

city of saint paul  
planning commission resolution  
file number  
date

WHEREAS, Paster Development, File # 20-013-859, has applied for a conditional use permit to increase maximum height from 50 feet to 58 feet, parking variance (147 spaces required, 90 proposed), variance of minimum percentage of first floor devoted to non-residential principal use (50% required, 4.4% proposed), and variance of maximum percentage of first floor devoted to residential use (50% maximum, 95.6% proposed) under the provisions of § 61.501; § 61.601; § 61.202(b); and § 66.531(a) of the Saint Paul Legislative Code, on property located at 2225 University Avenue W, Parcel Identification Number (PIN) 32.29.23.11.0015, and 2224 Charles Avenue, PIN 32.29.23.11.0016 legally described as Hewitts Out Lots, Lot 61 ½ and Hewitts Out Lots, Lot 62 EX S 260 FT of E 35 FT, and Lot 63 EX S 260 FT; and

WHEREAS, the Zoning Committee of the Planning Commission, on March 12, 2020, held a public hearing at which all persons present were given an opportunity to be heard pursuant to said application in accordance with the requirements of § 61.303 of the Saint Paul Legislative Code; and

WHEREAS, the Saint Paul Planning Commission, based on the evidence presented to its Zoning Committee at the public hearing as substantially reflected in the minutes, made the following findings of fact:

1. The application is to allow a five-story mixed-use building with 147 housing units and 1,400 sq. ft. of commercial space, fronting on University Avenue within the Raymond Station Area of the Green Line LRT.
2. § 61.501 lists five standards that all conditional uses must satisfy:
  - (a) *The extent, location and intensity of the use will be in substantial compliance with the Saint Paul Comprehensive Plan and any applicable subarea plans which were approved by the city council. This condition is met. The most detailed guidance for this site comes from the Raymond Station Area Plan, which identifies this location as being within the "Raymond Historic Village" character area. Section 4.1.1 Built Form states:*
    - a) *New development along University Avenue should be 2 to 6 residential stories in height with transitions that respect the existing scale and character of the historic buildings along the street. The northeast corner exhibits potential for taller building heights, and could reach 6-8 stories if setback from the intersection on a 3-4 story podium-type building.*

moved by \_\_\_\_\_  
seconded by \_\_\_\_\_  
in favor \_\_\_\_\_  
against \_\_\_\_\_

At five stories, the proposed project is within the desired height range.

The use is also consistent with the approved 2040 Comprehensive Plan, particularly Policy LU-1:

*Encourage transit-supportive density and direct the majority of growth to areas with the highest existing or planned transit capacity.*

- (b) *The use will provide adequate ingress and egress to minimize traffic congestion in the public streets.* This condition is met. Vehicle access will be provided off Pillsbury Avenue, a low-volume street.
- (c) *The use will not be detrimental to the existing character of the development in the immediate neighborhood or endanger the public health, safety and general welfare.* This condition is met. The use with the proposed building height is consistent with other existing uses near the site. It is not anticipated to have any negative impact on the immediate neighborhood.
- (d) *The use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.* This condition is met. The 58 ft. building height that is the subject of the conditional permit will not impede the normal development of surrounding properties. The residential use, which is permitted in the district, will introduce new spacing standards (60 ft. from residential use) for the adjacent drive-thru use, an allowed use in IT. However, the restaurant with the drive-thru use has been a nonconforming structure since the site was rezoned to IT in 2011. If and when restaurant is rebuilt to IT design requirements, it would be able to meet the spacing standards for the drive-thru.
- (e) *The use shall, in all other respects, conform to the applicable regulations of the district in which it is located.* This condition is met subject to approval of the following requested variances:
  - 3. The application seeks a parking variance (147 spaces required, 90 proposed). Zoning Code § 61.601 states that the Planning Commission shall have the power to grant variances from the strict enforcement of the provisions of this code upon a finding that:
    - (a) *The variance is in harmony with the general purposes and intent of the zoning code.* This finding is met. The variance is in harmony with the following purposes of the zoning code (§ 60.103) in particular:
      - (b) To implement the policies of the comprehensive plan;
        - (i) To encourage a compatible mix of land uses, at densities that support transit, that reflect the scale, character and urban design of Saint Paul's existing traditional neighborhoods;
        - (j) To provide housing choice and housing affordability;
      - (b) *The variance is consistent with the comprehensive plan.* This finding is met. The site is within the Raymond Station Area Planning Boundary of the Raymond Station Area Plan, which is adopted as part of the Comprehensive Plan. Plan section "4.5 Managed Parking Strategies" states:
        - d) *Parking requirements should be reduced or eliminated to reduce development costs, support transit ridership and open new possibilities for flexible live-work spaces on smaller sites where on-site parking is not available.*
      - (c) *The applicant has established that there are practical difficulties in complying with the provision; that the property owner proposes to use the property in a reasonable manner*

*not permitted by the provision. Economic considerations alone do not constitute practical difficulties.* This finding is met. IT zoning is not frequently used within transit station areas and does not account for parking reductions commonly used there. Since LRT has been operational in Saint Paul, housing projects built within Green Line station areas have been generally providing well under the parking required in the IT district. Building off-street parking at the required rate for housing at this location would be likely to over-supply parking.

- (d) *The plight of the landowner is due to circumstances unique to the property not created by the landowner.* This finding is met. Although the property is within the "Station Area Planning Area" and within the "Area of Change" (which means redevelopment is anticipated and encouraged) the site was rezoned to IT rather than a T district in 2011. T zoning districts within the Raymond Station Area Planning Boundary and within one block from this site are not required to provide any off-street parking.
- (e) *The variance will not permit any use that is not allowed in the zoning district where the affected land is located.* This finding is met. Both residential and commercial uses are allowed in the IT zoning district.
- (f) *The variance will not alter the essential character of the surrounding area.* This finding is met. The surrounding area is a transit station area and intended to have transit-oriented development. Transit-oriented development prioritizes the use of transit and walking over driving and parking automobiles.

4. The application seeks a variance of the minimum percentage of the first floor devoted to non-residential principal use (50% maximum, 4.4% proposed) and maximum percentage of first floor devoted to residential use (50% maximum, 95.6% proposed). Section 61.601 states that the Planning Commission shall have the power to grant variances from the strict enforcement of the provisions of this code upon a finding that:

- (a) *The variance is in harmony with the general purposes and intent of the zoning code.* This finding is met. The variance is in harmony with the following purposes of the zoning code (Section 60.103) in particular:
  - (b) To implement the policies of the comprehensive plan;
    - (i) To encourage a compatible mix of land uses, at densities that support transit, that reflect the scale, character and urban design of Saint Paul's existing traditional neighborhoods;
    - (j) To provide housing choice and housing affordability;
- (b) *The variance is consistent with the comprehensive plan.* This finding is met. The Raymond Station Area Plan identifies this site as being within the "Raymond Historic Area," which calls for a mix of uses in Section 4.1.1 Built Form:
  - All new development should promote transparency and activity at street level.*
  - f) First floor commercial or retail uses should help to animate the street by incorporating large glass frontages that allow the activity within to be seen from the street and have at least one entrance that is oriented towards Raymond or University Avenue, access points to the station platforms, and/or key gathering places.*

Because the site is also outside of the "Priority Active Frontage" zone, which prioritizes commercial uses, having a smaller portion of the frontage dedicated to the use is consistent with the plan.

- (c) *The applicant has established that there are practical difficulties in complying with*

*the provision; that the property owner proposes to use the property in a reasonable manner not permitted by the provision. Economic considerations alone do not constitute practical difficulties.* This finding is met. By providing commercial space on the first floor along University Avenue, the application is meeting the intent of the Raymond Station Area Plan for the site to provide building transparency and "eyes on the street," which support a pedestrian-oriented environment. Providing additional commercial space in the building would remove parking while simultaneously increasing the amount of parking required. This would be impractical because it would increase the requested parking variance.

- (d) *The plight of the landowner is due to circumstances unique to the property not created by the landowner.* This finding is met. The requirement for 50% ground floor commercial uses in the IT zoning district is intended to preserve employment uses in industrial planned areas. However, this site is within both the "Area of Change," and "Raymond Historic Village" character area as defined in the Raymond Station Area Plan, meaning the policy intent for the site is to be redeveloped as mixed-use. The site is also specifically excluded from the West Midway Industrial Area Plan study boundary, which identified land to be preserved for industrial uses.
- (e) *The variance will not permit any use that is not allowed in the zoning district where the affected land is located.* Both residential and commercial uses are allowed in the IT zoning district.
- (f) *The variance will not alter the essential character of the surrounding area.* This finding is met. The use and variance are consistent with the mixed-use character of the area.

NOW, THEREFORE, BE IT RESOLVED, by the Saint Paul Planning Commission, under the authority of the City's Legislative Code, that the application of Paster Development for a conditional use permit to increase maximum height from 50 feet to 58 feet, parking variance (147 spaces required, 90 proposed), variance of minimum percentage of first floor devoted to non-residential principal use (50% required, 4.4% proposed), and variance of maximum percentage of first floor devoted to residential use (50% maximum, 95.6% proposed) at 2225 University Ave W and 2224 Charles is hereby approved subject to the following condition:

1. Final plans approved by the Zoning Administrator for this use shall be in substantial compliance with the plan submitted and approved as part of this application.

**Recent Development and Parking Context for 2225 University Avenue**

ZF: 20-013-859

March 12, 2020

<b>Building (year built)</b>	<b>Distance to Station</b>	<b>Units</b>	<b>Density</b>	<b>Required Parking</b>	<b>Total Parking</b>	<b>Spaces/Unit</b>
Carleton Artist Lofts (2006)	80 ft.	170 units	38 units/acre	0 spaces	150 spaces	0.9
The Lyric (2010)	315 ft.	171 units	97 units/acre	0 spaces	234 spaces	1.3
The Ray (2017)	450 ft.	80 units	133 units/acre	0 spaces	55 spaces	0.7
Union Flats (2019)	1,035 ft.	216 units	62 units/acre	0 spaces	200 spaces	0.9
Raymond Station (2020)	410 ft.	124 units; 10,000 sq.ft. commercial	129 units/acre	0 spaces	112 spaces	0.9
2225 University (2021, est.)	790 ft.	147 units, 1,300 sq.ft. commercial	150 units/acre	147 spaces	90 spaces	0.6



20-013-859

St. Anthony Park Community Council/District 12  
2395 University Avenue West, Suite 300E  
Saint Paul, MN 55114

ST. ANTHONY PARK



To: Paul Dubruiel, Planning Tech for Zoning  
Planning & Economic Development  
1400 CHA 25 W. 4th St.  
Saint Paul, MN 55102

March 9, 2020

Dear Mr. Dubruiel,

Per the recommendation of the SAPCC Land Use Committee, our Executive Committee voted unanimously via email on March 8, 2020 in support of Paster Properties and Yellow Tree Development for a conditional use permit and two variances for a housing project at 2225 University Ave.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Kathryn Murray".

