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

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

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

1. The application is to allow a five-story mixed-use building with 147 housing units and 1,400 sq. ft. of commercial space, fronting on University Avenue within the Raymond Station Area of the Green Line LRT.

2. § 61.501 lists five standards that all conditional uses must satisfy:
   (a) The extent, location and intensity of the use will be in substantial compliance with the Saint Paul Comprehensive Plan and any applicable subarea plans which were approved by the city council. This condition is met. The most detailed guidance for this site comes from the Raymond Station Area Plan, which identifies this location as being within the "Raymond Historic Village" character area. Section 4.1.1 Built Form states:

   a) New development along University Avenue should be 2 to 6 residential stories in height with transitions that respect the existing scale and character of the historic buildings along the street. The northeast corner exhibits potential for taller building heights, and could reach 6-8 stories if setback from the intersection on a 3-4 story podium-type building.

moved by ________________
seconded by ________________
in favor ________________
against ________________
At five stories, the proposed project is within the desired height range. The use is also consistent with the approved 2040 Comprehensive Plan, particularly Policy LU-1:

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

(b) The use will provide adequate ingress and egress to minimize traffic congestion in the public streets. This condition is met. Vehicle access will be provided off Pillsbury Avenue, a low-volume street.

(c) The use will not be detrimental to the existing character of the development in the immediate neighborhood or endanger the public health, safety and general welfare. This condition is met. The use with the proposed building height is consistent with other existing uses near the site. It is not anticipated to have any negative impact on the immediate neighborhood.

(d) The use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district. This condition is met. The 58 ft. building height that is the subject of the conditional permit will not impede the normal development of surrounding properties. The residential use, which is permitted in the district, will introduce new spacing standards (60 ft. from residential use) for the adjacent drive-thru use, an allowed use in IT. However, the restaurant with the drive-thru use has been a nonconforming structure since the site was rezoned to IT in 2011. If and when restaurant is rebuilt to IT design requirements, it would be able to meet the spacing standards for the drive-thru.

(e) The use shall, in all other respects, conform to the applicable regulations of the district in which it is located. This condition is met subject to approval of the following requested variances:

3. The application seeks a parking variance (147 spaces required, 90 proposed). Zoning Code § 61.601 states that the Planning Commission shall have the power to grant variances from the strict enforcement of the provisions of this code upon a finding that:

(a) The variance is in harmony with the general purposes and intent of the zoning code. This finding is met. The variance is in harmony with the following purposes of the zoning code (§ 60.103) in particular:

(b) To implement the policies of the comprehensive plan;

(i) To encourage a compatible mix of land uses, at densities that support transit, that reflect the scale, character and urban design of Saint Paul's existing traditional neighborhoods;

(j) To provide housing choice and housing affordability;

(b) The variance is consistent with the comprehensive plan. This finding is met. The site is within the Raymond Station Area Planning Boundary of the Raymond Station Area Plan, which is adopted as part of the Comprehensive Plan. Plan section "4.5 Managed Parking Strategies" states:

d) Parking requirements should be reduced or eliminated to reduce development costs, support transit ridership and open new possibilities for flexible live-work spaces on smaller sites where on-site parking is not available.

(c) The applicant has established that there are practical difficulties in complying with the provision; that the property owner proposes to use the property in a reasonable manner
not permitted by the provision. Economic considerations alone do not constitute practical difficulties. This finding is met. IT zoning is not frequently used within transit station areas and does not account for parking reductions commonly used there. Since LRT has been operational in Saint Paul, housing projects built within Green Line station areas have been generally providing well under the parking required in the IT district. Building off-street parking at the required rate for housing at this location would be likely to oversupply parking.

(d) The plight of the landowner is due to circumstances unique to the property not created by the landowner. This finding is met. Although the property is within the "Station Area Planning Area" and within the "Area of Change" (which means redevelopment is anticipated and encouraged) the site was rezoned to IT rather than a T district in 2011. T zoning districts within the Raymond Station Area Planning Boundary and within one block from this site are not required to provide any off-street parking.

(e) The variance will not permit any use that is not allowed in the zoning district where the affected land is located. This finding is met. Both residential and commercial uses are allowed in the IT zoning district.

(f) The variance will not alter the essential character of the surrounding area. This finding is met. The surrounding area is a transit station area and intended to have transit-oriented development. Transit-oriented development prioritizes the use of transit and walking over driving and parking automobiles.

