

city of saint paul
planning commission resolution
file number
date

WHEREAS, City of St. Paul, File # 17-224-759, has applied to rezone from T1 traditional neighborhood to RT2 townhouse residential under the provisions of § 61.801(b) of the Saint Paul Legislative Code, property located at 2239 Como Ave, legally described as that part of Lot 21, Block 37, St. Anthony Park North, according to the recorded plat thereof, Ramsey County, Minnesota, lying southeasterly of a line described as commencing at the northeast corner of the Southeast Quarter of Section 20, Township 29, Range 23; thence on an assumed bearing of South 0 degrees 18 minutes 33 seconds West, along the east line of said Southeast Quarter of Section 20, a distance of 1312.12 feet; thence North 89 degrees 41 minutes 27 seconds West 1536.28 feet to a cast iron monument on the east line of said Lot 21 and the point of beginning of the line to be described; thence South 53 degrees 03 minutes 45 seconds West 64.76 feet; thence South 44 degrees 36 minutes 45 seconds West 13.29 feet; thence South 57 degrees 47 minutes 15 seconds West 23.72 feet; thence South 53 degrees 03 minutes 45 seconds West 36.40 feet to the west line of said Lot 21 and said line there terminating; and

WHEREAS, the Zoning Committee of the Planning Commission, on July 19, 2018, 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 requests rezoning of approximately 3,000sf of former City of Saint Paul Library land that was recently sold to the adjacent property owner at 2239 Como. The transfer of land created a split-zoned parcel at 2239 Como, which this rezoning corrects.
2. The proposed zoning is consistent with the way this area has developed. The zoning is being changed to avoid a split zoned property. The property is used as a single-family residence. The RT2 district is "intended to provide for a variety of housing needs and to serve as zones of transition between one- and two-family residential districts and multiple-family residential districts and business districts." This property is the first single-family residential use south of the St. Anthony Park Village commercial area.
3. The proposed zoning is generally consistent with the following policies from the Comprehensive Plan:
 - 1.1. *Increase housing choices across the city to support economically diverse neighborhoods.*

moved by _____

seconded by _____

in favor _____

against _____

2.1. Maintain the vitality and high quality of life in existing stable neighborhoods [...].

4. The proposed zoning is compatible with the surrounding uses. For all practical purposes the use of this property has been and will be a side yard. There will be no change for surrounding uses.
5. Court rulings have determined that “spot zoning” is illegal in Minnesota. Minnesota courts have stated that this term *“applies to zoning changes, typically limited to small plots of land, which establish a use classification inconsistent with the surrounding uses and create an island of nonconforming use within a larger zoned property.”* The rezoning will not create spot zoning.

NOW, THEREFORE, BE IT RESOLVED, that the Saint Paul Planning Commission recommends to the City Council that the application of City of St. Paul for rezoning from T1 traditional neighborhood to RT2 townhouse for property at 2239 Como Ave be approved.

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WHEREAS, Dayton's Bluff Neighborhood Housing Services, File # 18-075-276, has applied for a conditional use permit for a 26-home cluster development with variances of minimum building width (22 ft. required, 7 homes with 16 ft. width), garages exceeding 60% of building width and placed in front of the homes, and primary entrances not in front third of the homes, under the provisions of §§65.130, 63.110, 66.230, 61.501, & 61.202 of the Saint Paul Legislative Code, on property located at 660 Rivoli Street et al., portions of Blocks 7 & 9, Warren Winslows Addition, as described for Parcel B in the Lot Split Survey included with the application; and

WHEREAS, the Zoning Committee of the Planning Commission, on July 19, 2018, 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 requests conditional use permit (CUP) approval for a 26-home cluster development with variances of minimum building width (22 ft. required, 7 homes with 16 ft. width), garages exceeding 60% of building width and placed in front of the homes, and primary entrances not in front third of the homes. A private ring road is proposed to provide access to 24 of the homes, with the other two homes fronting Otsego Street to the east. Seventeen (17) of the homes are oriented toward a central common green area, with garages rather than building entrances facing the street, a situation requiring a variance. Seven (7) other homes on the site's north side are proposed to be prefabricated modular homes, which requires a variance for building width. The two (2) homes fronting Otsego Street require a variance to allow street-facing garages to exceed 60% of the principal structure's width.
2. The vacant subject site contains steep topography, with a total elevation difference of 49 feet from the highest to lowest points, including a bluffline demarcating the site's north and central portions from the rest of the site.
3. §65.130 lists six findings that cluster developments must meet:
 - (a) *Applications for cluster development shall include site plans, including landscaping and elevations and other information the planning commission may request. This finding is met via the application materials provided.*
 - (b) *No unit shall intrude on the vertical airspace of any other unit. This finding is met.*

moved by _____
seconded by _____
in favor _____
against _____

No units are above any other units.

- (c) *The parcel shall have a minimum frontage of 80 feet on an improved street and meet the lot area required per unit in the zoning district. Individual lots within a cluster development may have less than the required lot area for the zoning district provided such reductions are compensated for by an equivalent amount of property owned in common elsewhere in the cluster development. Lot area shall not include areas designated as public or private streets.* This finding is met. The subject site has 328 feet of frontage along Otsego Street. The total lot area and common area, minus streets, is 130,080 square feet, which is 5,003 square feet per home, exceeding the minimum lot area for single-family homes in R4 and RT1 of 5,000 square feet.
 - (d) *Structures shall conform to the dimensional standards for height, lot coverage, and setbacks for the zoning district. Required yards within a cluster development may be reduced or eliminated provided required yards are maintained along the periphery of the cluster development.* This finding can be met if the associated variances are approved, as addressed below. All other dimensional standards will be met.
 - (e) *The design shall be compatible with the surrounding neighborhood.* This finding is met. The proposed single-family homes are compatible with the surrounding residential neighborhood to the north and east.
 - (f) *Individual lots, buildings, street and parking areas shall be designed and situated to minimize alteration of the natural features and topography.* This finding is met. The site design works with the natural topography, including the bluffline.
4. §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 proposed use is in substantial compliance with the Comprehensive Plan, which in Figure LU-B designates the site as Established Neighborhood, and the Railroad Island Area Plan Summary (a Comprehensive Plan addendum), which encourages new housing production generally and specifically calls for new owner-occupied housing on Rivoli Bluff.
 - (b) *The use will provide adequate ingress and egress to minimize traffic congestion in the public streets.* This condition is met. With two homes accessed via Otsego Street and 24 via a new private street connected to Rivoli Street, the use provides adequate ingress and egress.
 - (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 enhances the surrounding character of development and presents no danger to public health, safety or general welfare.
 - (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 use does not impede development or improvement of surrounding property.
 - (e) *The use shall, in all other respects, conform to the applicable regulations of the district in which it is located.* This condition is not met due to the variances required, as addressed below.
5. 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 to allow 16'-wide homes on seven (7) lots furthers the general purpose of the Zoning Code to provide housing choice and housing affordability, while not conflicting with other general purposes. The variances to allow front-facing garages to exceed 60% of the principal structure's width and to not have the primary home entrances facing the street are in harmony with the general purposes of the Zoning Code, including the design standards' intent to promote a welcoming pedestrian and neighborhood-friendly environment which in this case is provided along the common green area rather than the typical street-fronting orientation.

- (b) *The variance is consistent with the comprehensive plan.* This finding is met. The Comprehensive Plan's Housing Chapter calls for the production of new housing units affordable to low- and moderate-income households, which is furthered by the proposed variances. The building width variance, in particular, allows for a much more cost-efficient modular construction method. Also, the variances allow for the residential housing provision that is specifically promoted at this location – on a topographically difficult site – by the Railroad Island Small Area 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. The site's topography presents a practical difficulty. The proposed single-family cluster use, layout, and design are reasonable.
- (d) *The plight of the landowner is due to circumstances unique to the property not created by the landowner.* This finding is met. The topography is a unique circumstance not created by the landowner.
- (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. The proposed single-family homes are permitted uses in the R4 zoning district, and the open space proposed for the site's RT1 portion is also a permitted use.
- (f) *The variance will not alter the essential character of the surrounding area.* This finding is met. The variances will not alter the area's essential character.

NOW, THEREFORE, BE IT RESOLVED, by the Saint Paul Planning Commission, under the authority of the City's Legislative Code, that the application of Dayton's Bluff Neighborhood Housing Services for a conditional use permit for a 26-home cluster development with variances of minimum building width (22 ft. required, 7 homes with 16 ft. width), garages exceeding 60% of building width and placed in front of the homes, and primary entrances not in front third of the homes at 660 Rivoli Street et al. is hereby approved.

SAINT PAUL



BICYCLE COALITION

July 14, 2018

To whom it may concern,

On behalf of the Saint Paul Bicycle Coalition and its members, we are writing to express our **vehement opposition** to the revised site plan for the Starbucks drive-thru at Snelling Ave and Marshall Ave. The proposed changes would not only fail to address the ongoing bicycle and pedestrian safety concerns that the drive-thru has precipitated, but would in our opinion only make them worse, creating serious additional hazards under the guise of improvement.

The problems that this site has caused for bicycle operations on Marshall Ave have been well documented. Marshall Ave is a Major Bikeway in the City of Saint Paul's Bicycle Plan (SPBP) and a Tier 1 corridor in the Regional Bicycle Transportation Network (RBTN), and bicycle traffic counts have documented that Marshall is among the most heavily used bikeways in Saint Paul. Despite this, cars waiting for the Starbucks drive-thru routinely and insistently queue in the bike lane on Marshall Ave, creating a dangerous situation in which cyclists are forced to merge with general traffic travelling with difficult sightlines and at high speeds. None of the mitigation strategies implemented on Marshall Ave have succeeded in durably clearing the bike lane, and the most successful strategy so far (flexible posts placed to shield the bike lane) cannot be maintained in winter and has considerable ongoing costs.

We believe that the proposed site plan would not meaningfully address these problems. Moreover, we are **alarmed** by the site plan's proposal to add additional on-street parking on the south side of Marshall Ave east of the Starbucks site. We object on the following grounds:

- 1) Previous attempts by Starbucks to increase on-site queuing capacity have had only marginal impact on bikeway safety; whether four cars are stopped in the bike lane or two, the unsafe condition persists. No matter the total queuing capacity on-site, the fundamental problem remains that any excess will inevitably attempt to queue on Marshall Ave.
- 2) The 5' bike lane proposed for Marshall Ave between travel lane and parking lane is the absolute minimum width allowed by state standards adjacent to a parking lane. Such a narrow bike lane carries a high risk of injury to people on

bikes because it leaves little room to avoid "dooring" or other sudden movements by parked vehicles. Because these spots would be intended for high-turnover use, this problem would be compounded.