Kathryn Murray, Executive Director  
kathryn@sapcc.org | 651-649-5992  
[www.sapcc.org](http://www.sapcc.org)

cc: Mike Strudivant, Pastor Properties  
Robb Lubenow, Yellow Tree Corp.

ZF# 20-013-859  
2225 University



March 9, 2020

**Re: Letter of Support for 2227 University Ave**

To whom this may concern,

Capital Partners has reviewed Paster Properties submittal set for their upcoming project at 2227 University Ave and is please to offer our support of this project. We have worked with Paster Properties on past ventures and have experienced nothing but professionalism and care by their team.

As ownership of 1.8M SF of real estate located within a square mile of the proposed project, we see nothing but positivity's for the neighborhood. The addition of the proposed project will further grow and develop the area into a bustling residential and vibrant economic area. We look forward to it!

Sincerely,

A handwritten signature in black ink, appearing to read 'Becca Krieger'.

*Becca Krieger*  
Property Manager  
[Becca@capitalpartnersmn.com](mailto:Becca@capitalpartnersmn.com)  
612.430.3006



20-013-859  
2225 University

**Jerve, Anton (CI-StPaul)**

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**From:** Nicki Shiljahngnim <stpaulksw@gmail.com>  
**Sent:** Friday, March 06, 2020 11:32 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Proposed parking variance

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

Dear Representative,

I have been encouraged by the property manager of my apartment building to join them in opposing a requested parking variance. I absolutely disagree with my property manager, and I completely support the proposed variance.

I strongly encourage the District Council to address climate change in this tiny way by reducing the availability of free parking for cars. One of the only tools your office currently has is the ability to reduce or eliminate parking requirements for developers. Devoting less land and resources to single occupant vehicles is absolutely necessary in helping to shift our communities away from a reliance on driving and toward walking, biking, and transit use.

Thank you,

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Nicki Jones  
765 Hampden Ave Apt 337  
St Paul, MN 55114

20-013-859  
2225 University

**Jerve, Anton (CI-StPaul)**

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**From:** Zac Delventhal <delventhalz@gmail.com>  
**Sent:** Monday, March 09, 2020 8:54 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Parking Variance on University is a Great First Step!

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

As a St. Paul resident, living in the University/Raymond area, I was excited to hear that you will be reducing the number of required parking spaces for the new properties on 2225 University and 2224 Charles Ave. I am committed both to a more walkable neighborhood, and to lower housing costs generally. These are big long terms goals, but this parking variance is a small step in the right direction. When we set aside space for cars, we make invariably make it harder for pedestrians to get around (not to mention the impact on our climate). Furthermore, onerous building restrictions are one of the chief contributors to the affordable housing crisis gripping our communities. Why should we all pay higher rents just so 57 more cars have space set aside to park?

Thank you for your thoughtful decision making on this issue. Going forward, I hope we see the St. Paul government, at all levels, continue to thoughtfully reduce restrictions on affordable walkable neighborhoods. While there is a concerted effort amongst my building's management to oppose this change, know that residents are in full support of your decision.

Thank you, and take care,

Zachariah Delventhal  
2285 University Ave W #411  
Saint Paul MN, 55114

**Jerve, Anton (CI-StPaul)**

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**From:** Cade Holmseth <cholms@hotmail.com>  
**Sent:** Wednesday, March 11, 2020 1:03 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Parking decisions in proximity to 2225 University Ave. in St. Paul

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

Anton:

I am writing this e-mail concerning the upcoming decision regarding parking near the 2225 University Ave. and 2224 Charles Ave. area. I am very much in opposition to granting a parking variance for the proposed developments, which would reduce the number of off-street parking spaces required from 147 to 90.

I have lived in the area for over 10 years and the parking is already atrocious over here, even before the 2 most recent developments were built. There is already extremely limited (definitely not enough to support those that live within a half mile of any of the developments for overnight parking) even in the best of conditions. With the less than stellar plowing in St. Paul, and Minnesota being as weather unpredictable as it is, and almost every street within a reasonable walking distance from the living complexes in the area being night plow routes, there already is a vast overuse of what is available. Some of the housing in the area is subsidized housing and this puts an undue burdon on the people that live there.

Please do not vote to allow the parking variance to pass.

Sincerely,

Cade Holmseth  
2285 University Ave. W. #311

## **Jerve, Anton (CI-StPaul)**

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**From:** r.g. <skeletonmachinery@gmail.com>  
**Sent:** Monday, March 09, 2020 7:46 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Parking Variance for 2225 University/2224 Charles

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

Good evening,

I am a resident of the Raymond Village neighborhood, and I am writing to oppose any parking variance for a development project at 2225 University Avenue and 2224 Charles Avenue.

I wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I feel, excessively burdensome. Please do not grant this variance.

Sincerely,  
River Gordon  
2323 Charles Ave #201  
St. Paul, MN 55114

**Jerve, Anton (CI-StPaul)**

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**From:** Milan Mockovak <oldisanattitude@gmail.com>  
**Sent:** Monday, March 09, 2020 8:47 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Parking

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

I oppose the granting of a parking variance reducing parking spaces from 147 to 90. Do not grant this variance.

Milan Mockovak. 787 Hampden Av. Apt 223

**Jerve, Anton (CI-StPaul)**

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**From:** ugee75 <ugee75@aol.com>  
**Sent:** Tuesday, March 10, 2020 7:55 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Opposition to Parking Variance Request @ 2225 University Ave. & 2224 Charles Ave.

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

We, resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

Thank you,

Ugo Onwuneme  
Resident of Carleton Artist Lofts  
2285 University Ave. W  
St. Paul, MN 55114

Sent from my T-Mobile 4G LTE Device

**Jerve, Anton (CI-StPaul)**

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**From:** Chad Bush <chad.t.bush@gmail.com>  
**Sent:** Monday, March 09, 2020 3:46 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Proposed Parking Permit

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

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90. Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

Chad Bush  
2285 University Ave W, Apt 210  
Saint Paul, MN 55514

20-013-859  
2225 University

**Jerve, Anton (CI-StPaul)**

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**From:** Jennifer Brown <lynnjb33@gmail.com>  
**Sent:** Friday, March 06, 2020 2:23 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Parking Variance

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

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I feel, excessively burdensome. Please do not grant this variance.

I feel this would make it more difficult for our guests to park near our building and also make it harder to find parking for local retail and restaurants.

Sincerely,

Jennifer Brown

765 Hampden Ave, St. Paul 55114

Unit 604



20-013-859  
2225 University

**Jerve, Anton (CI-StPaul)**

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**From:** Marcella Spears <marcie@marciespears.com>  
**Sent:** Friday, March 06, 2020 2:04 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Vote NO to proposed parking variance near University and Charles Avenues (Saint Paul)

**Importance:** High

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

Dear Representative Jerve,

I am a resident at The Lyric, on the corner of University and Hampden Avenues. When I moved here in May 2016, on-street parking was satisfactory for neighborhood residents and businesses. Since then, both the RAY and Union Flats apartment buildings have opened. Now, on-street parking is extremely difficult to find. Also, driving on both Charles and Hampden Avenues is problematic and somewhat precarious, especially when residential on-street parking is combined with the significant volume of industrial truck traffic in this area.

Given the current parking situation, I **VIGOROUSLY** oppose the granting of a parking variance for proposed development near 2225 University Avenue and 2224 Charles Avenue. It is my understanding that the proposed variance would reduce the number of required off-street parking spaces from 147 to 90, further exacerbating the known shortage of on-street parking in this neighborhood.

Please do not grant this proposed parking variance. In conjunction with considering development proposals for this neighborhood, please enforce the minimum number of off-street parking spaces as prescribed by current zoning regulations.

With gratitude for your service,  
Marcella Spears  
765 Hampden Avenue  
Unit 440  
Saint Paul, MN 55114

20-013-859  
2225 University

**Jerve, Anton (CI-StPaul)**

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**From:** Garrett Hoffman <hoffm873@umn.edu>  
**Sent:** Friday, March 06, 2020 12:56 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Opposition to Parking Variance for 2225 University Ave W and 2224 Charles Ave developments

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

Dear Councilman Jerve,

I, the undersigned resident living in close proximity to 2225 University Ave and 2224 Charles Ave, wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Parking in the neighborhood is already scarce, and I'm specifically worried about street navigability during the winter months when street parking disappears and the city of st paul does a notoriously bad job of clearing the streets and enforcing parking rules during snow emergencies.

The conditions this winter were dangerous and I contacted the city several times to ensure parking rules in the neighborhood were enforced. Despite these efforts, low visibility given cars parked far into the street and too close to stop signs and intersections caused a motorist to hit me while on my bicycle and I had several near misses of me as a pedestrian crossing the street inside crosswalks. More congested street parking would absolutely unequivocally create more unsafe conditions than what already exist.

The additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I feel, excessively burdensome and unsafe.

In fact, I would urge the city to evaluate the safety of current parking conditions especially along Charles Ave between Raymond Ave and Vandalia, consider making that stretch of road a snow emergency route, and regularly patrol this neighborhood for parking violations.

In sum, please do NOT grant this variance.

If you have any questions or concerns, please feel free to contact me.

Dr. Garrett Hoffman  
765 Hampden Ave #640  
St Paul, MN 55114

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Garrett D. Hoffman, PhD  
Gender Pronouns: they/them/their or he/him/his  
(e) [hoffm873@umn.edu](mailto:hoffm873@umn.edu)  
(c) 612-508-2217

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"Turn soft and lovely anytime you have the chance."  
-Jenny Holzer

20-013-859  
2225 University

**Jerve, Anton (CI-StPaul)**

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**From:** Carly Peterson <carlypeterson@gmail.com>  
**Sent:** Friday, March 06, 2020 11:51 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** I oppose the proposed parking variance

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

I live in close proximity to 2225 University Ave and 2224 Charles Ave. and wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I feel, excessively burdensome. Please do not grant this variance.

Carly Peterson

765 Hampden Ave Apt 516

Sent from my iPhone

20-013-859  
2225 University

**Jerve, Anton (CI-StPaul)**

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**From:** Matthew Gramlich <matthew.gramlich@gmail.com>  
**Sent:** Friday, March 06, 2020 11:03 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Parking Variance

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

District Council Representative:

I, the undersigned resident living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I feel, excessively burdensome. Please do not grant this variance.

