Housing category.

The CCDS contains an informative “Regulatory Framework Recommendation” section (Section 4.2, pp. 87-90) which summarizes and recommends refinements to the Saint Paul Comprehensive Plan, Downtown Development Strategy, and Precinct and Small Area Plans. These area plans are part of the City’s comprehensive plan, which will be updated in 2008. The Council will look for area plans in the 2008 comprehensive plan update, including land use guiding.

In a December 21, 2007 letter to the City, the Council staff reminded the City that it may implement changes to the comprehensive plan only after the Metropolitan Council has reviewed a proposed amendment and the City has received the Council’s statement of action (Minn. Stat. 473.175, subd. 2). The CCDS amendment was submitted for review on May 28, 2008. The City indicates (CPA Submittal Form, question #34) that the City Council adopted zoning to implement the CCDS on April 23, 2008. The response to #34 also indicates that the City expects to conduct a full zoning study of the corridor, beginning in the fall of 2008 and concluding in the summer of 2010. Council staff reminds the City that, if zoning ordinances or other official controls conflict with the plan amendment, the City will need to amend those ordinances and official controls within nine months as required by Minnesota Statutes, section 473.865.

The proposed land use map and table submitted by the City show that most of the corridor is to be guided for mixed-use, using a single mixed-use category. The City needs to break the mixed-use designation into two or more categories in the City’s plan update, distinguishing those that



allow residential use. This detail enables the Council to assess the impact of planned development on regional systems and the City's ability to meet is forecasted household growth.

**III. Consistency with System Statement Forecasts: Todd Graham (602-651-1322)**

No forecast revision is requested (CPA Submittal Form, question #8). The City explains: "Although significant development is anticipated along the Central Corridor, the population/job growth has already been included in citywide projections [forecasted by the Metropolitan Council]." (CPA Submittal Form, question #21). Council Research staff agrees with this assessment.

**IV. Compatibility with Adjacent Governmental Units: Denise Engen (651-602-1513)**

The amendment is compatible with plans of adjacent jurisdictions. The City sent the proposed CPA to adjacent local governments, school districts, and other jurisdictions on May 14-16, 2008. The City of Lauderdale was notified of the amendment on June 10, 2008. The Capitol Area Watershed District sent St. Paul staff a comment letter dated June 4, 2008 and St. Paul Public Schools sent an email comment on June 26, 2008. The City of Lauderdale indicated on June 19 that it had no comments on the amendment. (See Attachment A).

**ATTACHMENTS**

**Figure 1** – Existing Land Use

**Figure 2** – Proposed Land Use

**Attachment A** – Comment letters: Capitol Region Watershed District and St. Paul Public Schools

Figure 1: Existing Land Use  
 City of St. Paul, Central Corridor Development Strategy CPA