3) The short tapers on both ends of the added parking place the bike lane in the direct travel path of eastbound vehicles on Marshall Ave. This can create an extremely dangerous situation for cyclists if (as is common) a vehicle fails to precisely follow the proposed lane markings and drifts into the bike lane.

As such, we regard this plan—especially with the additional hazards proposed—as **wholly unacceptable**. If approved, it will work directly against the City of Saint Paul's stated goals and policies to make biking safer, more convenient, and accessible to a broader range of individuals than currently use our streets.

We therefore strongly urge all relevant bodies and committees of the City of Saint Paul to reject these proposed changes and to revoke the Conditional Use Permit previously granted for the Starbucks drive-thru. If current conditions continue—or even more, if the revised site plan is approved—we believe that it is only a matter of time until serious or even fatal injury occurs. Only you have the power to prevent this. Please make it right.

Sincerely,
Ethan Osten and Andy Singer
Co-Chairs, Saint Paul Bicycle Coalition

cc: Council President Amy Brendmoen
Councilmember Dai Thao
Councilmember Samantha Henningson
Josh Williams, Senior Planner, PED

From: [Andy Singer](#)
To: [#CI-StPaul_Ward1](#); [ward3@ci.stpaul.mn.us@tigertech.net](#); [#CI-StPaul_Ward4](#); [#CI-StPaul_Ward5](#); [#CI-StPaul_Ward2](#); [#CI-StPaul_Ward6](#); [#CI-StPaul_Ward7](#); [blindeke@gmail.com](#)
Cc: [Englund, Cherie \(CI-StPaul\)](#); [Williams, Josh \(CI-StPaul\)](#)
Subject: Close the Starbucks Drivethru on Marshall Avenue.
Date: Tuesday, July 17, 2018 5:14:09 PM

Dear Council Member Thao, Other council members and Members of the Zoning and Planning Commission,

The Starbucks drive-thru on the corner of Snelling and Marshall Avenues has got to go. Every weekday morning (and even some weekend mornings) and sometimes at lunch or afternoon commute hours, vehicles queue up on Marshall Avenue, often around the corner onto Snelling, waiting to get their drive-thru coffee beverages. They block the bike lane on Marshall, a major bike commute route, forcing cyclists to ride out into traffic, and they block the sidewalks. Worse, many people entering or exiting this drive-thru do dangerous maneuvers-- cutting across Marshall Avenue to/from the north side, illegal u-turns, etc.-- further endangering cyclists, pedestrians and other motorists. The documentation for this is overwhelming and, on May 15, at 5:01pm a 19 year-old female cyclist riding on the sidewalk was struck by a vehicle exiting Starbucks. The 19 year-old was a neighborhood resident. The driver (a 37 year old female) was getting coffee before returning home (presumably via freeway) to Mahtomedi. See city data at--

<https://information.stpaul.gov/w/bw92-5h94/rg2j-4xhg?cur=uamdYKChUy>

Various attempts (many at city expense) have been made to fix this but all of them have failed. At one point 50-100 plastic poles were installed by the city to "protect" the bike lane and prevent cars from crossing Marshall at a cost of over \$100 per pole. Unfortunately, drivers (probably entering or exiting the coffee queue) just mowed them down or ignored them with illegal u-turns into on-coming traffic to get around them. They even put police officers on site at certain times but NOTHING has worked! There have been endless news stories, photos and videos made of this problem and dangerous maneuvers by motorists. I don't have access to motor vehicle crash data but I would be amazed if there hasn't be at least one vehicle crash. You can see some of these videos and news stories at--
<http://www.fox9.com/news/starbucks-drive-thru-in-st-paul-creates-traffic-woes>
<http://www.citypages.com/news/a-st-paul-starbucks-and-the-drive-thru-from-hell/479469783>
...and watch attorney Kara Lynam's videos on Twitter @karalynum under the hashtag #carbuck

Thousands of people have watched these videos ...except, apparently for members of the Saint Paul City Council and the Zoning/Planning Commission who still allow this drive thru madness to operate.

Starbucks latest "revised" site plan, would make the situation even worse. It would narrow the Marshall bike lane to 5 feet (the absolute state minimum) putting cyclists between high-speed traffic and parked cars, where they can be hit by people opening car doors. It also puts overly short tapers on the ends of the parking area, increasing the chance that vehicles will veer into the bike lane ...and it does little or nothing to meaningfully increase pedestrian safety or stop some of the illegal motor vehicle maneuvers that are happening every single day.

The Union Park District Council voted to revoke Starbucks' drive-thru

conditional use permit and has rejected its revised site plan. I urge the Zoning Commission and Planning commission and the City Council to do the same ...and bring this madness to an end before someone gets killed. A life is not worth a cup of coffee or the profits of one national chain store, particularly when there's another Starbucks just like it, two blocks away.

What's happening at Starbucks is part of a larger problem with expanding drive-thru sites in the city. Data shows that mid-block driveways are dangerous for pedestrians and, at least on paper, city plans are committed to reducing them where possible. Drivers entering and exiting these drive-thrus are not necessarily looking for pedestrians and often just look left, for on-coming traffic before turning right, resulting in "right-hook" pedestrian or bike crashes ...or they just look for oncoming traffic before turning left into the drive-thru, causing "left-hook" pedestrians or bike crashes. These are one of the leading causes of bike and pedestrian crashes in the Twin Cities and nationally. See--
<https://www.npr.org/2015/05/25/409531218/left-turns-cause-a-quarter-of-all-pedestrian-crashes-in-u-s>
and--
<http://www.minneapolismn.gov/www/groups/public/@publicworks/documents/images/wcms1p-102346.pdf>

According to Saint Paul's draft 2040 comprehensive plan, the city is going to put pedestrians and bicyclists ahead of cars and make bike/ped safety its main transportation priority. The goal is to create a lower-speed, more walkable, bike/pedestrian-friendly city. Allowing a new fast food drive-thru business that serves people entering or exiting the I-94 freeway is completely contrary to these goals. We should be a "Live-in" city, not a "Drive-thru" city. If people want drive-thru coffee, they should move to the suburbs. If Starbucks is allowed to continue the drive-thru at this site, it is only a matter of time before someone gets killed and all of you will be responsible. In addition, given the wealth of news stories, video documentation, meetings and recommendations on this (and the history of previous crashes), the city could be hit with a massive lawsuit if someone is seriously injured or dies. Quit trying to accommodate Starbucks and face the inevitable. Close the drive-thru!

Sincerely,

Andy Singer
2103 Berkeley Avenue
Saint Paul, MN 55105
651-917-3417

From: [Shari Albrecht](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: Carbucks
Date: Wednesday, July 18, 2018 9:07:42 AM

Hi,

I am writing with a comment about the Snelling/Marshall Starbucks.

That place is a complete embarrassment. Cars are backed up at all hours. Almost always in the bike lane. There is frequently a cop standing by -- even more of an embarrassment -- but what is he even doing? Just watching the cars line up in the bike lane from what I can tell.

I understand Starbucks has submitted a site plan that adds two parking spots and proposes adding parking on Marshall. Those changes have no relationship to the problems going on. People line up for the drive thru because they are too lazy to get out of their cars. Adding more parking will not change that.

I live and walk in this neighborhood. Drivers who pass through on the way between Ayd Mill Road and I-94 are a total scourge. They are suburban people doing suburban things like driving too fast, blowing stop signs, ignoring pedestrians, and being too lazy to get out of their cars for coffee. And I have a feeling that a big company like Starbucks is extremely well-informed about its customers desires and knows that. They know parking is not going to fix their crappy drive thru. Can we please shut it down already?

Thanks.

Shari Albrecht
1610 Laurel

From: [Englund, Cherie \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: Marshall and Snelling Starbucks
Date: Wednesday, July 18, 2018 3:02:31 PM

From: DEAN CARLSON [mailto:freealonzo@comcast.net]
Sent: Wednesday, July 18, 2018 2:48 PM
To: Englund, Cherie (CI-StPaul)
Subject: RE: Marshall and Snelling Starbucks

Dean E. Carlson

3937 Aldrich Avenue South

Minneapolis, MN 55409

Workplace: (Please note, I am speaking on behalf of myself, not Model Cities)

Model Cities of St. Paul

839 University Avenue West

Saint Paul, MN 55104

From: DEAN CARLSON [mailto:freealonzo@comcast.net]
Sent: Wednesday, July 18, 2018 9:14 AM
To: Englund, Cherie (CI-StPaul)
Subject: Marshall and Snelling Starbucks

I am writing in opposition to the Starbucks (located at Snelling and Marshall) new site plan to try to accommodate the traffic mess the drive-thru created.

I am a Minneapolis resident but I ride my bike along Marshall to get to my job at Victoria and University. As you well know, the current configuration has cars queued up in the bike lane along Marshall, forcing me and other bikers into the flow of automobile traffic. The new site plan does nothing to fix this situation. I would strongly recommend that the City reject Starbucks' new plan and to come up with a different solution that reflects the danger that the drive through causes for a very busy bike lane and fixes it.

Thank you

Dean Carlson

612 718-1114

Minneapolis Resident

Employee of Model Cities St. Paul

From: [Michael Ramstad](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: Against Starbucks site plan
Date: Wednesday, July 18, 2018 9:48:51 AM

Good morning Cherie,

I'm writing you today to let you know that I do not support the modified site plan for the Starbucks on Marshall & Snelling. As you know this site generates a large amount of car traffic which it is currently not designed to handle. I do not believe this modified site plan will sufficiently address this problem and we need to take more drastic measures for the safety of all around this site.

Thank you for your consideration.

Michael Ramstad
2014 Berkeley Ave
Saint Paul, MN 55105

From: [Englund, Cherie \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: Starbucks at Snelling and Marshall
Date: Wednesday, July 18, 2018 2:02:59 PM

From: karalynum@gmail.com [mailto:karalynum@gmail.com]
Sent: Wednesday, July 18, 2018 1:59 PM
To: Englund, Cherie (CI-StPaul)
Subject: Re: Starbucks at Snelling and Marshall

Hi Cherie! Thanks for your quick response. My address is 413 Wacouta Street, Suite 440, St Paul MN 55101.