Additionally, due to the high cost of paid parking, this variance will ultimately end up having a disproportionately negative effect on lower income families, often people of color and immigrant families, who have already made this neighborhood their home. **I think it is the developer's ethical responsibility to follow the guidelines which the zoning rules mandate.** These guidelines are put in place to ensure the sustainable and enjoyable use of city resources by all residents. It is unethical to ask the community, local businesses and neighbors, to shoulder the burden of providing such a substantial amount of parking to their residents. If they are unable to satisfy the zoning regulations, then it seems to me that they should be unable to proceed with their project. I imagine there is a financial component to this request for variance, and if so, I think it is inappropriate to ask the community to assume responsibility for the developers financial concerns and motivations.

All this said, I would eagerly welcome a new development, new neighbors, their property taxes, their support of local businesses, etc. as long as the developers and owners are held to the same standards as we all are in the establishment of their property. Our neighborhood will continue to grow and expand, and I am confident that it is dangerous to set the precedent that new developments should be allowed to circumvent regulations as a matter of convenience and financial self-interest.

Respectfully,

Matthew Gramlich  
765 Hampden Ave N, #242  
St Paul, MN 55114

—  
Matthew Gramlich

[matthew.gramlich@gmail.com](mailto:matthew.gramlich@gmail.com)  
612.282.5065

20-013-B59  
2225 University

**Jerve, Anton (CI-StPaul)**

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**From:** Butler, Corey <Corey.Butler@smsu.edu>  
**Sent:** Friday, March 06, 2020 10:40 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Parking variance

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

Dear Mr. Jerve,  
I live near 2225 University Ave. and 2224 Charles Ave., and I am opposed to the granting of a parking variance for the housing developments on these sites, which would reduce the number of off-street parking spaces required from 147 to 90. **Street parking along Hampden and Charles Avenue is already scarce and difficult to find, which makes it hard for guests to visit and customers to shop, and the additional parking pressures from this development would make it much, much worse. Please do not grant this variance.**

Really, what's the point of having a rule if we just grant variances whenever we want?

Sincerely,

Corey Butler

465 Hampden Ave APT 422, Saint Paul, MN 55114

20-013-859  
2225 University

**Jerve, Anton (CI-StPaul)**

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**From:** Barb Hawes <hwsbrb@yahoo.com>  
**Sent:** Friday, March 06, 2020 10:29 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** oppose variance at 2224 Charles Ave

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

Greetings.

I am voicing my opposition to the parking variance being sought at 2225 University and 2224 Charles.

As a resident of The Lyric, I can attest to how congested street parking already is along Charles. The roads become especially difficult in winter.

Barb Hawes  
765 Hampden Ave Apt 422  
St Paul MN 55114

Sent from Yahoo Mail on Android

20-013-859  
2225 university

Jerve, Anton (CI-StPaul)

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**From:** Dylan Karsten <dylanhkarsten@gmail.com>  
**Sent:** Friday, March 06, 2020 9:32 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Parking Variance Opposition

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

Good Morning,

I live in close proximity to 2225 University Ave. and 2224 Charles Ave. and wish to express **vehement** opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already **extremely** scarce and difficult to find. The additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be excessively burdensome. Please do not grant this variance!

Sincerely,

Dylan Karsten  
2323 Charles Ave  
Apt 201  
St. Paul, MN 55114

20-013-859  
2225 University

**Jerve, Anton (CI-StPaul)**

---

**From:** Travis Stratton <travis.stratton@gmail.com>  
**Sent:** Thursday, March 05, 2020 9:09 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Parking variance opposition

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

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

Travis Stratton  
2323 Charles Ave, Apt 212  
St Paul, MN 55114

--  
Travis Stratton  
[travis.stratton@gmail.com](mailto:travis.stratton@gmail.com)



20-013-859  
2225 University

**Jerve, Anton (CI-StPaul)**

---

**From:** Haewon Jun <junxx068@umn.edu>  
**Sent:** Thursday, March 05, 2020 5:22 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Parking Variance

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

Hello,

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

Haewon  
2323 Charles Ave, St Paul, MN 55114

20-013-859  
8225 University

**Jerve, Anton (CI-StPaul)**

---

**From:** Beth Banta <bethebanta@gmail.com>  
**Sent:** Thursday, March 05, 2020 4:42 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Neighborhood parking

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

As a resident of Ray Apartments at 2323 Charles Avenue I am vehemently opposed to the loss of any more parking spaces in this neighborhood. We pay alot in rent and it can be a real difficulty sometimes when we can't park near our home. Granted, we chose to live in this congested area because my husband can walk to work but please don't add to the problem unnecessarily.

Thank you,

Beth Banta

20-013-859  
2225 University

**Jerve, Anton (CI-StPaul)**

---

**From:** David Banta <david.nmn.banta@gmail.com>  
**Sent:** Thursday, March 05, 2020 4:31 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Parking at 2225 Charles

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

Hi

I live at The Ray. Parking is very tight at present.

Lots of people living at Union Flats currently park on the street rather than using their garage space. There are also people parking in the neighborhood and getting on light rail.

Any additional tax on street parking will make living here unbearable.

Sincerely,

David Banta

--

David Banta  
2323 Charles Ave  
Saint Paul

20-013-859  
2225 University

**Jerve, Anton (CI-StPaul)**

---

**From:** Andrea Mislán <andreamislán@gmail.com>  
**Sent:** Friday, March 06, 2020 3:30 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Opposition to Parking Variance Request @ 2225 University Ave.

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

I, living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90. Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I feel, excessively burdensome. Please do not grant this variance. Thank you.

Andrea Mislán  
Resident of Carleton Artist Lofts 2285 University Ave. W St. Paul, MN 55114 355

20-013-859  
2225 University

**Jerve, Anton (CI-StPaul)**

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**From:** Lauren Gibson <gibson.laureen@gmail.com>  
**Sent:** Friday, March 06, 2020 3:52 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Opposition to Parking Variance Request @ 2225 University Ave. & 2224 Charles Ave.

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

We, resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

Thank you,

Laureen Berlin-Gibson  
Resident of Carleton Artist Lofts  
2285 University Ave. W  
St. Paul, MN 55114

—  
**Laureen Gibson**

(651) 308-5949

[www.linkedin.com/in/laureenberlingibson](http://www.linkedin.com/in/laureenberlingibson)

pronouns: she / her / hers

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20-013-859  
2225 University

**Jerve, Anton (CI-StPaul)**

---

**From:** Joey Miller <jophesdavid@hotmail.com>  
**Sent:** Friday, March 06, 2020 3:53 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Opposition to Parking Variance Request @ 2225 University Ave. & 2224 Charles Ave.

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

We, resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I feel, excessively burdensome. Please do not grant this variance.

Thank you,

Joey Miller  
Resident of Carleton Artist Lofts  
2285 University Ave. W  
St. Paul, MN 55114

Sent from my iPhone

20-013-059  
2225 University

**Jerve, Anton (CI-StPaul)**

---

**From:** Alec Steers <alsteers@gmail.com>  
**Sent:** Friday, March 06, 2020 2:41 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Parking Variance

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

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I feel, excessively burdensome. Please do not grant this variance. I feel this would make it more difficult for our guests to park near our building and also make it harder to find parking for local retail and restaurants.

Sincerely,  
Alec Steers  
765 Hampden Ave, St. Paul 55114  
Unit 604

**Jerve, Anton (CI-StPaul)**

---

**From:** Casey Beck <caseybeckart@yahoo.com>  
**Sent:** Monday, March 09, 2020 7:54 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Parking near Hampden Ave. and University Ave.

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

Hello Anton,

I hope that you are having a nice start to you week!

I am writing to you regarding the parking situation in the Hampden Ave. and University Ave. It has been brought to my attention that the folks putting together a new apartment complex in this area are requesting to have a significantly smaller amount of parking spots than what the zoning currently allows. I want to voice my concerns about this as someone that lives in the Carlton Place Lofts. Not only for myself, but for many other that live here will be effected greatly by this; many of us, including myself are already required to park on the side of the street. There is currently already a very limited selection of parking and sometimes I need to walk quite a ways just to get home after parking my car. I am not okay with the proposed changes to the current zoning. I truly believe that allowing for this new complex to be required less parking spots that what it should be will negatively effect the surrounding community and interrupt many folks' day to day lives.

Thank you for your time and consideration.

All the best,

Casey

Casey Beck  
262-751-8389  
CaseyBeckArt.com  
Instagram: @beckpots

Shop for pottery: <https://www.etsy.com/shop/BeckPots>



**Jerve, Anton (CI-StPaul)**

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**From:** annette hyder <annette.hyder@gmail.com>  
**Sent:** Sunday, March 08, 2020 7:39 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Opposition to Parking Variance Request @ 2225 University Ave. & 2224 Charles Ave.

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

We, resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90. Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

Thank you,

Annette Hyder  
Resident of Carleton Artist Lofts  
2285 University Ave. W  
St. Paul, MN 55114

## **Jerve, Anton (CI-StPaul)**

---

**From:** Craig Hill <craig.hill.chill@gmail.com>  
**Sent:** Sunday, March 08, 2020 4:46 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Unacceptable changes to neighborhood parking availability

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

Anton,

I am a resident at the Carleton Artist Lofts in the 2225 University Ave and 2224 Charles Ave. area. The request for lessening off-street parking for new properties is highly problematic. Driving and parking in the area is currently challenging, and having fewer parking options with an influx of people, will make this area extremely difficult to travel through and to live.

This section of Charles Ave. has street parking on both sides, which are typically full. During the snow season, the plows place drifts between the parked cars and the drivable road. These small drifts become ice, which last until the thawing weather returns. The end result is that the two-lane road becomes a 1.25 lane road. With constant parking on both sides of the street, there are few areas to pull off in order to allow free-flowing traffic.

At my residence, we are paying for lot parking. However, the lack of off-street and street parking for the nearby residences lead to some of those individuals illegally parking in our lot in the later evenings. As a late-night artisan, I find that there are no parking spaces in my lot about once per week, due to non-residents parking here. If we increase the amount of residences nearby and decrease their parking availability, it will likely decrease my access to my paid parking. This leads to more residents circling the area for street parking and overflow lots on either side of the train tracks.

With additional street parking needs and no available street parking, one can estimate that some individuals will choose to park on the routes that the large trucks require for offloading in this industrial area. You are already aware of the constant pothole issues and truck routing. There is potential for street parking to interrupt this flow of truck traffic through space and speed, due to trucks only having one route through the potholes.

Thank you for listening, and I appreciate you requiring the new area businesses to continue to follow the city planning courses that benefit our residents.