4. The application seeks a variance of the minimum percentage of the first floor devoted to non-residential principal use (50% maximum, 4.4% proposed) and maximum percentage of first floor devoted to residential use (50% maximum, 99.5% proposed). Section 61.601 states that the Planning Commission shall have the power to grant variances from the strict enforcement of the provisions of this code upon a finding that:

(a) The variance is in harmony with the general purposes and intent of the zoning code. This finding is met. The variance is in harmony with the following purposes of the zoning code (Section 60.103) in particular:

   (b) To implement the policies of the comprehensive plan;

   (i) To encourage a compatible mix of land uses, at densities that support transit, that reflect the scale, character and urban design of Saint Paul's existing traditional neighborhoods;

   (j) To provide housing choice and housing affordability;

(b) The variance is consistent with the comprehensive plan. This finding is met. The Raymond Station Area Plan identifies this site as being within the "Raymond Historic Area," which calls for a mix of uses in Section 4.1.1 Built Form:

   All new development should promote transparency and activity at street level.

   f) First floor commercial or retail uses should help to animate the street by incorporating large glass frontages that allow the activity within to be seen from the street and have at least one entrance that is oriented towards Raymond or University Avenue, access points to the station platforms, and/or key gathering places.

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

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

(d) The plight of the landowner is due to circumstances unique to the property not created by the landowner. This finding is met. The requirement for 50% ground floor commercial uses in the IT zoning district is intended to preserve employment uses in industrial planned areas. However, this site is within both the “Area of Change,” and “Raymond Historic Village” character area as defined in the Raymond Station Area Plan, meaning the policy intent for the site is to be redeveloped as mixed-use. The site is also specifically excluded from the West Midway Industrial Area Plan study boundary, which identified land to be preserved for industrial uses.

(e) The variance will not permit any use that is not allowed in the zoning district where the affected land is located. Both residential and commercial uses are allowed in the IT zoning district.

(f) The variance will not alter the essential character of the surrounding area. This finding is met. The use and variance are consistent with the mixed-use character of the area.

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

1. Final plans approved by the Zoning Administrator for this use shall be in substantial compliance with the plan submitted and approved as part of this application.
### Recent Development and Parking Context for 2225 University Avenue

**ZF: 20-013-859**

March 12, 2020

<table>
<thead>
<tr>
<th>Building (year built)</th>
<th>Distance to Station</th>
<th>Units</th>
<th>Density</th>
<th>Required Parking</th>
<th>Total Parking</th>
<th>Spaces/Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carleton Artist Lofts (2006)</td>
<td>80 ft.</td>
<td>170 units</td>
<td>38 units/acre</td>
<td>0 spaces</td>
<td>150 spaces</td>
<td>0.9</td>
</tr>
<tr>
<td>The Lyric (2010)</td>
<td>315 ft.</td>
<td>171 units</td>
<td>97 units/acre</td>
<td>0 spaces</td>
<td>234 spaces</td>
<td>1.3</td>
</tr>
<tr>
<td>The Ray (2017)</td>
<td>450 ft.</td>
<td>80 units</td>
<td>133 units/acre</td>
<td>0 spaces</td>
<td>55 spaces</td>
<td>0.7</td>
</tr>
<tr>
<td>Union Flats (2019)</td>
<td>1,035 ft.</td>
<td>216 units</td>
<td>62 units/acre</td>
<td>0 spaces</td>
<td>200 spaces</td>
<td>0.9</td>
</tr>
<tr>
<td>Raymond Station (2020)</td>
<td>410 ft.</td>
<td>124 units; 10,000 sq.ft. commercial</td>
<td>129 units/acre</td>
<td>0 spaces</td>
<td>112 spaces</td>
<td>0.9</td>
</tr>
<tr>
<td>2225 University (2021, est.)</td>
<td>790 ft.</td>
<td>147 units, 1,300 sq.ft. commercial</td>
<td>150 units/acre</td>
<td>147 spaces</td>
<td>90 spaces</td>
<td>0.6</td>
</tr>
</tbody>
</table>
To: Paul Dubruiel, Planning Tech for Zoning
Planning & Economic Development
1400 CHA 25 W. 4th St.
Saint Paul, MN 55102

March 9, 2020

Dear Mr. Dubruiel,

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

Thank you for your consideration.

Sincerely,

[Signature]

Kathryn Murray, Executive Director
kathryn@sapcc.org | 651-649-5992
www.sapcc.org

cc: Mike Strudivant, Pastor Properties
    Robb Lubenow, Yellow Tree Corp.
March 9, 2020

Re: Letter of Support for 2227 University Ave

To whom this may concern,

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

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

Sincerely,

Becca Krieger
Property Manager
Becca@capitalpartnersmn.com
612.430.3006
Dear Representative,

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

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

Thank you,

Nicki Jones
765 Hampden Ave Apt 337
St Paul, MN 55114
Think Before You Click: This email originated outside our organization.