Sent from mobile device

From: Kara Lynum [mailto:karalynum@gmail.com]
Sent: Wednesday, July 18, 2018 9:50 AM
To: Englund, Cherie (CI-StPaul)
Subject: Starbucks at Snelling and Marshall

Hi Cherie,

I hope this email finds you well. I am a resident of Ward 3 in St. Paul (for safety reasons, I am extremely reluctant to disclose my home address into public record but please let me know if it's required). I wanted to reach out to you about the Starbucks at Snelling and Marshall. I believe it is fundamentally unsafe and the proposed changes will not change the dangerousness of this drive thru.

The drive thru at this Starbucks is horrifically unsafe - drivers queue up in the bike lane on Marshall, forcing bicyclists into traffic in order to continue on Marshall through one of St. Paul's busiest intersections. I've watched driver's drive the wrong way to enter the drive

thru. I've watched bicyclists have to veer into traffic or stop entirely due to drivers behaving irrationally in this drive thru. Pedestrians on Marshall are also in danger due to drivers coming in and out of this drive thru with complete disregard for anyone on the sidewalk. The pattern of bad driver behavior at this Starbucks is so well known that it has its own hashtag - #carbucks.

And for traffic patterns, the drive thru regularly backs up onto Marshall, causing hazards for drivers from almost all directions.

When we get to the point where drivers have to be managed on a daily basis by an off-duty police officer, it is time to rethink whether this drive thru is worth it. In my opinion, it is not. It is only a matter of time until someone is injured at this intersection.

Adding two spaces for cars in this drive thru will not cure these issues. Adding parking spaces will not cure these issues. At this point, Starbucks has shown a pattern of disregard for the safety of its own customers and quite frankly, anyone who encounters that intersection. I believe their CUP should be revoked and they should not be allowed to operate a drive thru at that intersection.

Thank you for your time and have a great day,

Kara Lynum

From: [Jenny Werness](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Cc: [Julie Reiter; #CI-StPaul_Ward4](#)
Subject: Fwd: Starbucks drive through issues
Date: Wednesday, July 18, 2018 10:03:33 AM

Hello Ms. Englund,

I hope you are having a good day. I live in St. Paul in Ward 3, and I'm writing you regarding the recent proposed changes at the Starbucks location on Marshall/Snelling. I am forwarding you a series of emails I've exchanged with Julie Reiter and Ward 4's office regarding the drive through at Starbucks. I'm sure you've gotten a lot of feedback on Starbucks's recent proposed changes, and I'd like to echo many others in saying that these changes will have no impact whatsoever on the serious safety issues this drive through presents to St. Paul's residents.

The drive-through is dangerous and unsafe, and the city should revoke Starbucks's permit. People are being put in danger every day it's open. Drivers routinely park in the bike lane, swerve through the bike lane, block the sidewalk, run over the plastic bollards (that used to be there) delineating the bikelane, etc. There does not need to be a drive-through here, and it should be immediately closed. As Julie says, below, robust bike lane protection is unlikely to do help this situation - drivers will just keep blocking the bike lane and blocking traffic on Marshall.

I have been emailing city officials for over a year to ask that something be done to fix these issues. I myself have had several close calls with drivers who just do not pay attention to the bike lane or the sidewalk along Marshall. The last time I biked by, a driver cut in front of me, causing me to almost wipe out as I applied my brakes. The driver then parked in the bike lane, blocking it. I had to go into the fast-moving traffic on Marshall to get around his car. While all of this was happening, there was an off-duty policeman (hired by Starbucks, I believe) standing in the drive through entrance, watching. This police officer did nothing to help me nor to correct the driver - he actually allowed the man to park in the bike lane and walk into Starbucks. I stopped my bicycle on the shoulder a ways down the road and called parking enforcement to report this.

Adding two car parking spots, as described in the recent proposal, will not help the serious safety issues presented by the Starbucks drive through. Starbucks has demonstrated that they are not able to safely operate a drive through here, and none of the many things the city has done to address this issue has helped. The original permit was a conditional use permit, and I believe those conditions have not been met. I think the CUP needs to be revoked, and the drive through closed immediately.

Thank you for your time, and for your attention to these serious issues,
Jenny Werness

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

From: **Julie Reiter** <julie@unionparkdc.org>
Date: Thu, Sep 14, 2017 at 8:57 PM
Subject: Re: Starbucks drive through issues
To: Jenny Werness <jennywerness@gmail.com>

Hi Jenny,

Thanks for your update. I have recently heard from other residents similar complaints, and witnessed myself the persistent problems. I'm not confident that more robust bike lane protection will do the trick -- cars still stop on the bike lane at the driveway, and keeping them out of the bike lane just means the traffic lane on Marshall backs up.

The city's process (as I understand it) would be to hold a public hearing at the Planning Commission to revoke the conditional use permit allowing for the drive through. I've been pretty swamped but I have been in weekly contact with city Planning on this, and will again follow up on Monday. I heard that the updated traffic study has been completed, and that the city had reinstalled cameras to document the issues, so I'm looking forward to hearing about that evidence. And, I'll ask whether the process for a public hearing has been initiated, and if not, why not.

Thank you for taking the time to write and stay engaged. It makes a difference!

Julie

Julie Reiter
Executive Director
Union Park District Council
651-645-6887
julie@unionparkdc.org
unionparkdc.org

On Wed, Sep 13, 2017 at 1:13 PM, Jenny Werness <jennywerness@gmail.com> wrote:
Hi Julie and Samantha,

Thanks again for all of your work on this issue. I wanted to write an update to my earlier email, where I was optimistic about the improvements Starbucks had made (namely, a police officer directing traffic, and bollards delineating the bike lane). It's been a couple weeks now, and none of the improvements are working. The bollards are constantly run over by cars (five were down as of this morning), and drivers continue to queue up, blocking both the bike lane and the entire Snelling/Marshall intersection. Yesterday I saw a photo of the police officer himself PARKING in the bike lane.

It sounds like a lot of people are working on this issue, but I just wanted to reiterate that this drive through really needs to be closed, as soon as possible. At the very least, close it until a solution is found. I really don't think we should give Starbucks the benefit of the doubt anymore on this drive through - it's not working. They haven't met the terms of their original permit, and their efforts to improve the situation have not done so.

In lieu of an immediate closure, we need at minimum a more robust bike lane protection - something like concrete barriers, so drivers can't just run them over and drive into the bike lane. Perhaps also better enforcement - police monitoring the intersection and ticketing people who block the intersection, crosswalks, bike lane, and sidewalks?

I'm not sure how much of the on-going issues you guys hear about, but I keep hearing frustration from all kinds of people who frequent this area: bicyclists put in danger because drivers block the lane; drivers put themselves in danger because they queue up across

Snelling and risk getting T-boned; drivers damaging their cars while trying to go through the drive-through (it's apparently very narrow and hard to navigate in places); pedestrians put in danger because drivers block the crosswalks at both Marshall & Snelling, not to mention the sidewalk itself; Starbucks employees put in danger as they try to prop up the bollards that were run over by drivers; etc.

Thanks again for listening and helping with this problem,
Jenny

On Mon, Aug 28, 2017 at 1:38 PM, Julie Reiter <julie@unionparkdc.org> wrote:

Hi Jenny,

Thanks for copying me on this. I've forwarded it to the senior planner managing this issue, and will be sure that the study addresses continued right-of-way obstructions.

Good to hear something's happening, but it's clearly not enough.

Julie

Julie Reiter
Executive Director
Union Park District Council
651-645-6887
julie@unionparkdc.org
unionparkdc.org

On Mon, Aug 28, 2017 at 12:01 PM, Jenny Werness <jennywerness@gmail.com> wrote:

Hi Samantha,

Thank you so much for the update you sent a couple weeks ago. I was pleased to see drivers behaving very well this morning while the officer was there directing traffic - I had a completely unobstructed bike lane! Unfortunately, when I biked back through later and the officer was gone, drivers had queued up in the bike lane again. It wasn't even rush hour, and there was a line of four cars. I don't know what kind of traffic study is being done, but I think it's pretty clear that this drive-through will not work in this location unless they have a full-time officer directing drivers to not block traffic.

Again, I do appreciate the efforts you are all putting in to address this issue. Unfortunately, it's not fixing the problem, and the presence of this drive through is putting people's safety at risk.

Thank you,
Jenny Werness

On Tue, Aug 15, 2017 at 11:04 AM, Henningson, Samantha (CI-StPaul)
<samantha.henningson@ci.stpaul.mn.us> wrote:

Jenny,

I wanted to check in quickly to let you know that we are still working on this with City departments and Starbucks. As interim steps, you should soon out on site see bollards/tube delineators marking off the bike lane at the corner, as well as off-duty officers directing traffic during the morning rush hour. The City is requiring Starbucks to do additional traffic study to determine what site plan changes and/or lane programming changes on Marshall may be in order.

Thank you, be well,

Samantha

From: Jenny Werness [mailto:jennywerness@gmail.com]

Sent: Wednesday, May 24, 2017 1:28 PM

To: #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>

Cc: julie@unionparkdc.org

Subject: Starbucks drive through issues

Hi Mr. Stark,

I'm writing to ask if there's anything the city can do to fix the on-going issues that are a result of the drive-through put in at Marshall/Snelling. I almost got hit while riding my bicycle in the bike lane here a couple weeks ago by a driver trying to "park in the bike lane" and wait for the drive through. Frankly I have been avoiding it ever since, which is an issue because I'd love to be able to patronize businesses in the Snelling/Selby area.

This isn't an isolated problem, as I'm sure you're aware. Drivers routinely block traffic while waiting in line, which is a dangerous situation for such a busy intersection. They're often blocking the bike lane, forcing bicyclists to try to merge into traffic to go around. They also routinely block the sidewalk, creating danger for pedestrians. Occasionally they'll queue up through the intersection itself, which blocks cross traffic on Snelling.

There are regularly people complaining about these issues in neighborhood meetings and social media. I suspect most of us don't take the time to write a message specifically to you, but please know that many of us have been put in danger because of these drivers.