Sincerely,

Craig Hill

## **Jerve, Anton (CI-StPaul)**

---

**From:** Molly Anderson <molly.em.anderson@gmail.com>  
**Sent:** Sunday, March 08, 2020 10:14 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Parking Grievance

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

Hello representative Jerve,

We the undersigned residents living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, we feel, excessively burdensome. Please do not grant this variance.  
Molly Anderson, Ben Petermeier 765 N Hampden Ave, St Paul, MN 55114. Apt. 613

## Jerve, Anton (CI-StPaul)

---

**From:** Renee Guittar <renee.guittar@gmail.com>  
**Sent:** Saturday, March 07, 2020 5:27 PM  
**To:** Jerve, Anton (CI-StPaul); Rush Benson  
**Subject:** Parking Variance

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

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

Renee Guittar & Rush Benson  
2285 University Ave W, St Paul, MN 55114  
Apartment number 406

## **Jerve, Anton (CI-StPaul)**

---

**From:** Chas Kennedy <chaskennedy@gmail.com>  
**Sent:** Saturday, March 07, 2020 5:20 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Parking Variance 2225 University/2224 Charles Ave

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

Hi Anton/To whom it may concern:

I live down the street from 2225 University Ave. and 2224 Charles Ave., and I am very opposed to granting a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking in this neighborhood, in particular along Hampden and Charles Avenues, is already extremely scarce and difficult to find. The additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be excessively burdensome. Please do not grant this variance.

Chas Kennedy  
765 Hampden Ave  
Apt 610  
St Paul, MN 55114

## **Jerve, Anton (CI-StPaul)**

---

**From:** Tyler Michaels King <tylermichaelsking@gmail.com>  
**Sent:** Saturday, March 07, 2020 3:11 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Concerns on Parking

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

We the undersigned residents living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, we feel, excessively burdensome. Please do not grant this variance.

Tyler and Emily Michaels King  
Address: 2285 University Ave W #451, St. Paul MN 55114

## **Jerve, Anton (CI-StPaul)**

---

**From:** Connie Brock <brock108108@gmail.com>  
**Sent:** Saturday, March 07, 2020 2:36 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Parking Variance Request for 2225 University and 2224 Charles

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

I live in close proximity to 2225 University Ave. and 2224 Charles Ave. and would like to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find. The additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would further exacerbate the parking problems. Please do not grant this variance.

Thank you for your consideration.

Connie Brock  
765 Hampden Ave #307

## **Jerve, Anton (CI-StPaul)**

---

**From:** Travis Wycislak <traviswycislak@gmail.com>  
**Sent:** Saturday, March 07, 2020 10:22 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Opposition to Parking Variance Request @ 2225 University Ave. & 2224 Charles Ave.

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

We, resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

Thank you,

Travis Wycislak  
Resident of Carleton Artist Lofts  
2285 University Ave. W  
St. Paul, MN 55114



## Jerve, Anton (CI-StPaul)

---

**From:** Scott D. Cole <scott.cole@collectivity.coop>  
**Sent:** Saturday, March 07, 2020 9:17 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Cc:** #CI-StPaul\_Ward4  
**Subject:** No variance @ 2225 University / 2224 Charles

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

Hi Anton -

I've been a resident at The Lyric at Carlton Place now for 2 1/2 years, and have seen first hand the serious challenges the neighborhood faces with insufficient street parking. With the recent completion of the Union Flats property on Charles and Hampden last fall, the area has endured increased pressure on street parking, to the extent there is typically **never** a spot to be found unless its after folks have left for work in the morning. Given our close proximity to the Raymond Ave light rail stop, many people who take the train also use Hampden and Charles to park when they take the train (for work or getting to games).

While as residents we appreciate the improvements new properties can add to our neighborhood, we must vehemently oppose granting parking variances to potential developers who attempt to put more money in their pockets to save money on on-site parking build outs for their new buildings. There is simply no way the existing limited street parking can sustain/support adding another 60 cars, especially given the majority of the adjacent street directly north of the proposed development (Charles) can't be parked on the north side due to the warehouse loading dock areas that are no-parking the entire length of that street.

Please include our concerns in the testimony and remarks that come before the public hearing on March 12th in council chambers. Again, we welcome the development at 2225 University, but **oppose any** parking variance for that property.

Thank you for your time.

### **SCOTT D. COLE**

CEO / Co-founder

Pronouns: he/him – *Why is this important?*

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*"he who conquers himself is the mightiest warrior." - Confucius*

## **Jerve, Anton (CI-StPaul)**

---

**From:** Rush Benson <rush.benson@gmail.com>  
**Sent:** Saturday, March 07, 2020 8:54 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Opposition to Parking Variance Request @ 2225 University Ave. & 2224 Charles Ave.

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

To whom it may concern,

We, resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90. Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

Thank you,  
Rush Benson  
Resident of Carleton Artist Lofts 2285 University Ave. W St. Paul, MN 55114

**Jerve, Anton (CI-StPaul)**

---

**From:** eringregory.naturalhealth@gmail.com  
**Sent:** Saturday, March 07, 2020 8:22 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Opposition to Parking Variance Request @ 2225 University Ave. & 2224 Charles Ave.

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

We, resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

Thank you,

Erin Gregory  
Resident of Carleton Artist Lofts  
2285 University Ave. W  
St. Paul, MN 55114

Sent from my iPhone

## **Jerve, Anton (CI-StPaul)**

---

**From:** Andrea Lien <andrea\_kristin\_lien@yahoo.com>  
**Sent:** Saturday, March 07, 2020 7:15 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Opposition to Proposed Parking Variance

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

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90. Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

Thank you very much.

Signed,

Andrea Lien  
2341 University Ave W, #209  
St. Paul, MN 55114

## Jerve, Anton (CI-StPaul)

---

**From:** Marissa Dorschner <mdorschner@hotmail.com>  
**Sent:** Friday, March 06, 2020 5:51 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Opposition to Parking Variance Request @ 2225 University Ave. & 2224 Charles Ave.

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

I, a resident living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90. Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I feel, excessively burdensome. There are too many units already in this area that are creating severe parking congestion on the streets. Please do not grant this variance.

Thank you,

Marissa Dorschner  
Resident of Carleton Artist Lofts  
2285 University Ave. W  
St. Paul, MN 55114

## Jerve, Anton (CI-StPaul)

---

**From:** Jennifer Granneman <jennganneman@gmail.com>  
**Sent:** Friday, March 06, 2020 5:30 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Opposition to Parking Variance Request @ 2225 University Ave. & 2224 Charles Ave.

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

Hello,

I wish to express vehement opposition to the granting of a parking variance for the proposed development near the Carleton Artist Lofts, which would reduce the number of off-street parking spaces required from 147 to 90. Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I feel, excessively burdensome. Please do not grant this variance.

Thank you,

Jenn Granneman  
Resident of Carleton Artist Lofts  
2285 University Ave. W  
St. Paul, MN 55114

## Jerve, Anton (CI-StPaul)

---

**From:** Andre Sólo <andre@andresolo.com>  
**Sent:** Friday, March 06, 2020 4:55 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** No street parking variance

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

Hi Representative Jerve,

This is regarding a proposed street parking variance for a development at 2225 University Ave W / 2224 Charles Ave in Saint Paul.

I'm a resident at the Carleton Artist lofts at 2285 University Ave W. We currently have a street parking shortage. With all the recent development in the area, it's common for both sides of all nearby streets to be completely lined with cars. The squeeze is already being felt by residents, and both guests and residents frequently find themselves walking four blocks or more on cold, icy nights.

This is especially a problem when female residents or guests have to park at night and then walk alone in the dark.

If you haven't already, I would invite you to take a drive down Charles Ave any evening after rush hour and scope out how little parking is available. We're happy that this area has attracted a vibrant community of residents but any new developments need to make sure they provide ample parking.

Please do NOT grant a variance that allows less than the required 147 off-street spaces for any new development.

Thank you,

Andrew Jacob a.k.a.

Andre Sólo  
Author & Co-Founder at [HighlySensitiveRefuge.com](http://HighlySensitiveRefuge.com), the world's largest website for highly sensitive people.

Writer at [Psychology Today](#) | [Forbes](#) | [Introvert Dear](#) | [Huffington Post](#) | [The Muse](#) | [Quiet Revolution](#) | [State of Formation](#)

Dear City of St. Paul Zoning Committee,

March 11, 2020

I, John O'Brien, along with my wife Amy Sundberg O'Brien, manage the Wright Building, located at 2233 University Avenue West, St. Paul. We also manage the Dow Building across University at 2242 University Avenue West. This Letter is written **IN OPPOSITION** to the requested variances related to the proposed development at 2225 University Avenue and 2224 Charles Avenue. We wish to be supportive of our friendly neighbor, but specifically we find the three variances under consideration harmful to the Wright Building, and ask they be denied. All four Owners of Goodrich Gardens, Inc., the Sundberg family Corporation which owns the Wright and Dow, approve this Letter in Opposition.

The Wright Building, built in 1913, is directly west of and adjacent to the proposed development. Increasing the height from 50 to 58 feet would mean the new building is **TALLER** than the Wright Building. Our Building is 55 feet tall in front, and 47 feet tall in back. That extra 8 feet of variance would:

A) Block 8 feet more of the view and light east of our building than is permitted under current zoning. Our large east facing windows presently let in a lot of light, and the view is fantastic. We are worried that allowing an extra eight feet of height will make it much harder to lease spaces on the east side of the Wright. Furthermore, the thought of balconies roughly 15 feet from our building, with tenants and residents looking back and forth at each other, is troubling.

B) Alter the historic commanding presence of the Wright Building. How to protect the historic nature of the Midway and allow for new developments is a challenge, but I think the impact and scale of new buildings needs to be considered. Losing the Wright Building as the dominant Building on the block would drastically affect the historic feel of this section of University Avenue.

Secondly, we are also opposed to the parking variance. Parking is at a premium all around the neighborhood. Many of the local city streets are designated as no parking, including Charles Avenue directly behind the Wright. A shortage of 57 spaces would have a multiplying effect, with visitors and residents having practically nowhere in the immediate vicinity to park. We already have a serious parking battle at the Wright. I am forced to tow far more than I wish, and people get furious. Imagine the anger, vandalism, graffiti, and accidents resulting from frustrated drivers circling endlessly in search of a place to park. We applaud the extra bicycle parking proposed, but that will not adequately offset the vehicle parking shortage.

Lastly, we oppose the variance to allow 95.5% residential use on the first floor. We are in a commercial district, and business activity is critical to the longterm health of the Midway.

In summation, we are **OPPOSED** to the development as presented, but wish to help our neighbor within the confines of the existing zoning requirements.