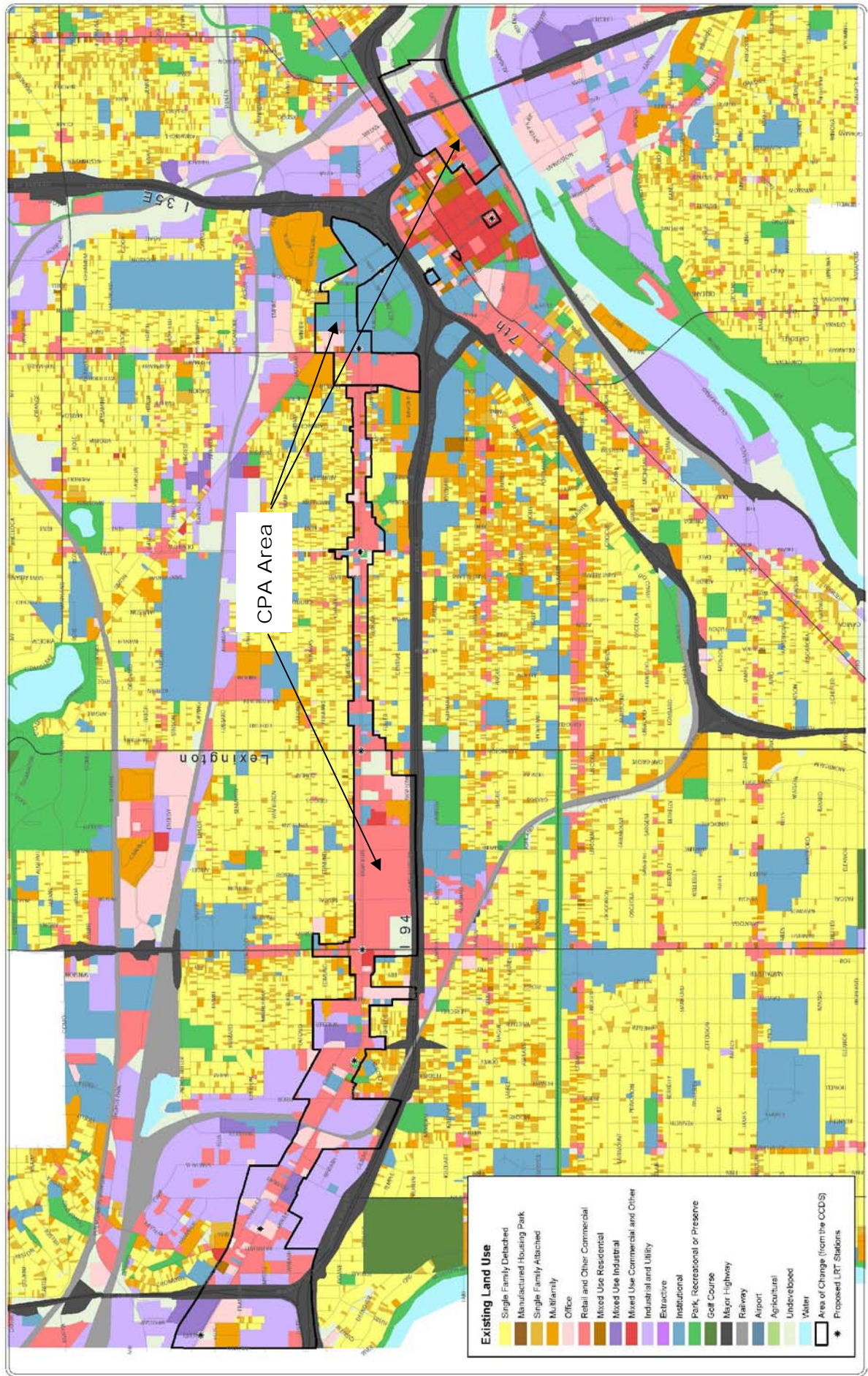
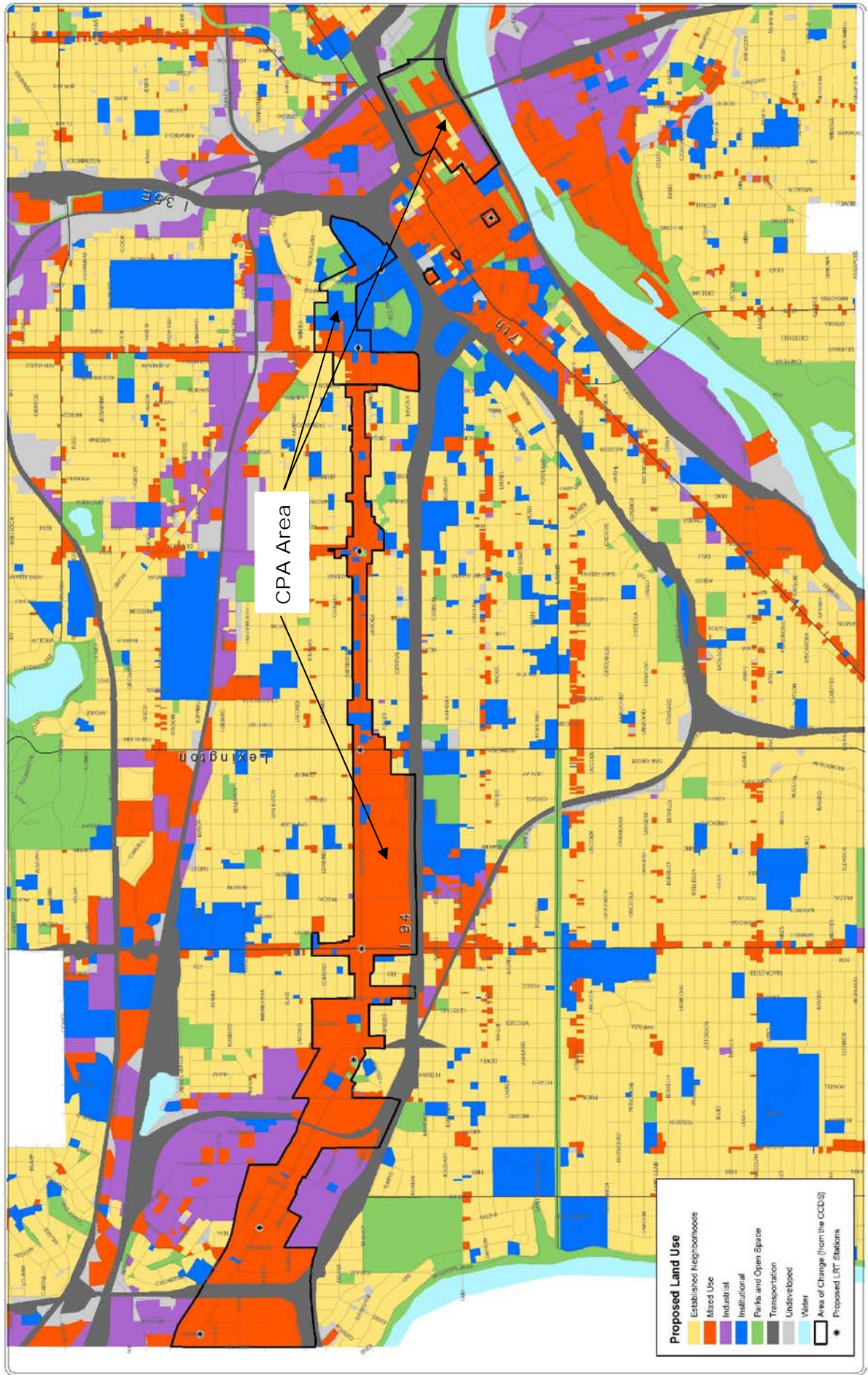