I know this isn't a new issue, but I encourage you to accelerate whatever plans the city has under consideration to mitigate this issue. Is there some way we can have Starbucks employ a person to direct traffic? Put up bollards around the bike lane? Better signage to make drivers pay attention? Paint the bike lane and crosswalk?

Ultimately I can't see a way for this drive-through to work, and was very surprised the city allowed it. I'd love to see it removed entirely - or maybe make it a walk-up/bike-up window.

Thanks for your work,

Jenny Werness

From: [Chris Moseng](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: Reject Starbucks revised site plan
Date: Wednesday, July 18, 2018 10:09:21 AM

Hello,

I am writing to ask that you reject Starbucks revised site plan to be considered this Thursday, and revoke drive-thru permit.

I live in Minneapolis and commute to Downtown St. Paul for work. My preferred travel mode would be by bike.

The first 1/3 of my ride is ideal: the Minneapolis Midtown Greenway. But then it comes to the river and I have to start making tough choices about how to get the rest of the way downtown. It's an ugly set of choices.

My most direct route would be to use Marshall. But there's so much friction on Marshall that I feel compelled to ride a half-mile out of my way, both ways, and use Summit (which itself still has significant room for improvement as a bikeway).

One of those points of friction on Marshall is the new Starbucks at Snelling. Having seen how drivers behave at that location, being a cyclist where those maniacs are impatient for their caffeine fix is just not a risk I'm interested in taking. And now there are no bollards there (not that them being there was any great reassurance—they kept getting run over).

It's time to declare the experiment a failure. Even city staff recognizes that maintaining the drive through requires a traffic cop indefinitely, and there's nothing about the situation that's going to change. When the traffic cop isn't there, encroachment in the car and bike lanes is inevitable. Someone will get hit.

Marshall should be one of the City's biking crown jewels, and at a minimum, it needs to be a viable route from the river to downtown in the absence of a fully separated bikeway. As long as that drive through is permitted, Marshall is not a viable route for me. Drive through coffee should not take priority over my safe efficient transportation to work.

For similar reasons, the city should absolutely reject the proposal to add parking on Marshall. It will not solve the problem, and constitutes doubling down on a car-dependency-fostering mistake to benefit a private business at the expense of cyclist safety. If there is extra space on Marshall it should be used to buffer/physically separate the bike lanes from the car lanes.

The City should not sacrifice its cyclists for this folly any more.

Thanks,

Chris Moseng
2929 Chicago Ave. #1008
Minneapolis, MN 55407

From: [Jessica Mount](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: Starbucks at Snelling and Marshall
Date: Wednesday, July 18, 2018 10:13:32 AM

Hi Cherie,

I'm a Ward 3 resident and I'm writing to you about the Starbucks on Snelling and Marshall. It's ridiculous! I say this as a driver and as someone who has both used the drive thru and parked and gone into the store for coffee.

Frankly, it's embarrassing to me that the drive thru has been allowed for this long -- to see bollards and off-duty police officers used to try to cure the configuration, unsuccessfully, means it's time to revoke the CUP.

When I drive by the location it makes me nervous on behalf of bikers, pedestrians, and other drivers. The studies show that at worst it is not safe, and at best it is a nuisance. To see the look of resignation on that off-duty officer's face as confused and/or unobservant drivers fail over and over again to follow the planned route -- and even if they do, to "spill over" onto Marshall and cause safety issues for bikers and pedestrians, is humiliating.

St. Paul is better than this! I have no ill will towards Starbucks but this drive thru has got to go.

Thank you for your time,
Jessica Mount
643 Cleveland Ave S Apt 8
Saint Paul, MN 55116
612-419-0336 (cell)

From: [David Vessel](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: St Paul Starbucks Conditional Use Permit
Date: Wednesday, July 18, 2018 10:16:52 AM

Cherie,

The Starbucks coffee on Snelling and Marshall Avenues is very unsafe. Automobile drivers continuously queue/park in the bike lane. Starbucks and the city have installed plastic bollards and posted police officers to change this behavior but to no avail. The temporary bollards are simply "run over" by car operators while the police officer is only effective while they are stationed at the corner. I do not see adding 2 additional parking spots as an adequate remedy for this safety issue. Blocking/parking in a bike lane only forces vulnerable cyclists into a congested and dangerous multi-use lane.

As a St Paul resident who drives and occasionally bike in the area, much more has to be done to prevent cars from blocking the bike lane (jersey barriers) and forcing cyclists out of the bike lane.

Regards,

David Vessel
1541 Albert St.
St. Paul MN 55108

From: [Matt Wells](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: Starbucks Snelling/Marshall
Date: Wednesday, July 18, 2018 10:25:11 AM

Hello Cherie,

I'm Matt Wells, a resident of Ward 3 (378 Macalester) and frequent biker and pedestrian around the area. I write today to object to the continuation of the Conditional Use Permit for the drive through at Starbucks at Snelling and Marshall.

Far too frequently (see @fasolamatt #carbucks on Twitter for multiple instances of this documented) the bike lane on Marshall is blocked by drivers of cars waiting to turn into the drive through. The placement of an off-duty officer during morning rush only does not solve this problem the rest of the day. In addition, drivers of cars frequently turn west onto Marshall instead of east as prescribed, and I've had a couple of close calls on my bike as a result of the reactions of the drivers of other cars.

The new ideas proposed by Starbucks do little or nothing to alleviate these problems. I ask the City to revoke to CUP.

Thanks.

matt
612 293 5572
fasolamatt@yahoo.com

From: [Englund, Cherie \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: Snelling/Marshall Starbucks concerns
Date: Wednesday, July 18, 2018 1:59:02 PM

From: Matt Privratsky [mailto:mattprivratsky@gmail.com]
Sent: Wednesday, July 18, 2018 1:58 PM
To: Englund, Cherie (CI-StPaul)
Cc: Williams, Josh (CI-StPaul)
Subject: Re: Snelling/Marshall Starbucks concerns

Matt Privratsky
1237 Hubbard Ave
St Paul MN 55104

From: Matt Privratsky [mailto:mattprivratsky@gmail.com]
Sent: Wednesday, July 18, 2018 10:35 AM
To: Englund, Cherie (CI-StPaul)
Subject: Snelling/Marshall Starbucks concerns

Hi Cherie,

I'm emailing with concerns about the Starbucks proposal. I live near Snelling Avenue and I bike, walk, bus, and drive near that Starbucks fairly regularly. It's clear, after using so many modes so many times, that the drive thru is simply not workable in such a critical area.

The proposal they've put on the table seems to largely make small tweaks. I would urge decision makers to oppose those tweaks and instead make more substantial changes to improve that intersection for all road users. Thank you for taking the time to consider public input!

Matt

From: [Sean Bennett](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: Opposed to Starbucks Drive Thru
Date: Wednesday, July 18, 2018 10:35:40 AM

Hello,

Just writing to voice my opposition to the Snelling Starbucks drive thru--no alteration short of removal would set things right. As a resident of Marshall Ave, I've seen the countless examples of the dangers it poses to drivers, cyclists, and pedestrians. Moreover, it is fundamentally incompatible with the city's vision for this important corridor going forward.

I request that the city not renew the conditional use permit under any circumstances.

Thank you,
Sean Bennett
1990 Marshall Ave
Apt 6
St Paul, MN 55104

From: [Sarah McGee](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: Starbucks on Snelling/Marshall
Date: Wednesday, July 18, 2018 10:37:03 AM

Ms. Englund,

I write in opposition to the new Starbucks site plan at Snelling and Marshall. I would recommend closing the drive-through entirely. This site has been nothing but a traffic disaster since it opened and the new proposal is mere window dressing that will not solve the problem. As long as the drive through remains open, cars will continue to back up into the bike lane on Marshall and make illegal left turns out of the Starbucks property.

Moreover for months now the city has removed all protection for cyclists in that area, putting those of us who use the Marshall Avenue bike lanes at risk. The new plan still removes any physical barrier for the bicycle lane for half of the year for snow removal, despite multitudes of year-round bicycle commuters in the cities.

Coffee is not so important to risk the lives of pedestrians and cyclists. People can get out of their cars. Please reject this proposal and revoke the drive-through permit.

Sincerely,
Sarah McGee
Emerald Street, St.Paul

From: [Englund, Cherie \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: Marhasll Bike Lane by Starbucks
Date: Wednesday, July 18, 2018 1:57:57 PM

From: Jamey Erickson [mailto:jamey@jameyerickson.com]
Sent: Wednesday, July 18, 2018 1:48 PM
To: Englund, Cherie (CI-StPaul)
Subject: RE: Marhasll Bike Lane by Starbucks

I live in Minneapolis at 3211 Hayes St NE, 55418.

Thanks

--
Jamey Erickson
jamey@jameyerickson.com

From: Jamey Erickson [mailto:jamey@jameyerickson.com]
Sent: Wednesday, July 18, 2018 10:41 AM
To: Englund, Cherie (CI-StPaul)
Subject: Marhasll Bike Lane by Starbucks

Hello there,
I'm an independent business consultant and I frequently bike Marshall to get to my client's offices in St Paul. More often than not, traffic from the Starbucks Drive-Thru is backed up into the street and occupying the bike lane, making it dangerous for me to get through that intersection, as I have to ride out into the vehicle lane and most drivers aren't interested in allowing me to pass the drive-thru line safely.

Additionally, I'm often times cut off by turning traffic who continuously disregard my presence as they're attempting to turn into said drive-thru when traffic isn't backed up. I've been nearly hit 3 times in 2018 alone.

Lastly, I have friends that live over that direction, and I used to bike over with my children. I'd take the Marshall bikeway to get over to their place near Dale & Selby. I won't bike with my kids through that area any more because of the time my daughter and I were almost hit, then honked at by the driver who almost hit us, in 2017.

This is literally an un-ridable intersection now, all because we're prioritizing people's desires to never leave their cars. It's gotta get fixed. Someone is going to get seriously hurt over a cup of coffee.