Respectfully,

John O'Brien  
Building Manager Wright Building  
2233 University Avenue West, Suite 335  
Saint Paul, MN, 55114



**Jerve, Anton (CI-StPaul)**

---

**From:** Nick Jensen <jens1445@umn.edu>  
**Sent:** Tuesday, March 10, 2020 11:58 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Cc:** Avery Moe  
**Subject:** Proposed Changes to Parking Availability

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

Hello--

We the undersigned residents living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

Nick Jensen and Avery Moe  
765 N Hampden Ave #311, St Paul, MN 55114

--

Nick Jensen



20-013-859  
2225 University

**Jerve, Anton (CI-StPaul)**

---

**From:** Claudia Klug <claudia.klug@gmail.com>  
**Sent:** Monday, March 09, 2020 11:13 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Re: Parking Variance Concerns University Ave

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

765 Hampden Ave #502  
St. Paul, MN 55114

Thank you,  
Claudia

On Mon, Mar 9, 2020 at 11:02 AM Jerve, Anton (CI-StPaul) <[anton.jerve@ci.stpaul.mn.us](mailto:anton.jerve@ci.stpaul.mn.us)> wrote:

Hi Claudia,

I just realized I do not have your address, which is required for public testimony. Would you mind confirming it so I can provide your message to the Zoning Committee?

Thank you,



**Anton Jerve**  
**Principal City Planner**  
Planning and Economic Development  
25 West 4th Street, #1300  
Saint Paul, MN 55102  
P: 651-266-6567

[anton.jerve@ci.stpaul.mn.us](mailto:anton.jerve@ci.stpaul.mn.us)

Equity. Innovation. Resilience.

---

**From:** Claudia Klug <[claudia.klug@gmail.com](mailto:claudia.klug@gmail.com)>  
**Sent:** Friday, March 06, 2020 10:06 AM  
**To:** Jerve, Anton (CI-StPaul) <[anton.jerve@ci.stpaul.mn.us](mailto:anton.jerve@ci.stpaul.mn.us)>  
**Subject:** Parking Variance Concerns University Ave

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

Hello,

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

Thank you,

Claudia

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Kathryn Johnson

Name

Vanessa Stumpf

The Lyric  
765 Hampden Ave Apt. 319

Address

Apartment #

2

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, in our feel, excessively burdensome. Please do not grant this variance.

Brendan Thewes

Name

765 Hampden Ave #401

Address

Apartment #



We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

5 DUANE + MARY ELOFSON

765 HAMPDEN AVE. #301

Name

Address

Apartment #

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

6 Juanita [Signature]  
Juanita [Signature]

765 Hampden Ave

Name

Address

Apartment # 419

St Paul, MN 55114

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

7 Tiffany Edwards and Thomas Dolan 765 N. Hampden Ave. Apt 615

Name

Address

Apartment #





We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

11 CAROL BECK + LAURA LISARDI 2285 UNIVERSITY AVE. W. #303

Name Address Apartment #

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

12 THOMAS S. HEATON 2285 UNIVERSITY AVE W. #256  
ST. PAUL, MN 55114  
Name Address Apartment #

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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13 HALEY BENNETT 2341 UNIVERSITY AV. W. APT. 513

Name Address Apartment #

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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14

Ymx. Liu

785 N Hampden Ave Apt 406.

Name

Address

Apartment #

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

15

Andrew and Cassie Glover

765 N Hampden Ave Apt 302 St Paul MN 55114

Name

Address

Apartment #

Our parking is already beyond capacity making us walk over a quarter mile to find parking.  
All the cars on the street also make clearing snow in the winter very difficult.

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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16

DON DICKINSON

765 HAMPDEN #323

Name

Address

Apartment #

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

17 Brian Holm

2341 University Ave W. 210

Name

Address

Apartment #

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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18 Molly Hanner

2285 University Ave W Apt. 410

Name

Address

Apartment #

15 West Kellogg Blvd.

---

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19 Julio Cabrera & Stacy Karl      2285 University Ave W      455

Name	Address	Apartment #
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15 West Kellogg Blvd.

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We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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20 Jenna L. McBride-Harris      2285 University Ave W      # 262  
Stephen Harris      2285 University Ave W      # 262

Name	Address	Apartment #
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We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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21 Suzy Peterson  
Name

2285 University Ave W #107  
St. Paul, MN 55114  
Address Apartment #

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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22 Erik Pearson  
Name

2285 University Ave W #164  
Address Apartment #

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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23 Stephanie A. Kalpin  
Name Stephanie Kalpin

2285 University Ave W Apt 365  
St Paul, MN 55114  
Address Apartment #

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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24 Jason Millsap

2285 University Ave W #460

Name

Address

Apartment #

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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25 MJ BLAHT

CAL  
2285 Univ Ave W C45T  
ST. PAUL MN 55114

Name

Address

Apartment #

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26 Amber FRIGAARD

2285 University Ave W #353  
ST PAUL MN 55114

Name

Address

Apartment #

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27 Grace Fehmer 2341 University Ave W., apt. 110  
Name Address Apartment #

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28 Alexandra Smith 2285 University Ave. W. # 208  
St. Paul, 55114  
Name Address Apartment #

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29 Enik Mathison 2285 University Ave. # 259  
Name Address Apartment #

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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30 Emily Rose Ducea

Name

ERD

2285 university ave W#461  
Saint Paul, MN 55114

Address

Apartment #

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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31 ELIZABETH KLEIN

Name

2340 UNIVERSITY AVE. W #113

Address

Apartment #

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32 AIESLA HOELSCHER

Name

2285 UNIVERSITY AVE. B409

Address

Apartment #



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2285 University Ave W. # 557

33 Name Doug & Inna Shears

Address Apartment #  
St. Paul, MN 55114

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2285 University Ave  
St Paul, MN 55114 Apt 407

34 Angela Pique  
Name *[Signature]*

Address Apartment #

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2285 University Ave W 301  
Address Apartment #  
St. Paul, MN 55114

35 Brittany Ritchart  
Name Erik Drazice

**Jerve, Anton (CI-StPaul)**

---

**From:** Brita Ingvalson <brita@arcadiamanagement.com>  
**Sent:** Tuesday, March 10, 2020 9:11 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** FW: Your Voice Counts! Street Parking Variance Concern

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

Hi Mr. Jerve,

Please see response below from the resident living in 2323 Charles Ave #215 St Paul, MN 55114.

Please let me know if a physical signature is required.

Thank you!

**Brita Ingvalson**  
 Community Manager  
 RAY | Platform

651-288-7274

---

**From:** Seung Min Oh <kei98520@gmail.com>  
**Sent:** Monday, March 9, 2020 4:36 PM  
**To:** ray@raysmartliving.com  
**Subject:** Fwd: Your Voice Counts! Street Parking Variance Concern

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Brita,

Thanks for bringing this to my attention.

Please add my notes when sent to Anton. Let me know if my physical signature is required.

---

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

---

SeungMin Oh/ 2323 Charles Ave, Saint Paul, MN/ Apartment # 215

3/6

----- Forwarded message -----

보낸사람: Arcadia Management, LLC <[no-reply@rentcafe.com](mailto:no-reply@rentcafe.com)>

Date: 2020년 3월 5일 (목) 오후 4:01

Subject: Your Voice Counts! Street Parking Variance Concern

To: <[kei98520@gmail.com](mailto:kei98520@gmail.com)>



---

## **Proposed changes to parking availability in your neighborhood. Your voice counts!**

St. Paul Planning Commission is reviewing a request for a Conditional Use Permit that will reduce the number of currently required parking spaces for a new property being developed at 2225 University Ave and 2224 Charles Ave. Prior to this announcement, fellow residents had shared concerns about the growing shortage of available on-street parking in the neighborhood. We believe this proposed change will result in a significant burden to existing residents and businesses along Charles and Hampden Avenues.

**existing zoning requires this new development to provide 147 off-street parking spaces.**

**request for a parking variance is asking that this be *reduced* to only 90 parking spaces.**

If you agree that this variance is problematic, your voice matters and will have a significant impact on whether it gets approved.

To voice your concerns, we are including a template below that you can email directly to the District Council Representative. **You may representative directly at [anton.jerve@ci.stpaul.mn.us](mailto:anton.jerve@ci.stpaul.mn.us)**

If you would prefer, you may also sign/complete the bottom half of the email and send it to [ray@raySmartLiving.com](mailto:ray@raySmartLiving.com). We will submit it on your behalf. **All comments should be submitted no later than Wednesday – March 11.**

If you are interested in attending the public hearing, it will take place on Thursday, March 12, 2020 @ 3:30pm.

Location of Public Hearing:

Council Chambers

3rd Floor, Room 300

Hall

West Kellogg Blvd.

---

the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressure development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, in our view, excessively burdensome. Please do not grant this variance.

---

Name / Address / Apartment #

**CONTACT INFO**

2323 Charles Avenue  
St Paul, MN 55114  
(651) 288-7274

**OFFICE HOURS**

Monday  
10AM-6PM  
Tuesday  
10AM-6PM  
Wednesday  
10AM-6PM  
Thursday  
10AM-6PM  
Friday  
9AM-5PM  
Saturday  
11AM-4PM

*THE INFORMATION CONTAINED IN THIS MESSAGE AND ANY ATTACHMENT MAY BE PRIVILEGED, CONFIDENTIAL, PROPRIETARY OR OTHERWISE PROTECTED FROM DISCLOSURE. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, copying or use of this message and any attachment is strictly prohibited. If you have received this message in error, please notify us immediately by replying to the message and permanently delete it from your computer and destroy any printout thereof.*

This email was sent to [kei98520@gmail.com](mailto:kei98520@gmail.com). To ensure you continue receiving our emails, please add us to your address book or safe list. You can opt out of email notifications by [clicking here](#).

**CONFIDENTIAL EMAIL:** This e-mail is intended solely for the addressee. The information contained herein is confidential. Any dissemination, distribution or copying of this e-mail, other than by its intended recipient, is strictly prohibited. If you have received this e-mail in error, please notify me immediately and delete this message.

Thank you



**Jerve, Anton (CI-StPaul)**

---

**From:** Rasun Mehringer <rasunm@gmail.com>  
**Sent:** Wednesday, March 11, 2020 9:51 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Proposed Parking Permit

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

We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90. Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

Rasun Mehringer  
2285 University Ave W, Apt 210  
Saint Paul, MN 55514

## Jerve, Anton (CI-StPaul)

---

**From:** Helen Buron <helen.buron@gmail.com>  
**Sent:** Thursday, March 12, 2020 9:21 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Parking Variance Opposition

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

To whom it may concern,

I am the center manager for the Women's Drum Center located in the Dow Building on University and Hampden. I just learned about the permit zoning request to reduce parking for a new property being developed at 2225 University Ave and 2224 Charles Ave and I'd like to express my opposition to the granting of a parking variance for the proposed development.

We have many students and teachers coming to our center on a weekly basis and we often recommend the restaurants and businesses along University to help support the health, growth, and thriving of our local community. We rely heavily on street parking for our community and reducing resident parking from 147 to 90 will make parking that is already scarce and difficult to find even more impossible.