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

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

Thank you, and take care,

Zachariah Delventhal
2285 University Ave W #411
Saint Paul MN, 55114
Jerve, Anton (CI-StPaul)

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

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

Anton:

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

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

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

Sincerely,

Cade Holmseth
2285 University Ave. W. #311
Good evening,

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

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

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

Sincerely,
River Gordon
2323 Charles Ave #201
St. Paul, MN 55114
I oppose the grant of a parking variance reducing parking spaces from 147 to 90. Do not grant this variance.

Milan Mockovak. 787 Hampden Av. Apt 223
Think Before You Click: This email originated outside our organization.

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

Thank you,

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

Sent from my T-Mobile 4G LTE Device
We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90. Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

Chad Bush
2285 University Ave W, Apt 210
Saint Paul, MN 55514
Think Before You Click: This email originated outside our organization.

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

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I feel, excessively burdensome. Please do not grant this variance.
I feel this would make it more difficult for our guests to park near our building and also make it harder to find parking for local retail and restaurants.
Sincerely,
Jennifer Brown
765 Hampden Ave, St. Paul 55114
Unit 604
Dear Representative Jerve,

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

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

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

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

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

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

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

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

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

In sum, please do NOT grant this variance.

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

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

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

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“Turn soft and lovely anytime you have the chance.”
-Jenny Holzer
I live in close proximity to 2225 University Ave and 2224 Charles Ave, and wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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

Carly Peterson
765 Hampden Ave Apt 516

Sent from my iPhone
Think Before You Click: This email originated outside our organization.

District Council Representative:

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

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

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

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

Respectfully,

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

Matthew Gramlich
matthew.gramlich@gmail.com
612.282.5065
Dear Mr. Jerve,
I live near 2225 University Ave. and 2224 Charles Ave., and I am opposed to the granting of a parking variance for the housing developments on these sites, which would reduce the number of off-street parking spaces required from 147 to 90. Street parking along Hampden and Charles Avenue is already scarce and difficult to find, which makes it hard for guests to visit and customers to shop, and the additional parking pressures from this development would make it much, much worse. Please do not grant this variance.
Really, what's the point of having a rule if we just grant variances whenever we want?
Sincerely,
Corey Butler
465 Hampden Ave APT 422, Saint Paul, MN 55114
Greetings.

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

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

Barb Hawes
765 Hampden Ave Apt 422
St Paul MN 55114

Sent from Yahoo Mail on Android
Good Morning,

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

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

Sincerely,

Dylan Karsten
2323 Charles Ave
Apt 201
St. Paul, MN 55114
From: Travis Stratton <travis.stratton@gmail.com>
Sent: Thursday, March 05, 2020 9:09 PM
To: Jerve, Anton (CI-StPaul)
Subject: Parking variance opposition

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

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

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

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

Travis Stratton  
travis.stratton@gmail.com
Hello,

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

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

Haewon
2323 Charles Ave, St Paul, MN 55114
As a resident of Ray Apartments at 2323 Charles Avenue I am vehemently opposed to the loss of any more parking spaces in this neighborhood. We pay a lot in rent and it can be a real difficulty sometimes when we can’t park near our home. Granted, we chose to live in this congested area because my husband can walk to work but please don’t add to the problem unnecessarily.

Thank you,

Beth Banta
Hi
I live at The Ray. Parking is very tight at present.

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

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

Sincerely,

David Banta

--

David Banta
2323 Charles Ave
Saint Paul
I, living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90. Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I feel, excessively burdensome. Please do not grant this variance. Thank you.

Andrea Mislan
Resident of Carleton Artist Lofts 2285 University Ave. W St. Paul, MN 55114 355
We, resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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

Thank you,

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

Laureen Gibson
(651) 308-5949
www.linkedin.com/in/laureenberlingibson
pronouns: she / her / hers

You have a more interesting life if you wear impressive clothes - Vivienne Westwood
Think Before You Click: This email originated outside our organization.

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

Thank you,

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

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

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

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

Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I feel, excessively burdensome. Please do not grant this variance.
I feel this would make it more difficult for our guests to park near our building and also make it harder to find parking for local retail and restaurants.
Sincerely,
Alec Steers
765 Hampden Ave, St. Paul 55114
Unit 604
Hello Anton,

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

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

Thank you for your time and consideration.