--
Jamey Erickson
jamey@jameyerickson.com

Englund, Cherie (CI-StPaul)

From: Englund, Cherie (CI-StPaul)
Sent: Thursday, July 19, 2018 2:44 PM
To: Englund, Cherie (CI-StPaul)
Subject: FW: Safety concerns at #carbucks

From: Trisha Groth [<mailto:trisha.groth@gmail.com>]
Sent: Thursday, July 19, 2018 9:21 AM
To: Englund, Cherie (CI-StPaul)
Subject: Re: Safety concerns at #carbucks

1439 Ashland Avenue

From: Trisha Groth [<mailto:trisha.groth@gmail.com>]
Sent: Wednesday, July 18, 2018 10:43 AM
To: Englund, Cherie (CI-StPaul)
Subject: Safety concerns at #carbucks

Greetings,

I am a resident of ward 1 (Saratoga and Ashland), close to Starbucks on Marshall and Snelling. I watch congestion in this intersection as I drive my car or ride my bike.

I understand that Starbucks intends to increase the parking lot with two more parking spots. I oppose this addition.

Having a drive-thru business appears to be too much for this location. Solutions such as bollards to protect the bike lane haven't worked, these have been run over by cars and replaced countless times, until bollards are nonexistent there. The police officer who directs traffic around the Starbucks parking lot hasn't been able to prevent cars from getting stuck or reduced congestion.

I do not feel safe riding my bike in the bike lane past Starbucks, knowing drivers prioritize their cars being in line over keeping sidewalks or bike ways clear. That's the business model that's evident to the public. I caution against building up infrastructure around corporate/commercial interests, at the expense of neighborhood safety.

I hope my input is of some value. Please let me know if my street address is needed.

Sincerely,

Trisha Groth

From: [Englund, Cherie \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: Starbucks
Date: Wednesday, July 18, 2018 2:03:34 PM

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

From: Rebekah [<mailto:rebekahrfeldman@gmail.com>]
Sent: Wednesday, July 18, 2018 2:01 PM
To: Englund, Cherie (CI-StPaul)
Subject: Re: Starbucks

1139 Dayton Ave
St Paul, MN 55104

Thanks!

Rebekah

Sent from my iPhone

> -----Original Message-----

> From: Rebekah [<mailto:rebekahrfeldman@gmail.com>]
> Sent: Wednesday, July 18, 2018 10:50 AM
> To: Englund, Cherie (CI-StPaul)
> Subject: Starbucks

>

> Hi Cherie,

> I am a local home owner in the Lex-Hamline neighborhood as well as a parent of a baby who attends Primrose daycare.

>

> After picking my son up from Primrose I turn right on to Snelling. It is frequently very difficult to turn there due to cars parked on the street and those trying to get in and out of Starbucks on Snelling. (Also people use the road in front of Primrose to try to circumvent the right turn on to Snelling from Selby and they tend to race down that street so putting a cop there to catch bad drivers might be worth it).

>

> Additionally, I then turn on to Marshall and everyday I see someone struggling to turn in to Starbucks or try to get out. People don't understand where to look or where to drive. Personally I would love to see the drive through no longer exist because it's such a busy intersection and having traffic confusion endangers pedestrians crossing there, bikers, and often times other motorists.

>

> Parking on Snelling in front of Starbucks and the bank should also never be allowed. It makes it too hard to see oncoming traffic and it is very easy to pull out into traffic without seeing lower lying cars. My primary concern is keeping my child safe while driving, which due to large pickup trucks driving like maniacs all over St Paul we were forced to buy an SUV to feel safe.

>

> Another note no one ever stops for pedestrians in crosswalks or street crossings and I'm tired of fearing for my life just trying to walk around!!

>

> Rebekah Feldman

>

> Sent from my iPhone

From: [Elizabeth Wefel](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: Concerns about Starbucks at Marshall and Snelling
Date: Wednesday, July 18, 2018 10:56:41 AM

Cherie

I am writing to express my concern about the proposal on the Starbucks and Marshall & Snelling. I live in Ward 3 south of Saint Clair and frequently bike, walk, and drive in that area. The drive through makes the intersection much more dangerous, particularly for bikers and walkers. The bike lane continues to be blocked or have cars driving in it. Adding a few parking spaces does not solve the problem. The drive-in should be removed.

Thank you for your time.

Elizabeth Wefel
444 Warwick

Sent from my iPhone

From: [Lauren](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: Starbucks on Marshall & Snelling
Date: Wednesday, July 18, 2018 10:57:07 AM

Dear Ms. Englund and the St. Paul Zoning Committee:

The drive-thru at the Starbucks on Marshall & Snelling has been a constant danger in our city ever since it was built. The proposed changes to the site are insufficient and the drive-thru needs to be done away with.

As a resident of Ward 3, I frequently walk, bike, transit and drive past this location. It slows down traffic and transit, but more importantly, it is incredibly dangerous for pedestrians and bicyclists trying to get from point A to point B. No one should have to fear for their life because someone driving a two-ton vehicle wants a coffee and can't take an extra 30 seconds to go into the coffee shop and get it.

This city is a great city, but it cannot become the BEST city until we stop putting the convenience of cars over the safety of people.

The proposed changes are not enough. Please do away with this drive-thru.

Sincerely,

Lauren Nielsen
723 Woodlawn Ave
St Paul, MN 55116

Sent from my iPhone

From: [Englund, Cherie \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: Starbucks
Date: Wednesday, July 18, 2018 2:26:17 PM
Attachments: [image003.png](#)

From: Troy Davison [mailto:tdavison99@gmail.com]
Sent: Wednesday, July 18, 2018 2:20 PM
To: Englund, Cherie (CI-StPaul)
Subject: Re: Starbucks

Hi Cherie,

I'm not a St. Paul resident. Hopefully my opinion will still be considered.

Troy Davison
3348 47th Ave S.
Minneapolis, MN 55406

From: Troy Davison [mailto:tdavison99@gmail.com]
Sent: Wednesday, July 18, 2018 11:01 AM
To: Englund, Cherie (CI-StPaul)
Subject: Starbucks

Hi, I frequently ride my bike down Marshall Ave. past the Starbucks at Snelling. I do not appreciate the cars always blocking the bike lane. Drive through business don't belong in a dense urban setting.

Thanks for your consideration of the matter.
Troy Davison

From: [Jeremy Stomberg](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: Marshall/Snelling Starbucks plan
Date: Wednesday, July 18, 2018 11:06:51 AM

I am writing to register my disapproval with the proposed changes to the site plan for the Starbucks shop at Marshall and Snelling.

The changes will not come anywhere close enough to mitigate the danger caused by driving customers to pedestrians and bicyclists that have existed since the new location opened.

A major redesign is needed if Starbucks wishes to keep the drive-through window.

Thank you,

Jeremy Stomberg
1056 Ryde Street
Saint Paul
612-685-3246

From: [Michaela Ahern](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: Starbucks at Snelling and Marshall
Date: Wednesday, July 18, 2018 11:11:23 AM

Ms. Englund,

I'd like to voice my opposition to the revised site plan for Starbucks at Snelling and Marshall. I've driven by that corner countless times and witness cars backing up on to Marshall, blocking traffic and bike lanes. I once walked to that store from Whole Foods and was almost hit by a car exiting the parking lot on Snelling. That corner is already congested and does not need a drive-thru adding to the chaos.

Michaela Ahern
864 St Paul Ave
St Paul, MN 55116

From: [Englund, Cherie \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: Starbucks at Snelling & Marshall
Date: Wednesday, July 18, 2018 2:28:51 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

From: David Zeller [mailto:texaszeller@gmail.com]
Sent: Wednesday, July 18, 2018 2:24 PM
To: Englund, Cherie (CI-StPaul)
Subject: Re: Starbucks at Snelling & Marshall

Cherie-

Thanks for your response. My home address is 1251 Van Buren Ave, Saint Paul, 55104

David

From: David Zeller [mailto:texaszeller@gmail.com]
Sent: Wednesday, July 18, 2018 11:59 AM
To: Englund, Cherie (CI-StPaul)
Subject: Starbucks at Snelling & Marshall

Good afternoon Cherie-

My name is David Zeller and I am a life-long Saint Paul resident, formerly of Ward 1 and just bought a house in Ward 4. My wife and I are also a car-free household and I have been using Marshall Avenue as one of my main bike routes for 15+ years.

My concerns with the Starbucks at the corner of Snelling and Marshall are multi-fold. I have personally been nearly hit more times than I can count, whether that is from drivers lining up in the bike lane or the street or drivers making legal turns onto eastbound Marshall (not looking for me, a bicyclist) or making illegal turns onto westbound Marshall (and clearly not caring about anyone else on the road).

I've had to veer into traffic because of the queuing, or because people are making legal and illegal turns. The primary times I ride Marshall are perhaps it's busiest times during rush hour 7-9 am and 4-6 pm. In the morning these are people who "haven't had their coffee" and are unattentive or in the afternoon, people who just want to get home and are more likely to not want to wait even 15 seconds for someone to get into the drive-thru.

I can't believe that this bad irrational driver behavior will be fixed by adding more capacity to the drive-thru. I don't believe that adding parking will fix this issue

either. I believe the only way to fix these issues is to revoke the Starbucks CUP and that no drive-thru should be allowed at this intersection. It is literally only a matter of time before someone is killed at this location and that will be far too late.

I am happy to provide any additional information needed for the public record, but I hope this firsthand knowledge of narrowly avoiding cars is enough.

Thank you for your time and consideration,
David Zeller

From: [Nathaniel M Hood](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: Starbucks Drive-Thru Concerns
Date: Wednesday, July 18, 2018 12:07:43 PM

Hi Cherie,

I have concerns about the Starbucks Drive-Thru on Marshall and Snelling Avenues. Cars frequently block the bike lane and it creates an unsafe condition for all users.

As it stands today, the drive-thru is a hazard, for bikes, pedestrians, and drivers. The proposed site plan changes feel inadequate, and are not likely to make a significant safety improvement.

I feel strongly that the city should explore closing the drive-thru. This move would improve safety, and help bikes and cars move more smoothly through the intersection.