With the future of our non-profit in mind and all the other artists, residents, and businesses in the area, please do not grant this variance.

Sincerely,  
Helen Buron  
Women's Drum Center manager  
2242 University Ave West  
St Paul, MN 55114

--  
Helen Buron  
artist + healing practitioner  
she/her  
[helenburon.com](http://helenburon.com)



## Jerve, Anton (CI-StPaul)

---

**From:** David Kosciolk <kosciolkdavid@gmail.com>  
**Sent:** Thursday, March 12, 2020 7:35 AM  
**To:** Jerve, Anton (CI-StPaul)  
**Subject:** Opposed to Parking Variance Request

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

Hello,

We are residents at 765 Hampden Ave. We are in opposition to granting a parking variance for developments at 2225 University Ave and 2224 Charles Ave. Street parking is already scarce. We'd prefer you increase the number of required off-street parking spaces to 155.

Please, do not grant a variance.

In earnest,  
David Kosciolk  
Jody Tharp

## Jerve, Anton (CI-StPaul)

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**From:** Union Flats <union.flats@Dominiuminc.com>  
**Sent:** Wednesday, March 11, 2020 6:27 PM  
**To:** Jerve, Anton (CI-StPaul)  
**Cc:** Union Flats  
**Subject:** On Behalf of our Residents - Parking Variance  
**Attachments:** Parking Variance 3.11.20.pdf

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

To Whom It May Concern,

The following recently came to our attention;

*The St. Paul Planning Commission is reviewing a request for a Conditional Use Permit that will **reduce** the number of currently required parking spaces for a new property being developed at 2225 University Ave and 2224 Charles Ave. The existing zoning requires this new development to provide **147** off-street parking spaces. The request for a parking variance is asking that this be **reduced** to only **90** parking spaces.*

This concerns us because we often hear from our residents about how limited parking is in the neighborhood. On Monday we reached out to our tenants encouraging them voice their concerns to the Planning Commission.

We have attached all of the letters that were turned into our office as of the end of day on Wednesday. If we receive any additional letters before the hearing tomorrow we will send an follow up email.

Thank you,  
Courtney Urman and Sabrina Keefe  
Community Manager and Assistant Manager

Union Flats  
Dominium  
787 Hampden Ave  
St. Paul, MN 55114  
Phone: 763-392-9897 Fax: 763-249-8729  
[unionflatsapartments.com](http://unionflatsapartments.com)



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# Proposed changes to parking availability in your neighborhood. *Your voice counts!*

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To **voice your concerns**, we are including a template below that you can email directly to the District Council Representative.

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If you would prefer, you may also return the bottom half of this letter, with your name and address and apartment #, and we will submit it on your behalf.

All comments should be submitted no later than **Wednesday – March 11.**

If you are interested in attending the public hearing, it will take place on **Thursday, March 12, 2020 @ 3:30pm.**

Location of Public Hearing:

City Council Chambers  
Third Floor, Room 300  
City Hall  
15 West Kellogg Blvd.

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We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

Danielle Connolly

Name

787 Hampden Ave  
St. Paul, MN 55114

Address

212

Apartment #

**Mai Chang**

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**From:** kylie milbrandt <kmilbrandt11@gmail.com>  
**Sent:** Tuesday, March 10, 2020 6:04 PM  
**To:** Lyric  
**Subject:** Street Parking

**CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.**

2 We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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Kylie Milbrandt  
765 N Hampden Ave Apt 411  
St Paul, MN 55434  
Name / Address / Apartment #

**CONFIDENTIAL EMAIL: This e-mail is intended solely for the addressee. The information contained herein is confidential. Any dissemination, distribution or copying of this e-mail, other than by its intended recipient, is strictly prohibited. If you have received this e-mail in error, please notify me immediately and delete this message.**

Thank you

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3 Halima Jama

787 N Hampden Ave #362

Name

Address

Apartment #

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Aisha Hassan

787 Hampden Ave. # 361

Name

Address

Apartment #

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5 Kadro Farah

Name

787 Hampden Ave #349

St. Paul, MN 55114

Apartment #

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MUNAYUSUF

Name

787 HAMPDEN #301  
ST-PAUL MN 55114

Address

Apartment #



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7 Khadra Khayne

Name

787 Hampden Ave N. #145  
St. Paul, MN 55117  
Address Apartment # 145

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8 Brandon & Iris Jurg Plank

Name

781 Hampden Ave 304

Address

Apartment #

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9 Michela Poe

Name

787 Hampden Ave #453

Address

Apartment #

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Fardun Egan

787 Hampden Ave St. Paul, MN 55114

Name

Address

Apartment # 124

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11

Waldemar Mesivitt

Name

765 Hampden

Address

# 314

Apartment #

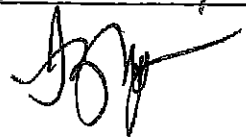
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12

T. BOPANSKY

Name



765 N. HAMPDEN, #625

Address

Apartment #

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Sydney Patsy  
Name: Katherine Ruelke

765 N. Hampden Ave., Apt. 325  
Address: Saint Paul, MN 55114  
Apartment #

13

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Kalhan Ali

787 Hampden Ave #205

Name

Address

Apartment #

## Pereira, Luis (CI-StPaul)

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**From:** Monte M. Hilleman <mmh@sppa.com>  
**Sent:** Thursday, March 12, 2020 3:08 PM  
**To:** Pereira, Luis (CI-StPaul)  
**Cc:** Jerve, Anton (CI-StPaul); Guild, Kristin (CI-StPaul); Torstenson, Allan (CI-StPaul)  
**Subject:** Re: 2225 University Ave W/Paster Development - mxu housing proposal

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

Hi Luis,

We have discussed the below internally. As you know the Port Authority is generally very concerned about the loss of industrial zoned land available for job creation/retention (acknowledging this is a variance request and not a zoning conversion, maybe a distinction without a practical difference here).

It's unclear if the developer attempted to meet the IT zoning requirements (specifically 50% commercial) and proved via some analysis (proforma, market study, etc) that it was unable to achieve or not. We have been requested to do so on other proposed projects that don't align perfectly with station area zoning.

It's also unclear if the City has a line of sight on the amount of industrially zoned/used land and buildings needed to achieve its economic development goals.

We are aware of an adaptive reuse project near the site that is 100% commercial, maker/small scale production space, that is looks to perform well and meet city economic development goals. While not new construction it would seem to be an example of demand for such space.

Hope this is helpful!

monte...



**Saint Paul**  
PORT AUTHORITY

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**Monte Hilleman**  
Senior Vice President, Real Estate Development  
651-204-6237 | mmh@sppa.com

380 Saint Peter Street #850 | Saint Paul, MN 55102

---

**From:** Luis Pereira <Luis.Pereira@ci.stpaul.mn.us>  
**Date:** Tuesday, March 10, 2020 at 3:37 PM  
**To:** Monte Hilleman <mmh@sppa.com>  
**Cc:** Anton Jerve <anton.jerve@ci.stpaul.mn.us>, "Guild, Kristin (CI-StPaul)" <Kristin.Guild@ci.stpaul.mn.us>,

city of saint paul  
planning commission resolution  
file number \_\_\_\_\_  
date \_\_\_\_\_

WHEREAS, Project Paul, LLC (Ryan companies) File # 20-011-817, applied to satisfy the requirements under Zoning Code § 66.953 for submission of a master site plan for the entire site, for planning commission review and approval, to demonstrate general compliance with the land use mix requirements in the *Ford Site Zoning and Public Realm Master Plan (Ford MP)*, for property located at 2192 Ford Parkway, et al, Parcel Identification Number (PIN) 17-28-23-13-002 et al; and

WHEREAS, the Zoning Committee of the Planning Commission, on March 20, 2020, held a public hearing at which all persons present were given an opportunity to be heard pursuant to said application in accordance with the requirements of § 61.303 of the Saint Paul Legislative Code; and

WHEREAS, the Saint Paul Planning Commission, based on the evidence presented to its Zoning Committee at the public hearing as substantially reflected in the minutes, made the following findings as required under the provisions of Zoning Code § 66.953 and § 61.402(c) that the site plan is consistent with the following:

1. *The city's adopted comprehensive plan and development or project plans for sub-areas of the city.*

This finding is met. Section § 66.953 provides a specific provision for the master developer to submit a master site plan for conformance with the land use mix requirements in the Ford MP. The Ford MP requires a mix of land uses by zoning *district*, rather than by *parcel*. In other parts of the City the zoning of a parcel determines the permitted uses. The Ford MP provides an additional requirement that each F District must meet certain minimums based on the type of use (see Table 4.2 below). Additionally, The Ford MP provides for a minimum and a maximum for dwelling units, retail & service, office & employment, and civic & institutional for the entire site.

moved by \_\_\_\_\_  
seconded by \_\_\_\_\_  
in favor \_\_\_\_\_  
against \_\_\_\_\_

**TABLE 4.2 REQUIRED MIX OF USES; PG 40 OF FORD MP**

		F1-River Residential	F2- Residential Mixed Low	F3- Residential Mixed Mid	F4- Residential Mixed High	F5- Business Mixed	F6- Gateway
<b>RESIDENTIAL</b>	Min	90%	60%	50%	40%	20%	50%
	Max	100%	100%	100%	100%	75%	50%
<b>COMMERCIAL</b>	Min	0%	0%	0%	0%	20%	5%
	Max	0%	20%	20%	30%	50%	50%
<b>EMPLOYMENT</b>	Min	0%	0%	0%	0%	0%	40%
	Max	0%	10%	10%	20%	50%	85%
<b>CIVIC/INSTITUTIONAL</b>	Min	0%	0%	0%	0%	0%	0%
	Max	10%	10%	10%	10%	10%	30%

**DEVELOPMENT RANGE FOR MASTER PLAN**

<b>LAND USES</b>	<b>MINIMUM</b>	<b>MAXIMUM</b>
<b>HOUSING</b>	2,400 Dwelling Units	4,000 Dwelling Units
<b>RETAIL &amp; SERVICE</b>	150,000 Sq. Ft. GFA	300,000 Sq. Ft. GFA
<b>OFFICE &amp; EMPLOYMENT</b>	200,000 Sq. Ft. GFA	450,000 Sq. Ft. GFA
<b>CIVIC &amp; INSTITUTIONAL</b>	50,000 Sq. Ft. GFA	150,000 Sq. Ft. GFA

GFA: Gross Floor Area

Additionally, this site plan is in conformance with the Land Use Chapter of the 2030 Comprehensive Plan, which identifies the site as part of a mixed-use corridor and an opportunity site. While not yet adopted, it is also consistent with the draft 2040 Comprehensive Plan submitted to the Metropolitan Council, which also identifies the site as mixed-use, an opportunity site and a partial contributor to the Highland Village/Ford Site neighborhood node. The proposed Master Site Plan is also in conformance with the Ford MP and Highland Park District 15 Plan, which references the Ford MP and describes a future site consistent with it in its Land Use chapter.