All the best,

Casey

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

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

Thank you,

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

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

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

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

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

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

Sincerely,

Craig Hill
Hello representative Jerve,

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

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

Molly Anderson, Ben Petermeier 765 N Hampden Ave, St Paul, MN 55114. Apt. 613
We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.
Street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

Renee Guittar & Rush Benson
2285 University Ave W, St Paul, MN 55114
Apartment number 406
Hi Anton/To whom it may concern:

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

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

Chas Kennedy
765 Hampden Ave
Apt 610
St Paul, MN 55114
We the undersigned residents living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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

Tyler and Emily Michaels King
Address: 2285 University Ave W #451, St. Paul MN 55114
Think Before You Click: This email originated outside our organization.

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

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

Thank you for your consideration.

Connie Brock
765 Hampden Ave #307
We, resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.
street parking along Hampden and Charles Avenues is already extremely scarce and difficult to find, and the additional parking pressures this development would pose if it were not required to provide the minimum off-street parking prescribed by zoning would be, I/we feel, excessively burdensome. Please do not grant this variance.

Thank you,

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

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

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

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

Thank you for your time.

SCOTT D. COLE
CEO / Co-founder
Pronouns: he/him – Why is this important?

COLLECTIVITY - a collective impact software & consulting cooperative
[ creating equity 4 all ]
2288 UNIVERSITY AVENUE WEST, SUITE 201 | ST. PAUL, MN 55114
651-276-6775 CELL
WWW.Collectivity.Coop - Schedule a Meeting with Me via Calendly!

"he who conquers himself is the mightiest warrior." - Confucius
To whom it may concern,

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

Thank you,

Rush Benson
Resident of Carleton Artist Lofts 2285 University Ave. W St. Paul, MN 55114
Jerve, Anton (CI-StPaul)

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

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

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

Thank you,

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

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

Thank you very much.

Signed,

Andrea Lien
2341 University Ave W, #209
St. Paul, MN  55114
Marissa Dorschner <mdorschner@hotmail.com>
Friday, March 06, 2020 5:51 PM
Jerve, Anton (CI-StPaul)
Opposition to Parking Variance Request @ 2225 University Ave. & 2224 Charles Ave.

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

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

Thank you,

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

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

Thank you,

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

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

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

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

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

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

Thank you,

Andrew Jacob a.k.a.

André Sólo
Author & Co-Founder at HighlySensitiveRefuge.com, the world's largest website for highly sensitive people.

Writer at Psychology Today | Forbes | Introvert Dear | Huffington Post | The Muse | Quiet Revolution | State of Formation
Dear City of St. Paul Zoning Committee,

March 11, 2020

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

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

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

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

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

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

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

Respectfully,

John O'Brien
Building Manager Wright Building
2233 University Avenue West, Suite 335
Saint Paul, MN, 55114
Hello--
We the undersigned residents living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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

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

--

Nick Jensen
765 Hampden Ave #502
St. Paul, MN 55114

Thank you,
Claudia

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

Hi Claudia,

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

Thank you,

Anton Jerve
Principal City Planner
Planning and Economic Development
25 West 4th Street, #1300
Saint Paul, MN 55102
Ph: 651-266-6567
anton.jerve@ci.stpaul.mn.us

Hello,

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

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

Thank you,

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

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

    Name
Kathryn Johnson

    Address
765 Hampden Ave. Apt. 319

2

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

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    Name
Breanda Thames

    Address
765 Hampden Ave. Apt. 401

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

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Linda Canzanella
Name
765 Hampden Ave
Address
St Paul
Apartment #

Lauren Christensen

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

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Travis Wydzlak
Name
2285 University Ave W
Address
352
Apartment #
We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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Duane & Mary Elofson 765 Hampden Ave. #301

Name Address Apartment #

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

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Name

Address Apartment #

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

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

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

Stephen Carrington
Name
2285 University Ave W Unit 108
Address
St. Paul, MN 55114
Apartment #

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

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

Christine Allender
Name
2285 University Ave 35C
Address
Apartment #

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

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

Jenleya Hulbert
Name
2285 University Ave W #403
Address
55114
Apartment #
We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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

CASSEY SHEEPI & LAURA VIGARIO
7205 UNIVERSITY AVE W. #303
Name Address Apartment #

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

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

THOMAS J. HEARD
2285 UNIVERSITY AVE W. #256
ST. PAUL, MN 55114
Name Address Apartment #

HALEY BENNETT
2741 UNIVERSITY AVE W. APT. 513
Name Address Apartment #
We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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

Yixi Liu
765 N Hampshire Ave Apt 406
Name Address Apartment #

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

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

Andrew and Cassie Glover
765 N Hampshire Ave Apt 303 St Paul MN 55114
Name Address Apartment #

Our parking is already beyond capacity making us walk over a quarter mile to find parking.