Thank you,

Nathaniel (Nate) Hood
1879 Montreal Ave
St. Paul, MN 55116

From: [Englund, Cherie \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: Snelling & Marshall Starbucks
Date: Wednesday, July 18, 2018 1:58:38 PM

From: Lori Klongtruatroke [mailto:comotrekker@gmail.com]
Sent: Wednesday, July 18, 2018 1:58 PM
To: Englund, Cherie (CI-StPaul)
Cc: Williams, Josh (CI-StPaul)
Subject: Re: Snelling & Marshall Starbucks

490 Temperance St
E402
St. Paul, MN 55101

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

From: Lori Klongtruatroke [mailto:comotrekker@gmail.com]
Sent: Wednesday, July 18, 2018 1:02 PM
To: Englund, Cherie (CI-StPaul)
Subject: Snelling & Marshall Starbucks

Hello,

In regards to the improvements that are being proposed at this location, I would like to make sure that the voices of the local pedestrians and bicyclists are being heard since they are, by and large, the most vulnerable group being impacted by this business. This location is extremely dangerous to anyone who is not in a car and these improvements do not properly address said existing dangers. This location should never have had the ability to operate with a drive-thru in the first place & it is time to examine having that piece of the business halted, before somebody is killed. Please listen to the Community Council - they are a strong representation of the local community. Ask questions if you need to get answers. I would be more than happy to explain my encounters with this area as a daily bicyclist, and occasional driver.

Thank you for your time,
Lori Klongtruatroke

Sent from my iPhone

From: [Jeff Zaayer](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: Carbucks
Date: Wednesday, July 18, 2018 1:22:23 PM

Cherie,

I am writing to express my concern about the cup for the Starbucks at selling in Marshall the new site plan is merely rearranging deck chairs on the Titanic it's the drive thru that's the issue not the number of parking spaces the drive thru makes bicycling on Marshall less safe it makes driving on Marshall less safe it makes walking on Marshall less safe please reject the site plan and remove the CUP for the drive thru thank you.

Jeff Zaayer
1750 saunders ave
55116

[Sent from Yahoo Mail on Android](#)

From: [Brian P Heilman](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: My concern about the Starbucks at Snelling & Marshall
Date: Wednesday, July 18, 2018 1:26:49 PM

Dear Ms Englund,

My name is Brian Heilman, a resident at 1145 Raymond Ave in Saint Paul, and **I'm writing to express my concern about the dangerous driving prompted by the drive-thru at Snelling & Marshall, and to request that the drive-thru be permanently closed rather than expanded.**

Please don't wait for injury or death to a bicyclist or pedestrian before making policy decisions based on what is clear: "carbucks" is *not* working, it's not safe, and any effort to merely adjust or expand the drive-thru would prioritize corporate interest over public safety.

Thank you very much for your consideration,

Brian

Brian Heilman
1145 Raymond Ave #2
Saint Paul, MN
608 738 1162

From: [Brian C. Martinson](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: Proposed changes to the Starbucks at Snelling and Marshall
Date: Wednesday, July 18, 2018 1:45:03 PM

Dear Ms. Englund,

I'm writing to request disapproval of the latest proposed changes to the Starbucks at corner of Snelling and Marshall. Adding a couple of more parking spaces is completely missing the elephant in the room - the poorly designed and built drive-through there!

As was predicted by some before this structure was built, this has now become a dangerous place for people trying to use the bikelanes on Marshall. Unless and until the owners agree to bring the property into complete compliance with the CUP under which it was allowed to be built, this isn't going to get any better. The proposed changes come nowhere close.

Thank you.

Brian C. Martinson, PhD
1943 Princeton Ave

From: [Andrew Simons](#)
To: [Englund, Cherie \(CI-StPaul\)](#); [#CI-StPaul_Ward1](#)
Subject: proposed changes to Starbucks at Snelling and Marshall
Date: Wednesday, July 18, 2018 2:25:46 PM

Dear Cherie Englund,

I live in the LexHam neighborhood and cycle regularly to work and for pleasure. I often ride along Marshall Avenue and through the intersection with Snelling. Ever since the Starbucks drive through was erected, travelling eastbound on Marshall has been a mess. Cars often block the bike lane and the traffic here makes it very hazardous for cyclists. The plastic bollards erected to control traffic are repeatedly hit by cars and smashed under snow and ice in the winter. I have looked at revised plans for the Starbucks and I cannot imagine that these will be any better than the present situation. This location is simply too small for a drive-through business of this size. I write to ask you to deny the new Starbuck plan and instead to request that Starbucks find a new location for this business. Thank you for helping to make biking safer in St. Paul.

Sincerely,

Andrew Simons

Andrew M. Simons
Professor, Dept. of Fisheries, Wildlife, and Conservation Biology
Curator of Fishes, Bell Museum
Director of Graduate Studies, Conservation Sciences

Office: 116 Ecology

Mail Address:
Bell Museum
University of Minnesota
Suite 140
1479 Gortner Ave.
St. Paul, MN 55108

Phone: 612-624-6292

<http://www.bellmuseum.umn.edu/research-collections/fishes>
<http://fwcb.cfans.umn.edu/personnel/andrew-simons>
<http://simons-lab.cfans.umn.edu/>

From: [Jeff Christenson](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: Starbucks at Snelling and Marshall
Date: Wednesday, July 18, 2018 3:13:21 PM

Good afternoon, Cherie,

I'm writing to oppose the revised site plan proposed for the Starbucks at Snelling and Marshall. My understanding of the revision is that it allows 1-2 more cars to queue within the site (versus on Eastbound Marshall) and adds plastic flexible delineators to discourage drivers from trying to pull in from Westbound Marshall or pull out onto Westbound Marshall.

First, the proposed revision to the site plan is hardly different from the existing plan! Based on what I've seen, four or five cars are routinely waiting either in the Eastbound Marshall vehicle lane or (now that there are no flexible delineators to protect cyclists) in the bike lane on Eastbound Marshall. Such a minor change to the previous disastrous layout is laughable and I find it incredulous that anyone at the City would even entertain the proposal.

Second, and most glaringly, this plan does absolutely nothing to protect cyclists that use both directions of the Marshall Avenue bike lane. Eastbound cyclists will still have to deal with drivers queuing in their lane, or deal with drivers not paying attention when they turn into the drive-through (granted, a lack of attention might be prevalent regardless of the lack of the delineators there, but the delineators at least signaled to drivers that there may be cyclists present). Eastbound cyclists will also have to deal with drivers attempting to circumvent the delineators that will be placed in the middle of Marshall Avenue, since we know from the pilot that drivers did so then. Westbound cyclists will have to deal with those u-turning drivers making wide turns into the Westbound bike lane as well as Westbound drivers trying to figure out how to pull directly into the drive-through (again, as they did the last time the delineators were placed in the center of Marshall Avenue).

All of this nonsense is for what? So that some people can get coffee without exiting their cars? Is it really that hard to park, walk in, order, and return to your vehicle? Is Starbucks legitimately saying that, but for this drive-through, this location would not be profitable? I have a sense that if this drive-through were shut down, people would somehow manage to still patronize Starbucks. I live two blocks from Dunn Bros and people constantly park, get their coffee, and get back in their cars. Why does Starbucks get the additional privilege of a drive-through in a dense, urban setting where lots of other road users (cyclists, pedestrians, and now scooterers) are wanting to share the road? This was a really bad idea when it was first proposed and the execution/result has been far worse than the initial fears made it out to be.

There are many apartment buildings planned that will be within a 1 mile radius of this location. It could/should be easy and stress free to walk to a location that is increasingly surrounded by dense development. Sadly, instead, this plan caters to people that are probably commuting some some far-flung suburb who is not accustomed to paying attention to cyclists or pedestrians. The end result of this drive-through is that people will be injured (already have been, in fact), just so that other people can get coffee without having to brave the elements or use their legs.

Thank you for your consideration.

Jeff Christenson
1482 Lincoln Ave.
St. Paul, MN 55105

From: [Michael Sonn](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Cc: [#CI-StPaul_Ward4](#); [#CI-StPaul_Ward1](#); [#CI-StPaul_Ward3](#); [Brandon Long](#)
Subject: Fwd: Snelling Starbuck's drive-thru
Date: Wednesday, July 18, 2018 3:26:37 PM

Cherie,

I'm just going to forward my email from September 2015 as my comments for this latest CUP change request by Starbucks. The site isn't working and these \$100k in changes won't fix the real issue: that a drive-thru at this location is not safe for road users of Marshall or Snelling. The city needs to take a stand for safety and revoke the CUP based on several years of documented issues.

Thanks,
Mike Sonn
1458 Wellesley Ave

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

From: **Michael Sonn** <sonn.michael@gmail.com>
Date: Wed, Sep 2, 2015 at 12:54 PM
Subject: Snelling Starbuck's drive-thru
To: "julie@unionparkdc.org" <julie@unionparkdc.org>
Cc: "russ.stark@ci.stpaul.mn.us" <russ.stark@ci.stpaul.mn.us>, Brian Quarstad <bquarstad@gmail.com>, "ward1@ci.stpaul.mn.us" <ward1@ci.stpaul.mn.us>

Julie,

I'm writing for myself as a neighbor and citizen, but I am currently on the MGCC transportation and co-chair of the St Paul Bicycle Coalition. I'm concerned about the proposed drive-thru on Snelling for several reasons, but I fully recognize the neighborhood's desire to finally have a development at this location.

I wasn't able to attend the last meeting but I've heard that the city and developer, while conducting their traffic studies, did not take bicycle traffic into account. This is very concerning considering that Saint Paul just unanimously adopted the Saint Paul Bike Plan and is currently implementing it city-wide. Also, Marshall now has lanes extending from the river to the west and Lexington to the east.

I also have concerns about who this business will be serving. With the current Starbucks at Snelling & Selby, we have a great neighborhood resource. However, this new location will be geared towards commuters that are just using Snelling to cut-thru our neighborhood.

On this same note, I have grave concerns about traffic patterns. A vast majority of these customers will be going north and south on Snelling. This means they will want to continue in that direction when they complete their transaction. A forced right turn onto Marshall will not be respected. These drivers will want to get back to the Snelling intersection to continue on Snelling and won't go several blocks out of the way to get back on course.

I understand that there will be a pork-chop type island to force a right turn onto Marshall. However, people will either drive over this or pull a quick U-turn. This means that drivers will not be looking for cyclists as they search for a break in car traffic.

Finally, we now have the Green Line several blocks to the north, several bus lines, and the soon to be completed A-Line. The last thing we should build here is a car-centric business when the city and region are investing and implementing in so much alternate transportation. Development will come, the area is already in high demand and it will only increase.