2. *Applicable ordinances of the City of Saint Paul.*

This finding is met. The application submitted by Ryan meets the intent of Section § 66.953 to demonstrate compliance with the land use mix requirements in the Ford MP. Ryan is required to submit site plans for each phase of the project including grading and demolition, parks and open space, and infrastructure development. Additionally, each individual vertical project will be subject to § 61.402 (c), Site Plan Review, and will meet the findings in § 61.402. Applications for individual sites are expected later this spring, with the projects anticipated to be completed in 2022.

Note, Ryan requested a reduction in the required amount of Commercial Space in the F6 from 10% to 0% as part of their Master Plan Amendment (Zoning File 20-010-013) submittal which is reflected in the application submittal.

For Civic and Institutional uses, the Planning Director determined community rooms in multi-family and mixed-use buildings can count towards the percentage of Civic and Institutional uses, if those rooms are accessible to the public.



The Planning Administrator determined that the portions of the senior living developments may count towards the percentage of employment uses in the F6 District, given that the Health Care and Social Assistance sector is one of the fastest growing sectors in the Twin Cities. Portions of the senior living that are *not* used as residential rooms will count towards the GFA for required employment uses in the F6 District.

3. *Preservation of unique geologic, geographic or historically significant characteristics of the city and environmentally sensitive areas.*

This finding is met. The environmental review (Alternative Urban Areawide Review-AUAR) which was certified as complete on November 4, 2019 did not find and unique geologic, geographic or historically significant characteristics on the Ford Site.

4. *Protection of adjacent and neighboring properties through reasonable provision for such matters as surface water drainage, sound and sight buffers, preservation of views, light and air, and those aspects of design which may have substantial effects on neighboring land uses.*

This finding is met. The Ford MP was developed over 10 years and considered present and future surrounding land uses, including sight lines, views, light, and a centralized stormwater feature where runoff from the site would be collected. This master site plan fulfills the vision of the Plan with a centralized feature. Additionally, the AUAR identified mitigation necessary for surface water, which references the central stormwater feature.

5. *The arrangement of buildings, uses and facilities of the proposed development in order to assure abutting property and/or its occupants will not be unreasonably affected.*

This finding is met. The Ford MP was developed over 10 years and considered present and future surrounding land uses including different building types based on the zoning district ensuring a variety of housing types and affordability levels. This master site plan meets that intent by demonstrating different types of buildings next to one another. Additionally, the requirement of §66.953 is to provide a master site plan for the purpose of meeting the land use requirements in the Ford MP. Individual buildings for all F Districts will be subject to §66.421 and will have to meet this finding demonstrating that abutting property will not be unreasonably affected.

6. *Creation of energy-conserving design through landscaping and location, orientation and elevation of structures.*

This finding is met. The Ford MP envisioned a 21<sup>st</sup> century community and each individual building will be subject to the City's Sustainable Building Policy which means that the energy the buildings use over time will create 80% less carbon emissions compared to standard construction in 2005. Each individual building also will be designed to be solar ready per the Ford MP. Additionally, individual site plans are subject to the landscaping requirements in the code in *addition* to the requirements in the Ford MP.

7. *Safety and convenience of both vehicular and pedestrian traffic both within the site and in relation to access streets, including traffic circulation features, the locations and design of entrances and exits and parking areas within the site.*

This finding is met. The Ford Site underwent an environmental review (AUAR) that analyzed the transportation impacts of vehicular, transit, bicycle, and pedestrian modes within the site and in the surrounding area. The analysis determined that along with specific

traffic improvements the area transportation network *and* the transportation network within the site (as can be seen on the master site plan) can safely support the redevelopment for all modes of transportation. Individual site plans will be required to meet this finding and relevant mitigation identified in the AUAR.

8. *The satisfactory availability and capacity of storm and sanitary sewers, including solutions to any drainage problems in the area of the development.*

This finding is met. The Ford AUAR determined that that the regional treatment facility and the waster water collection system have sufficient long-term capacity to handle the additional wastewater flow generated by the development. Additionally, a new centralized stormwater will treat drainage of the development. Every vertical project on the Ford site will be subject to site plan review and will required to meet this finding and relevant mitigation identified in the AUAR.

9. *Sufficient landscaping, fences, walls and parking necessary to meet the above objectives.*

This finding is met. Chapter 5 of the Ford MP is dedicated to design standards which are to be used in concert with the building type details and zoning code requirements for the Ford Site. The design standards regulate lawns and gardens, walls, fencing and furnishing that prioritizes the walkable, pedestrian-and bike-friendly built environment of the Ford Site. Additionally, the design standard regulate vehicular access to private lots should be located to minimize conflict with people on more pedestrian focused streets.

10. *Site accessibility in accordance with the provisions of the Americans with Disabilities Act (ADA), including parking spaces, passenger loading zones and accessible routes.*

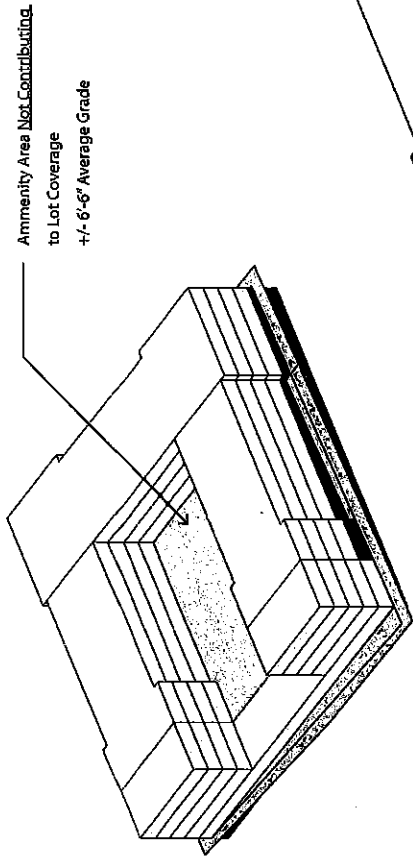
This finding is met. The Ford MP provides a street grid that reweaves the site into the area transportation network, ensuring access for all modes of transportation. Additionally, individual site plans will be subject to meet this finding related to parking spaces, passenger loading zones, and accessible routes.

11. *Provision for erosion and sediment control as specified in the ``Ramsey Erosion Sediment and Control Handbook.''*

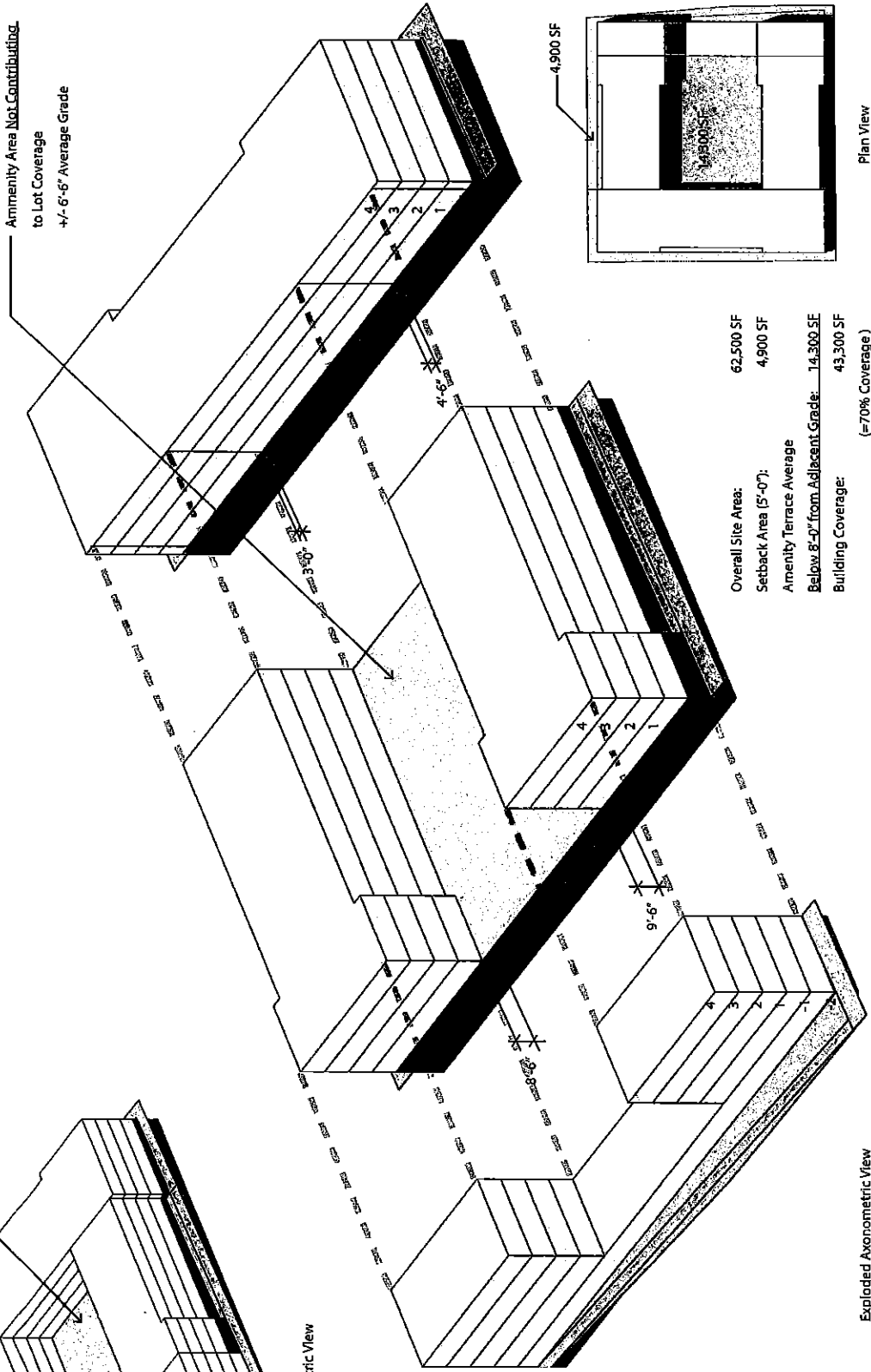
This finding is met. The AUAR states that where required the City of Saint Paul's erosion and sediment control standards must be met. Additionally, every vertical project on the Ford site will be subject to site plan review and will required to meet this finding.