All the cars on the street also make clearing snow in the winter very difficult.

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

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

Dev Dickinson
765 Hampshire Apt 323
Name Address Apartment #
We, the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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

Brian Halm

2341 University Ave. 216

Name
Address
Apartment #

Molly Heuer

2285 University Ave W Apt. 410

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

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19
Julio Colavita, Stacy Kaur

Name
Address
Apartment #

15 West Kellogg Blvd.

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

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

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\[\text{Name}\]  
2285 University Ave W  #107  
\[\text{Address}\]  
St Paul MN 55114  
\[\text{Apartment}\] 

[signature]

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

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

\[\text{Name}\]  
2285 University Ave W  #164  
\[\text{Address}\]  
\[\text{Apartment}\] 

[signature]

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

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

\[\text{Name}\]  
2285 University Ave W  AP+365  
\[\text{Address}\]  
St Paul, MN 55114  
\[\text{Apartment}\] 

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

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24 Jason Millsap
Name

2285 University Ave. W #460
Address

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26 MT Blichat
Name

2285 Univ Ave W 457
Street, City, Zip
Address

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26 Amber Feinberg
Name

2285 University Ave. W #353
Address

St. Paul, MN 55104
Apartment #
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Grace Feltner
2341 University Ave W, apt. 110
Name
Address
Apartment #

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Alexandra Smith
2285 University Ave W, apt. 208
Name
Address
Apartment #

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Erik Mathison
2285 University Ave, apt. 259
Name
Address
Apartment #
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Emily Rose Duca
2285 University Ave
Saint Paul, MN 55114

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Elizabeth Klein
2341 University Ave. #113

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Glessa Hoelscher
2285 University Ave. B409
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47

Name: Doug & Inna Shears
Address: 2285 University Ave W
          St. Paul, MN 55114
          Apartment #: 557

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

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24

Name: Angela Pigeon
Address: 2285 University Ave W
          St. Paul, MN 55114
          Apartment #: 407

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76

Name: Brittany Ritchhart
Address: 2285 University Ave W
          St. Paul, MN 55114
          Apartment #: 301
          Erin Droese

Name: Erin Droese
Hi Mr. Jerve,

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

Please let me know if a physical signature is required.

Thank you!

Brita Ingvalson
Community Manager
RAY | Platform

651-288-7274

Hi Brita,

Thanks for bringing this to my attention.

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

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

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SeungMin Oh/ 2323 Charles Ave, Saint Paul, MN/ Apartment # 215
Proposed changes to parking availability in your neighborhood. Your voice counts!

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

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

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

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

Voice your concerns, we are including a template below that you can email directly to the District Council Representative. You may contact the representative directly at anton.jerve@ci.stpaul.mn.us

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

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

Location of Public Hearing:
Council Chambers
d Floor, Room 300
Hall
550 Kellogg Blvd.
the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement objection to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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

Address / Apartment #

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

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

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

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

Rasun Mehringer
2285 University Ave W, Apt 210
Saint Paul, MN 55514
To whom it may concern,

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

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

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

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

---
Helen Buron
artist + healing practitioner
she/her
helenburon.com
Hello,

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

Please, do not grant a variance.

In earnest,
David Kosciolek
Jody Tharp
To Whom It May Concern,

The following recently came to our attention;

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

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

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

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

Union Flats
Dominium
787 Hampden Ave
St. Paul, MN 55114
Phone: 763-392-9897 Fax: 763-249-8729
unionflatsapartments.com
Proposed changes to parking availability in your neighborhood.

Your voice counts!

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

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

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

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

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

You may email the representative directly at [anton.jerve@ci.stpaul.mn.us](mailto:anton.jerve@ci.stpaul.mn.us)

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

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

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

**Location of Public Hearing:**

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

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**Signature:**

**Name:** Danielle Connolly

**Address:** 787 Hampden Ave, St Paul, MN 55114

**Apartment #:** 2-12
We, the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on those sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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Kylie Milbrandt
765 N Hampden Ave Apt 411
St Paul, MN 55134
Name / Address / Apartment #

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

Thank you
Proposed changes to parking availability in your neighborhood.

Your voice counts!

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Halima Sana
787 N Hampden Ave #362

Name  Address  Apartment #
Proposed changes to parking availability in your neighborhood.