Thank you,
Mike
1458 Wellesley Ave

From: [Dan McManus](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: Dangerous Drive Through
Date: Wednesday, July 18, 2018 3:34:55 PM

Hello,

I am a Ward 3 resident right along the A-Line corridor and I was disappointed to see the proposed "remediation" for issues that have plagued the Starbucks drive through at Snelling and Marshall Avenues; I travel through that intersection by car, by bus and by bike and there are an unusual amount of dangerous situations I've observed created by backups of cars, cars violating the laws (such as driving west in the eastbound lane to maneuver around cones or bollards) and near-misses. Cars also seem to get hung up in the drive through itself though I'm less concerned about that. When bollards went up they were swiftly ran over. So the need to do something is real.

However, it looks like from what I can tell from the changes that all that would be done is adding two more parking spaces -- from the sizes of the backups and the behaviors in traffic, I don't understand how two spaces would address the former in a significant way (it addresses it somewhat), but then in terms of the behaviors driven just to access the drive through, no amount of parking will solve those.

My preference would be to see the conditional use permit revoked, but if that's not going to happen then I think more substantive changes than two parking spaces are required. Let the treatment fit the symptoms.

Thank you for taking the time to read,
Dan McManus
1391 Eleanor Ave
St. Paul, MN

From: [Drew Nelson](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: Marshall Starbucks Proposed Changes
Date: Wednesday, July 18, 2018 3:45:11 PM

Hello-

I'm sure you're getting plenty of feedback on this, so I'll keep mine brief!

I'm a resident of Highland, I work along University Ave, and both commute and walk the Marshall/Snelling area regularly. I don't feel the proposed changes will reduce the added hazards this drive through creates in any significant way, and I'm in favor of removing the drive through all together. I am unsure if I can attend the council meeting tomorrow, although I will certainly try!

Thank you for your service to our city, have a wonderful day-

Drew Nelson
1034 Cleveland Ave, Saint Paul
651-373-7748

From: [Robert Wales](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: Starbucks proposed changes
Date: Wednesday, July 18, 2018 4:58:10 PM

Hello- writing to say that I absolutely am against the proposed “changes” and would like to see the conditional use permit revoked for the Starbucks drive thru at Marshall and Snelling. This drive thru has made biking and walking through that area more dangerous and the proposed changes do nothing to improve the situation.

Rob Wales
1727 Race St
St Paul, MN 55116

Sent from my iPhone

From: [Nicole Salica](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: Remove Carbucks
Date: Wednesday, July 18, 2018 5:07:18 PM

It was a terrible idea from the outset and has shown its garbage qualities every time I go past it.

1. Revoke the permit.
2. add a permanent barrier around the bike lane to protect these road users.

Thanks,

A cyclist who would like to bike in st paul more often.

--

~Nicky

From: Robert Wales
To: Englund, Cherie (CI-StPaul)
Subject: Starbucks proposed changes
Date: Wednesday, July 18, 2018 4:58:10 PM

Hello- writing to say that I absolutely am against the proposed "changes" and would like to see the conditional use permit revoked for the Starbucks drive thru at Marshall and Snelling. This drive thru has made biking and walking through that area more dangerous and the proposed changes do nothing to improve the situation.

Rob Wales
1727 Race St
St Paul, MN 55116

Sent from my iPhone

Englund, Cherie (CI-StPaul)

From: Englund, Cherie (CI-StPaul)
Sent: Thursday, July 19, 2018 2:43 PM
To: Englund, Cherie (CI-StPaul)
Subject: FW: Remove Carbucks
Attachments: image001.jpg

From: Nicole Salica [<mailto:nsalica@gmail.com>]
Sent: Wednesday, July 18, 2018 5:46 PM
To: Englund, Cherie (CI-StPaul)
Subject: Re: Remove Carbucks

I do wish you'd consider removing that requirement - it gives me pause, as someone who is concerned about an ex-partner.

Fortunately, he's states away.

606 E 15th St Apt 6, Mpls.

From: Nicole Salica [<mailto:nsalica@gmail.com>]
Sent: Wednesday, July 18, 2018 5:07 PM
To: Englund, Cherie (CI-StPaul)
Subject: Remove Carbucks

It was a terrible idea from the outset and has shown its garbage qualities every time I go past it.

1. Revoke the permit.
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Thanks,

A cyclist who would like to bike in st paul more often.

--

~Nicky

--

~Nicky

--

Englund, Cherie (CI-StPaul)

From: Englund, Cherie (CI-StPaul)
Sent: Thursday, July 19, 2018 2:44 PM
To: Englund, Cherie (CI-StPaul)
Subject: FW: Starbucks Drive Thru
Attachments: image002.png

From: Anne Burkhardt [<mailto:anneryanburkhardt@gmail.com>]
Sent: Wednesday, July 18, 2018 9:59 PM
To: Englund, Cherie (CI-StPaul)
Cc: Williams, Josh (CI-StPaul)
Subject: Re: Starbucks Drive Thru

My address is 1795 Hague Ave, St. Paul, 55104.

Thank you!

From: Anne Burkhardt [<mailto:anneryanburkhardt@gmail.com>]
Sent: Wednesday, July 18, 2018 5:22 PM
To: Englund, Cherie (CI-StPaul)
Subject: Starbucks Drive Thru

Hi,

I'm writing to urge you to consider further action on the Snelling/Marshall Starbucks. The drive-thru is a hazard, and there are too many bikers, pedestrians, and other cars put in danger to justify its existence. I live a few blocks away and am regularly horrified by the spillover into the street and the danger it creates. Please consider more drastic measures, like removing Starbucks' ability to operate a drive-thru at all. I truly believe that someone is going to get seriously injured.

Sincerely,

Anne

Resident of St Paul Ward 4

From: [Englund, Cherie \(CI-StPaul\)](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: FW: Starbucks Drive-thru
Date: Wednesday, July 18, 2018 5:32:36 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

From: Serafina Scheel [mailto:serafinaep@gmail.com]
Sent: Wednesday, July 18, 2018 5:31 PM
To: Englund, Cherie (CI-StPaul)
Subject: Re: Starbucks Drive-thru

156 Bedford St. SE
Minneapolis, MN 55414

From: Serafina Scheel [mailto:serafinaep@gmail.com]
Sent: Wednesday, July 18, 2018 5:28 PM
To: Englund, Cherie (CI-StPaul)
Subject: Starbucks Drive-thru

I'm writing to oppose continuing the Conditional Use Permit for a drive-through at the Starbucks on the corner of Marshall and Snelling.

My family of four relies on bicycles and public transportation to navigate the city. The actual opening of the Starbucks on this corner has made the bike lanes here less usable than they were during the construction. After seeing the consistently flattened bollards on the way to swimming lessons, my son adamantly refused to bike there any longer. Adding two extra spaces for cars to line up for coffee is not going to make an appreciable difference in the safety of this intersection. Adding additional automobile parking across Marshall is likewise problematic in the other direction.

Does the city really value 8/80 streets? Is its bike plan truly a priority? Continuing to value 20th-century institutions over supporting infrastructure for the future holds St. Paul back.

Starbucks will survive without a drive-through. People who bike and walk here literally may not. Revoke the conditional use permit.

Serafina Scheel

From: [James Slegers](#)
To: [Englund, Cherie \(CI-StPaul\)](#)
Subject: Starbucks site plan comments
Date: Wednesday, July 18, 2018 5:35:58 PM

Hi Cherie,

I just wanted to voice my concern about the updated site plan for the Starbucks at Snelling and Marshall. The obstructions and hazards caused by the exit and entrance onto Marshall need a more robust solution. The proposed solution is very close to one tested solution from a few months ago. The bollard median, from my observation, did little to deter the problematic left turns onto or off of Marshall, obstructing traffic bike and sidewalk ways, and seemingly encouraging more chaotic behavior. That kind of havoc and hazards should not be accepted from a site already operating under a CUP, especially on a street with the volume of Marshall.

A good solution should protect the bikeland and sidewalk and adequately deter left turns on Marshall.

Thanks for considering my thoughts,
James Slegers
183 Chatsworth #108, St Paul

Englund, Cherie (CI-StPaul)

From: Quarstad Brian <bquarstad@gmail.com>
Sent: Wednesday, July 18, 2018 5:52 PM
To: Englund, Cherie (CI-StPaul)
Subject: Fwd: Starbucks Drive-Through at Snelling and Marshall Avenues

Dear Cherie,

Regarding the variance for Starbucks on Marshall and Snelling and the hearing on Thursday, please see below my letter that was recorded when Starbucks originally proposed a drive-thru at the site. Not only have my feelings not changed but everything I predicted would happen has happened. So I am committed more than ever to not allow a variance for more street parking which will disrupt Marshall's bike lane and the changes Starbucks is recommending. They will not change anything. They will not help. The problem is the City, despite residents requests and the Union Park District Council sending a letter in opposition, decided to allow Starbucks a suburban type drive-thru in the middle of a busy urban street corner with traffic, buses, pedestrians and bikes. Again, please see my letter below from 2015.

Thank you for your time.

Brian Quarstad
1549 Ashland Av.
St. Paul, MN 55104
ph: 651.485.5241

Begin forwarded message:

From: Quarstad Brian <bquarstad@gmail.com>
Subject: Starbucks Drive-Through at Snelling and Marshall Avenues
Date: September 2, 2015 at 3:48:27 PM CDT
To: Julie Reiter <Julie@unionparkdc.org>
Cc: Anne White <anne@unionparkdc.org>, Russ Stark <russ.stark@ci.stpaul.mn.us>, Dai Thao <dai.thao@ci.stpaul.mn.us>

To:
Julie Reiter, UPDC Executive Director
Anne White, UPDC board member and Land Use Committee Chair
Dai Thao, Ward 1 Councilperson
Russ Stark, Ward 4 Councilperson and president St. Paul City Council

I'm writing in regard to the Starbucks drive through that is proposed for Snelling and Marshall Avenues and my opposition to variances to allow this to happen.

First I'd like to be clear that I am not opposed to Starbucks and find their location at Snelling and Selby an asset to the community. I live at 1549 Ashland and am active with the UPDC Land Use Committee and have

been very involved in the past three years on issues of traffic, and pedestrian/bicycle safety issues around Snelling Avenue.

As to Ryan Co. and their plan to build a drive-through at Snelling and Selby, I am very opposed to this idea and voted against it in the LUC meeting and was somewhat surprised by the vote. I believe it was 8-5 for the variance. In past meetings (although we never called a vote) opposition seemed to be strongly against a suburban type drive-through in an area that we have been working very hard to make more pedestrian and bicycle friendly.