NOW, THEREFORE, BE IT RESOLVED, by the Saint Paul Planning Commission, under the authority of the City's Legislative Code, that the application of Project Paul, LLC for master site plan review to demonstrate general compliance with the land use mix requirements in the *Ford Site Zoning and Public Realm Plan* is hereby approved subject to the following conditions:

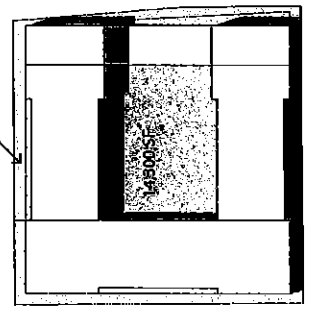
1. The minimum commercial requirement for the F6 district must be met.
2. The Ford Site Master Site Plan shall be updated every 5 years during the development of the Ford Site with dwelling units and GFA for Retail & Service, Office & Employment, and Civic & Institutional in coordination with the environmental review (AUAR) update.
3. The Ford Site Master Plan shall be updated every 5 years during the development of the Ford Site with percentages of Housing, Retail & Service, Office & Employment, and Civic & Institutional by F Zoning District in coordination with the environmental review (AUAR) update.



Exploded Axonometric View



Combined Axonometric View



Plan View

Overall Site Area: 62,500 SF  
 Setback Area (5'-0"): 4,900 SF  
 Amenity Terrace Average Below 8'-0" from Adjacent Grade: 14,300 SF  
 Building Coverage: 43,300 SF  
 (=70% Coverage)



## Langer, Samantha (CI-StPaul)

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

Sent from my iPhone

Begin forwarded message:

**From:** Heidi Schallberg <heidils@gmail.com>  
**Date:** March 12, 2020 at 8:16:01 AM CDT  
**To:** "Dan.edgerton@stantec.com" <Dan.edgerton@stantec.com>, "Pereira, Luis (CI-StPaul)" <Luis.Pereira@ci.stpaul.mn.us>, "Mohan, Menaka (CI-StPaul)" <Menaka.Mohan@ci.stpaul.mn.us>, "cedrick.baker@gmail.com" <cedrick.baker@gmail.com>, "adejoy@esndc.org" <adejoy@esndc.org>, Nathaniel Michael Hood <nmhood@gmail.com>, Kristine Grill <kristinemariongrill@gmail.com>, Bill Lindeke <blindeke@gmail.com>, "christopher.james.ochs@gmail.com" <christopher.james.ochs@gmail.com>, #CI-StPaul\_Ward3 <Ward3@ci.stpaul.mn.us>, #CI-StPaul\_Ward4 <Ward4@ci.stpaul.mn.us>, "Brendmoen, Amy (CI-StPaul)" <amy.brendmoen@ci.stpaul.mn.us>  
**Subject:** Comments on Ford Site zoning amendments request  
**Reply-To:** heidils@gmail.com

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

Zoning Committee Members, Council Members, and city staff,

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

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

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

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

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

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

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

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

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

Thanks for your consideration.

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

FORD

March 12, 2020

Dear Members of the Zoning Committee,

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

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

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

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

Kathryn McGuire  
2203 Fairmount Avenue

FORD

**Langer, Samantha (CI-StPaul)**

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

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

Dear Samantha,

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

They are requesting:

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

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

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

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

Sincerely,

Beth Friend

15 Orme Court

St. Paul, MN 55116



FORD

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

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

Luis and all,

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

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

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

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

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

**Langer, Samantha (CI-StPaul)**

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

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

Dear Ms. Langer and Zoning Committee Members:

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

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

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

FORD

**Langer, Samantha (CI-StPaul)**

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

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

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

Dear Ms. Langer (Zoning Committee Secretary):

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

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

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

Regards,

**Bruce Hoppe**  
531 Mount Cruve Blvd

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

**Langer, Samantha (CI-StPaul)**

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**From:** Rose Sherman <rasherman@gmail.com>  
**Sent:** Tuesday, March 10, 2020 12:14 PM  
**To:** Langer, Samantha (CI-StPaul)  
**Cc:** #CI-StPaul\_Ward3  
**Subject:** Feedback on Ryan Companies Proposed Changes at Ford Development

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

Hello,

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

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

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

Thank you,

Rose Sherman  
525 Mount Curve Blvd  
St Paul 55116  
[rasherman@gmail.com](mailto:rasherman@gmail.com)

**Langer, Samantha (CI-StPaul)**

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

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

Dear Members of the Zoning Committee,

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

Thank you!

Renate Sharp  
536 Mt. Curve Blvd.  
St Paul, MN 55116

## **Langer, Samantha (CI-StPaul)**

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

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

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

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

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

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

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

We can certainly do this.

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

FORD

**Langer, Samantha (CI-StPaul)**

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

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

Dear Ms. Langer:

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

<https://www.livablefordvillage.com>

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

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

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

## Langer, Samantha (CI-StPaul)

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

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

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

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

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

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

Thank you. Jim

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

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planadviser's 2017  
**TOP100**  
RETIREMENT PLAN ADVISERS

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

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FORD

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

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

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

Emily Saunders 1609 Ford Parkway

**Langer, Samantha (CI-StPaul)**

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

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

To whom it may concern,

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

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

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

Thank you for your time.

Sincerely,  
Anne Keenan

FORD

**Langer, Samantha (CI-StPaul)**

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

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

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

Tanya Adelman

Sent from my iPhone

**Langer, Samantha (CI-StPaul)**

---

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

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

Hi Samantha,

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

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

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

Thank you

Jacquelyn Thorson

Date: March 8, 2020

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

To: Zoning Committee of the Saint Paul Planning Commission

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

Dear Zoning Committee Members,

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

**1. TOWNHOMES**

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

**OKAY**

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

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

**SUPPORT**

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

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

**OKAY**

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

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

**OPPOSE**

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

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

**OPPOSE**

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

## **2. AFFORDABLE HOUSING**

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

**SUPPORT**

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

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

**SUPPORT**

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

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

**SUPPORT**

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

**3. LAND USES**

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

**OPPOSE**

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

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

**SUPPORT**

My Comment: Ryan's rationale makes perfect sense.

**4. BUILDING TYPE REQUIREMENTS**

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

**OPPOSE**

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

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

**OPPOSE**

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

**5. ROADWAYS**

**5a) Adjustment to the Woodlawn Ave roadway section.**

**OPPOSE**

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

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

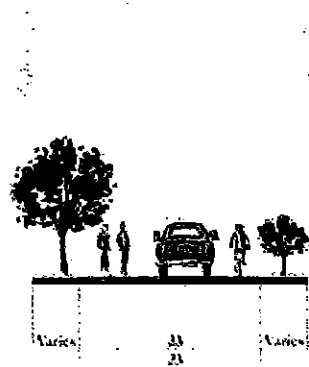
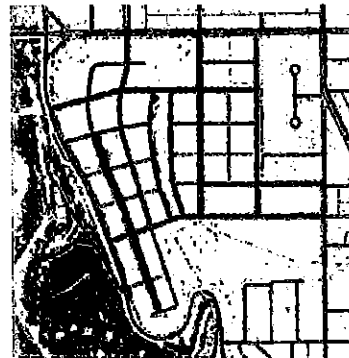
- The National Association of City Transportation Officials (NACTO)

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

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

**Woodlawn Lane (South)**

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



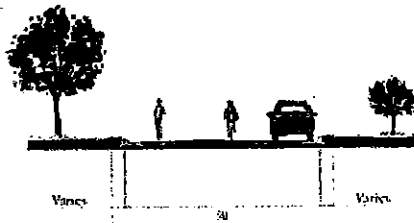
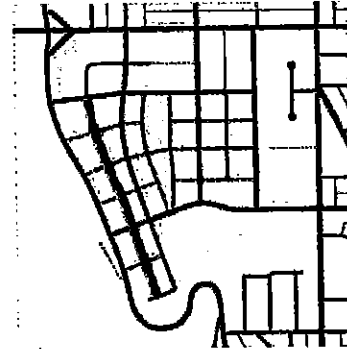
TOTAL RIGHT OF WAY	23
CURB TO CURB DISTANCE	23
VEHICULAR	
BIKE	Shared
PEDESTRIAN	



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

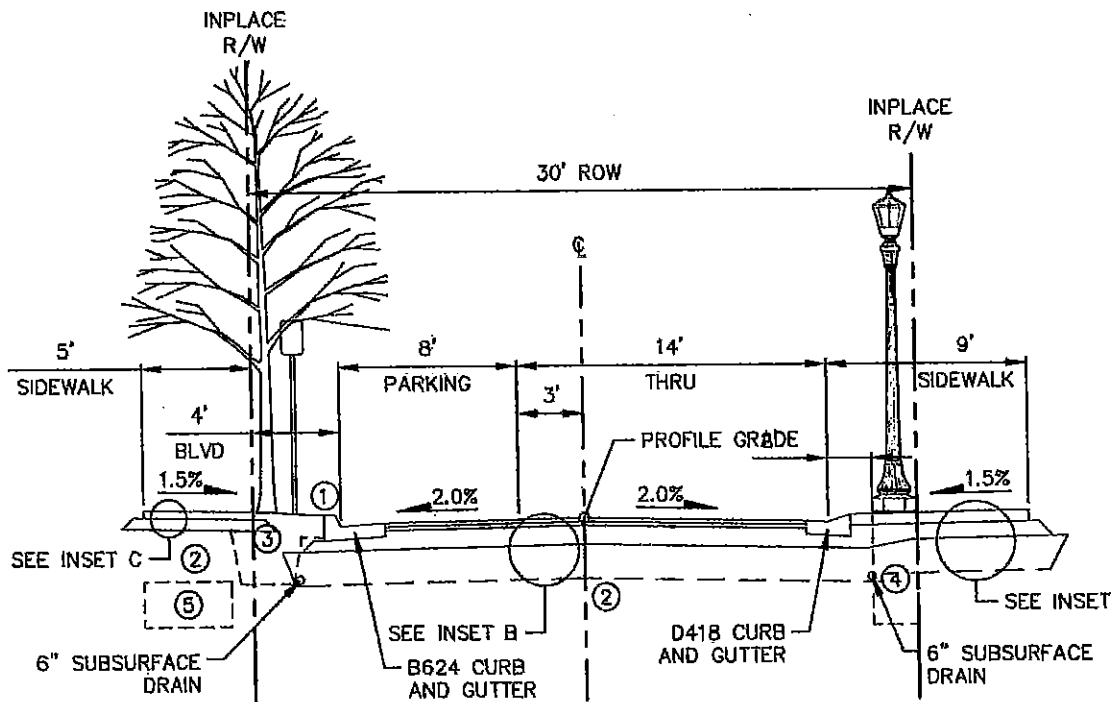
**Woodlawn Avenue (South)**

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



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

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



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

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



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

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

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



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

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

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

## **6. SIGNAGE**

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

**SUPPORT**

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

### **In Conclusion**

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

Thank you,

Merritt Clapp-Smith