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Aisha Hassan

__
Name

787 Hampden Ave. # 361

Address

Apartment #
Proposed changes to parking availability in your neighborhood.

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5 cardboard grape

Name

787 Hampden Ave #349

Address

St Paul, MN 55104

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

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\[\text{Name}\]
\[\text{Address}\]
\[\text{Apt}\]
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[Signature]
Name

[Address]
Address

Apartment #

Apartment #

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[Signature]
Name

[Address]
Address

Apartment #

Apartment #

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[Signature]
Name

[Address]
Address

Apartment #

Apartment #
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Fakhur Esa
787 Hampden Ave
St. Paul, MN 55114

Name
Address
Apartment # 124
We the undersigned resident(s) living in close proximity to 2225 University Ave. and 2224 Charles Ave., wish to express vehement opposition to the granting of a parking variance for the proposed development on these sites, which would reduce the number of off-street parking spaces required from 147 to 90.

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Name

Address

Apartment #

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Name

Address

Apartment #
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Name: Katherine Pacer

Address: 765 N. Hampden Ave., Apt. 325

Saint Paul, MN 55114

Apartment #
Proposed changes to parking availability in your neighborhood.

Your voice counts!

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

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

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

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

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

You may email the representative directly at anton.jerve@ci.stpaul.mn.us

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

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

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

Location of Public Hearing:

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

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

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

Katifunzi

787 Hampden Ave #205

Name Address Apartment #
Hi Luis,

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

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

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

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

Hope this is helpful!

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

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

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

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

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

moved by __________________________
seconded by _______________________
in favor ________________________
against ________________________
TABLE 4.2 REQUIRED MIX OF USES; PG 40 OF FORD MP

<table>
<thead>
<tr>
<th></th>
<th>F1-River Residential</th>
<th>F2-Residential Mixed Low</th>
<th>F3-Residential Mixed Mid</th>
<th>F4-Residential Mixed High</th>
<th>F5-Business Mixed</th>
<th>F8-Gateway</th>
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</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>Min 90%</td>
<td>60%</td>
<td>50%</td>
<td>40%</td>
<td>20%</td>
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<td></td>
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<td>100%</td>
<td>75%</td>
<td>50%</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>Min 0%</td>
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<td>0%</td>
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<td>20%</td>
<td>5%</td>
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<tr>
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<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
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<td>10%</td>
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<td>10%</td>
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<td>30%</td>
</tr>
</tbody>
</table>

DEVELOPMENT RANGE FOR MASTER PLAN

<table>
<thead>
<tr>
<th>LAND USES</th>
<th>MINIMUM</th>
<th>MAXIMUM</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOUSING</td>
<td>2,400 Dwelling Units</td>
<td>4,000 Dwelling Units</td>
</tr>
<tr>
<td>RETAIL &amp; SERVICE</td>
<td>150,000 Sq. Ft. GFA</td>
<td>300,000 Sq. Ft. GFA</td>
</tr>
<tr>
<td>OFFICE &amp; EMPLOYMENT</td>
<td>200,000 Sq. Ft. GFA</td>
<td>450,000 Sq. Ft. GFA</td>
</tr>
<tr>
<td>CIVIC &amp; INSTITUTIONAL</td>
<td>50,000 Sq. Ft. GFA</td>
<td>150,000 Sq. Ft. GFA</td>
</tr>
<tr>
<td>GFA: Gross Floor Area</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

2. Applicable ordinances of the City of Saint Paul.

This finding is met. The application submitted by Ryan meets the intent of Section § 68.953 to demonstrate compliance with the land use mix requirements in the Ford MP. Ryan is required to submit site plans for each phase of the project including grading and demolition, parks and open space, and infrastructure development. Additionally, each individual vertical project will be subject to § 61.402 (c), Site Plan Review, and will meet the findings in § 61.402. Applications for individual sites are expected later this spring, with the projects anticipated to be completed in 2022.

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

For Civic and Institutional uses, the Planning Director determined community rooms in multi-family and mixed-use buildings can count towards the percentage of Civic and Institutional uses, if those rooms are accessible to the public.
The Planning Administrator determined that the portions of the senior living developments may count towards the percentage of employment uses in the F6 District, given that the Health Care and Social Assistance sector is one of the fastest growing sectors in the Twin Cities. Portions of the senior living that are not used as residential rooms will count towards the GFA for required employment uses in the F6 District.