Figure 2: Proposed Land Use  
 City of St. Paul, Central Corridor Development Strategy CPA



## ATTACHMENT A



June 4, 2008

Sarah Zorn  
City of St. Paul,  
Dept. of Planning and Economic Development  
25 West 4<sup>th</sup> Street, 1400 City Hall Annex  
St. Paul, MN 55102

**RE: Central Corridor Development Strategy**

Dear Ms. Zorn,

On May 19, 2008, Capitol Region Watershed District (CRWD) received a copy of the Central Corridor Development Strategy (CCDS). The Central Corridor Light Rail Transit (CCLRT) project will require a permit from CRWD for stormwater management. Development and re-development along the corridor disturbing over one acre will also be required to treat stormwater in accordance with District rules. The District has reviewed the CCDS document and has the following comments:

**Specific Plan Comments**

1. Sustainability and green design are recurring concepts that are promoted throughout the document. These elements of development are essential to the goal of St. Paul being an innovative, healthy community to live, work and visit. CRWD supports the incorporation of green development standards throughout the Central Corridor.
2. Section 2.3, Strategies 1.3.1 and 5.1.1 provide for the creation of a Sustainable Central Corridor Strategy. CRWD recommends that the two strategies be revised for consistency and that "stormwater diversion" be clarified to mean "innovative stormwater management practices".
3. Section 2.4, Initiative 3. Greening the Corridor, CRWD recommends that "stormwater management" be included after "re-forestation".
4. Many of the Initiatives in Section 2.4 relate to the creation or improvement of parks and open spaces. These areas should be considered as locations for stormwater treatment opportunities and evaluated for feasibility of incorporating innovative surface and subsurface stormwater BMPs.
5. Section 3.5 addresses the design of LRT stations under the "Green" principle and should include the practice of pervious pavements for stormwater infiltration.

*"Our mission is to protect, manage, and improve the water resources of the Capitol Region Watershed District."*

Ms. Sarah Zorn  
June 4, 2008  
Page Two

6. Section 4.3, Key Strategy 1, Paragraph b) addresses stormwater management. It should be noted in the Regulatory Framework section that CRWD is a regulatory entity with rules that will guide the stormwater management practices for the CCLRT and surrounding development projects over one acre. Paragraph b) alludes to volume reduction techniques in the first sentence, but many of the practices mentioned will not meet the standards in District rules. Also, setting a minimum pervious coverage of 50% is encouraged and will help in reducing the amount of required runoff to be treated, but will not address the presence and removal of pollutants on the remaining impervious surfaces. Setting standards that require volume reduction practices be installed to treat the first one inch of runoff from impervious surfaces and remove 90% of the Total Suspended Solids (TSS) from the site will properly address pollutant removal and achieve compliance with District standards.

### **General Comments**

The CCLRT project will be subject to CRWD rules and required to meet the standards set forth in those rules. Similarly, development and re-development along the corridor disturbing over one acre will also be required to meet CRWD Rules. In order to address stormwater management in the most efficient and practical way, CRWD recommends that a Central Corridor Stormwater Management Strategy be created. The "Precinct and Small Area Plans" as proposed in Section 2.3, Strategy 5.3.2 should be the framework to develop opportunities for stormwater management. By assessing the entire Central Corridor in smaller segments, centralized Best Management Practices (BMPs) could provide stormwater treatment for multiple developments including the Light Rail Transit project itself and future redevelopment projects. CRWD is willing to assist in the development of such a strategy.