I think Tony Barranco and Ryan Co. have done a great job in the past of gathering neighborhood feedback. I have worked with Tony on a number of projects and he's done a great job with managing issues around the Vintage on Selby and the Whole Foods that will be the anchor tenant. I even agree with Tony that this is a somewhat problematic property with the size and borders surrounding it. But Ryan Co. purchased the property with eyes wide open understanding those difficulties. I believe they can do better than a drive-through coffee shop.

Giving a variance for a drive-through is something we will not be able to take back in the years to come as we have learned with the Taco Bell on North Snelling. While this would most likely not be a late night issue, this traffic pattern of cars trying to exit on Snelling while other cars are crossing paths and trying to pull into the drive through lane will undoubtedly be problematic. It will almost surely cause issues for pedestrians and additional noise and pollution with anxious drivers idling their cars as they are backed up on Snelling to the south or at the least, through the parking lot. The Caribou Coffee at Cedar and Minnehaha Parkway has this backup issue in the mornings and they have a much clearer route around the store for their drive-through.

I also have concerns about the bike lanes on Marshall and how drivers anxiously trying to get on their way to work will yield to those bikers. I'm also concerned about drivers attempting U-turns after being forced to turn right onto Marshall with the newly designed curved curb cut which is in the current plan. While I think a right hand turn only on Marshall is the best plan, it will still divert a lot of traffic through the bike lane and very likely into a U-turn to get back on to Snelling. This could be a problem not only for bikers eastbound but also cars and bikes traveling westbound as they drop over the hill just to east of Snelling.

I'm sure a drive-through will be convenient for some resident neighbors. However, this will mainly be an asset to commuters passing through our city from Ayd Mill to I-94. Do we really want to make this sacrifice for our local pedestrians, bikers and public transit users who live in the neighborhood and are choosing or are forced to use alternative forms of transportation besides cars? I ask everyone to consider if this is really the message we want to be sending out.

Regards,

Brian Quarstad
1549 Ashland Ave.
St. Paul, MN 55104
Mobile: 651.485.5241

Englund, Cherie (CI-StPaul)

From: Wil Totten <wtotten@gmail.com>
Sent: Thursday, July 19, 2018 3:01 PM
To: Englund, Cherie (CI-StPaul)
Subject: Re: Starbucks proposed update

I live at 1808 Highland Pkwy.

Thank you.

On Thu, Jul 19, 2018 at 2:25 PM Englund, Cherie (CI-StPaul) <cherie.englund@ci.stpaul.mn.us> wrote:

- Zoning Committee Hearing Date: Thursday, July 19, 2018
- Zoning Case #: 18-026-074
- Zoning Case Name: Starbucks
- Location: 234 Snelling Avenue North
- Application Type: Site Plan Review

Mr. Totten,

Thank you for your email regarding Starbucks. Your comments are important to us. Please provide me with your address so I can include your comments in public testimony and provide them to the Zoning Committee.

Sincerely,

Cherie



Cherie Englund

Zoning Secretary

Planning & Economic Development

25 West 4th Street, 1400 CHA

Saint Paul, MN 55102

P: 651-266-6561

F: 651-266-6549

cherie.englund@ci.stpaul.mn.us



Making Saint Paul the Most Livable City in America

From: Wil Totten [mailto:wtotten@gmail.com]
Sent: Wednesday, July 18, 2018 6:52 PM
To: Englund, Cherie (CI-StPaul)
Subject: Starbucks proposed update

The proposed revisions to the Starbucks location at Snelling and Marshall are not enough.

The decision to allow a drivethru at this location was a serious mistake, and no “improvements” will truly improve the situation.

The only thing that makes any sense is to shut down the drivethru, repurpose the drivethru lanes for additional parking, and live with the fact that people will have to get out of cars to get their beverages.

Perhaps Starbucks can recoup any income decline by hiring “runners” to take products to parents with children strapped into car seats and others challenged to leave their vehicles to procure goods. Anybody else just that doesn’t want to get out of the vehicle, \$5 up-charge to offset costs.

Please feel free to use this message in any published comments.

Englund, Cherie (CI-StPaul)

From: Paul Carlson <paul@autonomoussmn.com>
Sent: Wednesday, July 18, 2018 7:01 PM
To: Englund, Cherie (CI-StPaul)
Subject: No more Starbucks drive-thru

Follow Up Flag: Follow up
Flag Status: Flagged

Hello,

I am a St. Paul resident. I have seen traffic snarls, near-misses between cars and pedestrians and cars and bicyclists too often at the Starbucks located at Snelling and Marshall.

The only sensible solution is to eliminate the (ill-conceived) drive-thru, completely. I'm sure the business is fine and upstanding, but that mess of a drive-thru has got to go.

Thanks!

Paul Carlson
1149 Iowa Ave. W.
St. Paul 55108
612-201-7370

Englund, Cherie (CI-StPaul)

From: Jeb Rach <jeb@jebrach.com>
Sent: Wednesday, July 18, 2018 9:39 PM
To: Englund, Cherie (CI-StPaul)
Subject: Snelling/Marshall Starbucks CUP Comment

Follow Up Flag: Follow up
Flag Status: Flagged

Cherie,

I'm writing this email to oppose the proposed amended conditional use permit for the Starbucks drive-through at Snelling and Marshall, and voice my support for revoking their CUP.

I've seen numerous stories and even witnessed myself backups, unsafe u-turns, and other dangerous movements due to the drive through at this Starbucks. The proposed amendment does not fundamentally alter the layout. Based on the number of times it was stated in the traffic study that people had to be waved off of Marshall before entering the drive through, I'm unconvinced that some small changes will alleviate the overall issue.

As such, I oppose the amended CUP and urge the Zoning Committee to revoke the CUP for Starbuck's drive through.

Thanks,

Jeb Rach
1688 Sherburne Ave Apt 202
St Paul MN 55104

Englund, Cherie (CI-StPaul)

From: Sara Fleetham <fleets@mindspring.com>
Sent: Wednesday, July 18, 2018 9:51 PM
To: Englund, Cherie (CI-StPaul)
Subject: Starbucks Drive-Thru

Follow Up Flag: Follow up
Flag Status: Flagged

Sometimes we make mistakes. Sometimes we don't know we have made a mistake until we see the decision in action.

A drive-thru at the Starbucks and Marshall and Snelling is one of those mistakes. I figured out myself the first time I turned into the lot with a line of cars waiting in the drive-thru line and I couldn't even figure out what was happening.

It cannot be fixed. It should never have been allowed in the first place. It is unsafe for all. The convenience for the privileged few who do not want to get out of their care is not a necessity. The previous location had no drive-thru and did just fine.

Fix the mistake. Enough.

Sara Fleetham
953 Scheffer Ave, Unit B
St. Paul, MN

Englund, Cherie (CI-StPaul)

From: Brian Fanelli <fanelli.brian@gmail.com>
Sent: Thursday, July 19, 2018 3:34 PM
To: Englund, Cherie (CI-StPaul)
Cc: Williams, Josh (CI-StPaul)
Subject: Re: Snelling/Marshall Starbucks Changes
Attachments: image001.jpg

Follow Up Flag: Follow up
Flag Status: Flagged

Cherie,

My home address is 3907 Bloomington Ave, Minneapolis, and I work at 121 E. 7th Place, St. Paul.
Thank you!

Brian Fanelli
Fanelli.Brian@gmail.com
716-868-1323

On Thu, Jul 19, 2018 at 2:40 PM Englund, Cherie (CI-StPaul) <cherie.englund@ci.stpaul.mn.us> wrote:

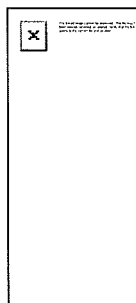
- Zoning Committee Hearing Date: Thursday, July 19, 2018
- Zoning Case #: 18-026-074
- Zoning Case Name: Starbucks
- Location: 234 Snelling Avenue North
- Application Type: Site Plan Review

Mr. Fanelli,

Thank you for your email regarding Starbucks. Your comments are important to us. Please provide me with your address so I can include your comments in public testimony and provide them to the Zoning Committee.

Sincerely,

Cherie



Cherie Englund

Zoning Secretary

Planning & Economic Development
25 West 4th Street, 1400 CHA
Saint Paul, MN 55102

P: 651-266-6561

F: 651-266-6549

cherie.englund@ci.stpaul.mn.us



Making Saint Paul the Most Livable City in America

From: Brian Fanelli [<mailto:fanelli.brian@gmail.com>]

Sent: Thursday, July 19, 2018 8:35 AM

To: Englund, Cherie (CI-StPaul)

Subject: Snelling/Marshall Starbucks Changes

Hello Cherie,

I'm writing to ask that you deny the proposed additions to the Starbucks site at Snelling and Marshall. The current configuration is wildly unsafe for people driving, biking and walking, and I don't believe adding additional parking will do anything to alleviate the problem--and, in fact, may make things worse.

For my daily commute, I ride a bicycle from south Minneapolis to downtown St. Paul. Because it's the most direct route across the river, and one of St. Paul's few designated east-west bikeways, I'm on Marshall for much of the ride. Since the drive-thru has been implemented here, I've lost track of how many times I have almost been injured or killed simply trying to get to work. The sight lines are awful, cars stack in the bike lane, drivers pull dangerous u-turns to get back to Snelling, and the city STILL hasn't replaced the plastic bollards meant to keep cyclists at least marginally safer; it's a poor design at a bad location, and no amount of caffeinated convenience is worth so much danger.

Adding parking spots to make the drive-thru more convenient for drivers will not make the environment safer for the rest of us. As a city employee, I hope you'll put the safety of vulnerable road users before the convenience and profits of a corporation.

Ultimately my hope is for the Starbucks drive-thru permit to be pulled entirely. The City of St. Paul needs to design its pedestrian districts to prioritize the safety of people walking, and having a poorly designed drive-thru (or any drive-thru whatsoever) along such a popular, growing destination for pedestrians is not only unsafe, but is misaligned with the city's purported values of livability.

Please vote to deny the expansion today, and to revoke their permit at your earliest opportunity.

Brian Fanelli

Fanelli.Brian@gmail.com

716-868-1323