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

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

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

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

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

   This finding is met. The Ford MP was developed over 10 years and considered present and future surrounding land uses including different building types based on the zoning district ensuring a variety of housing types and affordability levels. This master site plan meets that intent by demonstrating different types of buildings next to one another. Additionally, the requirement of §56.953 is to provide a master site plan for the purpose of meeting the land use requirements in the Ford MP. Individual buildings for all F Districts will be subject to §§86.421 and will have to meet this finding demonstrating that abutting property will not be unreasonably affected.

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

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

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

   This finding is met. The Ford Site underwent an environmental review (AUAR) that analyzed the transportation impacts of vehicular, transit, bicycle, and pedestrian modes within the site and in the surrounding area. The analysis determined that along with specific
traffic improvements the area transportation network and the transportation network within the site (as can be seen on the master site plan) can safely support the redevelopment for all modes of transportation. Individual site plans will be required to meet this finding and relevant mitigation identified in the AUAR.

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

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

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

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

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

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


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

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

1. The minimum commercial requirement for the F6 district must be met.

2. The Ford Site Master Site Plan shall be updated every 5 years during the development of the Ford Site with dwelling units and GFA for Retail & Service, Office & Employment, and Civic & Institutional in coordination with the environmental review (AUAR) update.

3. The Ford Site Master Plan shall be updated every 5 years during the development of the Ford Site with percentages of Housing, Retail & Service, Office & Employment, and Civic & Institutional by F Zoning District in coordination with the environmental review (AUAR) update.
Langer, Samantha (CI-StPaul)

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

Sent from my iPhone

Begin forwarded message:

From: Heidi Schallberg <heidils@gmail.com>
Date: March 12, 2020 at 8:16:01 AM CDT
To: "Dan.edgerton@stantec.com" <Dan.edgerton@stantec.com>, "Pereira, Luis (CI-StPaul)" <Luis.Pereira@ci.stpaul.mn.us>, "Mohan, Menaka (CI-StPaul)" <Menaka.Mohan@ci.stpaul.mn.us>, "cedrick.baker@gmail.com" <cedrick.baker@gmail.com>, "adejoy@esndc.org" <adejoy@esndc.org>, Nathaniel Michael Hood <nmhood@gmail.com>, Kristine Grill <kristinemariongrill@gmail.com>, Bill Lindeke <blindeke@gmail.com>, "christopher.james.ochs@gmail.com"
#CI-StPaul_Ward3 <Ward3@ci.stpaul.mn.us>, #CI-StPaul_Ward4 <Ward4@ci.stpaul.mn.us>, "Brendmoen, Amy (CI-StPaul)" <amy.brendmoen@ci.stpaul.mn.us>
Subject: Comments on Ford Site zoning amendments request
Reply-To: heidils@gmail.com

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

Zoning Committee Members, Council Members, and city staff,

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

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

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

We should be taking this opportunity to use new street designs to help us with our critical policy goals related to the climate crisis, safety, and the need for mode shift. There is no clear reason to abandon the shared street in the master plan for a standard design. I've been told this is consistent with the City's adopted Pedestrian Plan that states that all newly constructed streets will have sidewalks on both sides.
of the street. That plan can be amended just as much as anything else to allow for the shared street concept. It feels disingenuous to use that plan to remove the shared street from the Ford site master plan.

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

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

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

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

Thanks for your consideration.

Sincerely,
Heidi Schallberg
Transportation Committee Member
706 Mississippi River Blvd S Apt 204
55116
March 12, 2020

Dear Members of the Zoning Committee,

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

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

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

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

Kathryn McGuire
2203 Fairmount Avenue
Dear Samantha,

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

They are requesting:
- a further increase in the number of housing units, adding to the already high housing density;
- a reduction in the amount of publicly accessible open space by counting rooftops as "open space!"
- a large increase to the size of some building footprints from 70% to 955 of the lot, which would nearly eliminate any green space on some building lots; and
- a decrease in some building setbacks, resulting in further encroachment of oversized buildings on streets and pedestrian walkways.

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

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

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

Sincerely,

Beth Friend

15 Orme Court

St. Paul, MN 55116
From: Jeff Zaayer <jeffzaayer@yahoo.com>
Sent: Wednesday, March 11, 2020 2:51 PM
To: Pereira, Luis (CI-StPaul) <Luis.Pereira@ci.stpaul.mn.us>
Cc: Dan.edgerton@stantec.com; Tolbert, Chris (CI-StPaul) <chris.tolbert@ci.stpaul.mn.us>
Subject: Ford Site Zoning and Public Realm Master Plan Amendments Comments

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

Luis and all,
I am writing to express my concern and opposition to some of the amendments to the ford site master plan that are a step backwards from a site that is built to be a 21st century community that is livable for all its residents and surrounding community members. There are 3 points that I take issue with and they are listed as follows:
Opposition to the proposed reduction of commercial in F6 zoning to Zero. The initial plan included commercial zoning in F6 to increase walkability in this area, and create vitality near the ball fields and the significant number of residents in this area. Removing this zoning will centralize commercial in one area and undermines the initial plan for more integrated community space throughout.