Thank you for the opportunity to review the Central Corridor Development Strategy, the District looks forward to working with the many partners involved in this project to provide support for appropriate stormwater management practices. Please feel free to contact District staff at any time.

Sincerely,



Robert P. Piram, President

cc: Anne Hunt, Office of the Mayor, City of St. Paul  
Phil Belfiori, City of St. Paul, Department of Safety and Inspections  
Mike Hermann, Metropolitan Council, Central Corridor Light Rail Transit  
Hugh Zeng, Metropolitan Council, Central Corridor Light Rail Transit  
Jim Eulberg, Metropolitan Council Central Corridor Light Rail Transit  
Donna Drummond, City of St. Paul, Planning and Economic Development

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*"Our mission is to protect, manage, and improve the water resources of the Capitol Region Watershed District."*

## St. Paul Public Schools comment

>>> <hitesh.haria@spps.org> 6/26/2008 4:49 PM >>>

Sarah,

I have reviewed the "Central Corridor Development Strategy" document and have the following Operational comments on behalf of Saint Paul Public Schools (SPPS).

SPPS plays a major role in the daily transportation of 40,000 Saint Paul children with over 2,000 daily routes. SPPS is not represented on any of the two community-based task forces that have been set up or any other task force linked to the City of Saint Paul's Central Corridor Development Strategy. On page 94, paragraph 6 "Construction Mitigation" - SPPS will be directly impacted by this and we would need to be participants in the planning stages of construction to assess the impact to our transportation routes and proactively plan and implement mitigation strategies with our contractors.

Thank you,

Hitesh Haria  
Chief Operations Officer  
Saint Paul Public Schools  
360 Colborne Street  
Saint Paul, MN, 55102  
Tel: (651) 767-8123

----- Forwarded by SUZANNE KELLY/spps on 06/17/2008 01:07 PM -----

From: "Sarah Zorn" <Sarah.Zorn@ci.stpaul.mn.us>  
To: <suzanne.kelly@spps.org>  
Date: 06/17/2008 11:19 AM  
Subject: PLEASE COMMENT - Central Corridor Development Strategy Plan Amendment

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Dear Ms. Kelly,

The City of Saint Paul is prepared to submit the application for a Comprehensive Plan Amendment for the *Central Corridor Development Strategy*. Comments from adjacent communities are a required component of the application. If you have not already done so, please take a moment to view the document and let us know if there are any comments (or no comments) on the document; an email response is sufficient.

To access the document, please visit the City's Central Corridor website at [www.stpaul.gov/centralcorridor](http://www.stpaul.gov/centralcorridor) and click on *Reports* (on the left menu bar), then click *Central Corridor Development Strategy*. The document is located at the bottom of the page.

We would like to receive all comments *as soon as possible* in order to complete the application. Thank you in advance for your review and comments.

Sincerely,

Sarah Zorn  
Department of Planning and Economic Development  
City of Saint Paul  
25 West 4th Street #1400  
Saint Paul, MN 55102  
Ph: 651-266-6570  
[sarah.zorn@ci.stpaul.mn.us](mailto:sarah.zorn@ci.stpaul.mn.us)

## City of Lauderdale response

>>> "Brian Heck" <brian.heck@ci.lauderdale.mn.us> 6/19/2008 1:31 PM >>>  
Ms. Zorn,

I reviewed the documents and asked for comments from the Mayor and Council. I have no comments and received no comments from the Mayor or Council.

*Brian Heck*

City Administrator  
City of Lauderdale  
1891 Walnut Street  
Lauderdale, MN 55113

651-792-7655

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**From:** Sarah Zorn [mailto:Sarah.Zorn@ci.stpaul.mn.us]  
**Sent:** Thursday, June 19, 2008 1:29 PM  
**To:** Brian Heck; Jim Bownik  
**Subject:** PLEASE COMMENT - Central Corridor Development Strategy Plan Amendment

Dear Mr. Heck and Mr. Bownik,

The City of Saint Paul is prepared to submit the application for a Comprehensive Plan Amendment for the *Central Corridor Development Strategy*. Comments from adjacent communities are a required component of the application. If you have not already done so, please take a moment to view the document and let us know if there are any comments (or no comments) on the document; an email response is sufficient.

To access the document, please visit the City's Central Corridor website at [www.stpaul.gov/centralcorridor](http://www.stpaul.gov/centralcorridor) and click on *Reports* (on the left menu bar), then click *Central Corridor Development Strategy*. The document is located at the bottom of the page.

We would like to receive all comments *as soon as possible* in order to complete the application. Thank you in advance for your review and comments.

Sincerely,

Sarah Zorn  
Department of Planning and Economic Development  
City of Saint Paul  
25 West 4th Street #1400  
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