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

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

Sincerely
Jeff Zaayer
1750 Saunders Ave
Saint Paul MN 55116
952-237-6942
Dear Ms. Langer and Zoning Committee Members:

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

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

Sincerely,

Catherine Hunt
2081 Highland Parkway
St. Paul, MN 55116
PLEASE SUBMIT TO THE ZONING COMMITTEE PRIOR TO PUBLIC HEARING – March 12

Dear Ms. Langer (Zoning Committee Secretary):

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

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

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

Regards,

Bruce Hoppe
531 Mount Crue Blvd

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

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

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

Thank you,

Rose Sherman
525 Mount Curve Blvd
St Paul 55116
rasherman@gmail.com
Dear Members of the Zoning Committee,

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

Thank you!
Renate Sharp
536 Mt. Curve Blvd.
St Paul, MN 55116
These are terrible moves, taking us in the wrong direction:

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

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

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

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

We can certainly do this.

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

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

https://www.livablefordvillage.com

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

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

Sincerely,
Georgiana Podulke
1689 Dayton Avenue
St. Paul, MN 55104
(651) 645-1065
Hello, I am writing to voice my strong opposition to the changes proposed for the development to the Ford Site. I live at 519 Mount Curve Blvd and have participated in virtually all the meetings on this issue over the last several years. I had been very impressed by the community engagement and the willingness of people to come together and find a compromise.

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

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

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

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

Emily Saunders 1609 Ford Parkway
To whom it may concern,

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

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

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

Thank you for your time.

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

Tanya Adelman

Sent from my iPhone
Hi Samantha,

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

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

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

Thank you

Jacquelyn Thorson
Date: March 8, 2020
From: Merritt Clapp-Smith, former Saint Paul City Planner and resident at 228 East 8th St, 55101
To: Zoning Committee of the Saint Paul Planning Commission

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

Dear Zoning Committee Members,

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

1. TOWNHOMES

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

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

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

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

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

My Comment: The rationale for the change is logical. The 150-foot width limit was intended to encourage design variation along the block face. However, that may now be addressed in the design standards for the site. Proposed change okay if there is some requirement for façade variation at regular intervals along the block.
1d) Adjustments to the Townhouse maximum lot coverage by buildings from 50% to 60%. 

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

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

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

2. AFFORDABLE HOUSING

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

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

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

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

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

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

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

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

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

My Comment: Ryan’s rationale makes perfect sense.

4. BUILDING TYPE REQUIREMENTS

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

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

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

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

5a) Adjustment to the Woodlawn Ave roadway section.

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

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

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

- The National Association of City Transportation Officials (NACTO)

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

Woodlawn Lane (South)

Woodlawn Lane is a shared lane for local travel only to the adjacent blocks and residences. There is an intersection within the 23-foot wide right of way to separate cars, pedestrians and bicycles. All users will share the lane and travel speeds will be very low. Since pedestrians and bicyclists are intended to use the lane for travel, there is no adjacent boulevard or sidewalk space. A private setback for vegetation and driveways will separate buildings from the roadway.
Ryan Amendments 1 – Woodlawn as 30-foot ROW with curbs and ped separated space (the description in the plan didn’t change, but the section clearly did)

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

Ryan Amendments 2 (proposed) – Woodlawn as 30-foot ROW with curbs, boulevard and then sidewalks
Comments Continued...: During preparation of the Ford Site Master Plan, Planning and Public Works staff went through extensive conversations regarding the narrow, shared lane concept. Despite being ‘new’ and non-traditional, the group eventually agreed to include it in the recommended Master Plan. The shared lane design was reviewed by the Ford Task Force and at numerous community meetings and was a widely embraced and supported design.

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

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

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

A shared lane design can accommodate parking too, as shown in the photo on the next page.
The National Association of City Transportation Officials (NACTO) has good information about shared streets and how to design them. [https://nacto.org/publication/urban-street-design-guide/streets/residential-shared-street/](https://nacto.org/publication/urban-street-design-guide/streets/residential-shared-street/)

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

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

6. SIGNAGE

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

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

In Conclusion

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

Thank you,

Merritt Clapp-Smith