

Testimony regarding 22-088-531 1883 Norfolk Rezoning and 22-088-679 1413 Sue / 1883 Norfolk CUP & variances

Brian Arbuckle

1864 Munster Ave, St. Paul, MN 55116

Dear Zoning Committee Members,

As a 20yr resident, I ask for you to take the needed time to review this project and better understand the neighborhood point of view. A few good neighbors have sold their homes believing the city will approve this project. The remaining residents in this quiet single family & senior living neighborhood are united in our disapproval.

- I believe Presbyterian Homes is calling this project “workforce” housing to gain approval of rezoning the final lot from R3 to RM2 and construct high density apartments. They intend to scrap the 2018 approved parking plan and go after the big money (not affected by new rent control laws). The neighborhood unrest began with Presbyterian Homes lack of communication before the HDC vote. At the HDC meeting Presbyterian Homes (Sam Jagodzinski) said he engaged with the residents and the community was notified. This is disingenuous to neighbors and the HDC committee. I believe our representatives should have the opportunity for community feedback **before** voting on this important issue. I propose they be given more time to hear from their constituents and hold another vote. Most neighbors believed this project was an expansion of senior living (including myself) and people are still finding out it's not. Maybe HDC will vote the same, but it will be an informed vote representative of the people.
- PH (Presbyterian Homes) has indicated that the non-employee tenants will be firefighters, nurses, teachers, and emergency responders. (I do not consider these workers to be "transit oriented" to meet RM2 standards) Assuming our occupational heroes including PH employees do not own cars, this location is not pedestrian friendly or transit oriented. Zillow walk score 41/100 (**car dependent**) Bike score 53/100.

Sec. 66.216. - Intent, RM2 medium-density multiple-family residential district.

The RM2 medium-density multiple-family residential district is designed for multiple-family residential and supportive, complementary uses. Its intent is to foster and support pedestrian- and transit-oriented residential development and provide for infill housing to meet a variety of housing needs.

- PH has indicated that most of the tenants will walk to the bus stop 4-blocks away. The St. Paul zoning map would indicate that this small area zoned as RM2 is the farthest location from transit in the Highland/Groveland area. The adjacent senior housing zoned RM2 is different altogether, busses are provided to its tenants, most don't have cars. Our roads are poorly plowed in the winter months and the bus stop lies at the bottom of a steep hill. On icy days my kids ask for a ride to the bus stop located next to city bus stop.
- PH has indicated that the building will be partially filled with its own employees that **might** use public transportation. PH would not comment on percentages of employee car ownership. Based on meetings with PH (request by residents) it appears that roughly 20 units will be workforce tenants. Most of these tenants will drive or bus to other PH

facilities. Since the proposed “workforce” housing will have average to above average rent rates, these employees would be better off living near their place of employment at a lower cost. PH pays its workers below average wages while charging Senior residents well over the MN average. If PH is not willing to incentivize employees with fair wages and/or providing actual affordable housing, then they will likely continue to have worker shortages. Saying this is affordable housing for the workers is misleading.

- I believe the term “workforce” is misleading and is being used to win public support. It’s become clear that “workforce housing” will be a regular apartment building with regular rent rates. I believe car ownership will be in line with other new apartment buildings that are distant from shopping areas or public transportation.
- The fire Department should be involved in this conversation because of all the cars this proposal adds to the Senior Living access roads and entrance. The Fire Department says they are currently having difficulty accessing the Senior Home on a regular basis (2-3 times per day). This is a life safety issue due to the current high volume of cars, narrow streets, lack of continuous sidewalk (S side of Norfolk).
- The proposed “Workforce” facility lacks green space in exchange for maximum rentable units. Without greenspace and balconies, where do people hang out or get fresh air? Where do smoke breaks take place, where do kids play, is there room for seniors to get down sidewalks/streets since there will be more congestion. Will sidewalks/streets have more trash than current staff hangout areas? Adding high density apartments with almost nowhere for the tenants to be outside doesn’t seem like a healthy lifestyle.
- PH has been an absent landlord for at least one of the two current single-family tenants. Neighbors have filed complaints about cigarette butts, liquor bottles, loud groups of employees on smoke breaks near homes, and speeding cars. Why would they run “workforce housing” any differently?

Streets and safety are a big concern for the neighborhood. When I asked Presbyterian Homes if they had a backup plan if cars exceeded the parking capacity, no comment. When I asked if they would limit renting to tenants if car ownership exceeded capacity, I was thanked for my great question and no comment. Here are some of the issues I see with the added vehicles and areas not being addressed.

- In 2018 two of the three lots on the building site were rezoned RM2 to resolve parking issues. (Zoning Committee Staff Report Feb 15, 2018, File # 18-024-461) In this report Presbyterian Homes acknowledges the need for parking and was approved to construct a fenced 52 space parking lot. Now that these lots have been rezoned to take cars off the streets, PH is now proposing a plan to do the opposite by adding cars to the streets. PH says it’s no big deal to rezone the final piece of land to match the RM2 land that was zoned for parking reasons. On top of that a height and setback variance is being pursued! Was the parking lot ever going to happen or is this part of a grand plan to build mega apartments? I would like to think zoning will continue to address the parking issues addressed in 2018 and PH will follow the intentions of why they were rezoned.

- It's my understanding that PH rents the parking lot from the church. What if the church sells the land? Where do the 52 cars park? On top of that we are looking at another 50 added cars from the proposed "workforce" housing. Rather than fix a parking solution PH is doubling down on the parking issue. What are the neighbors supposed to do when these problems arise? PH will not comment on any sort of contingency plan.

Here are comments from Presbyterian Homes narrative in the staff report

- ***"The property must be rezoned from R3 to RM2 to allow the parking spaces in the abutting zoning lot to serve the residential facilities in the RM2 zoning district."***
- ***"While we do have parking it has not been sufficient enough to accommodate the residents of our community, their families, visitors and especially staff. Until recently, all excess parkers have utilized any available spot located on the surrounding streets. This has led to several calls from nearby neighbors who have complained about lacking of available parking for their use."*** It seems Presbyterian Homes is very aware of the parking problem. They are also aware of the current complaints regarding the lot they are renting. This has been a huge problem for the neighbors next door with noise, smoking and littering on a regular basis.
- PH voices concern in 2018 narrative that if the church were to sell in the future it would end their parking agreement. ***"and add detrimental parking back onto the streets"***
- Another comment ***"We presented our plan at the Highland's District Council and learned that our neighbors are, in fact, very unhappy with the street parking from our community. As you are aware, they have issued the discontent to the city in the past"***

The 2018 Zoning Report reiterates Presbyterian Homes parking concerns and is supportive of a parking lot. We as neighbors also support a parking lot as a long-term solution for ***"the residents of our community, their families, visitors and especially staff"***. If PH has already purchased the parking lot, then it would solve Senior living facility needs. I believe we will have around 50 added cars to our residential streets if "workforce" housing is constructed on the approved parking lot location. RM2 references "complementary uses". Based neighborhood feedback and the staff report, a parking lot would indeed compliment the neighborhood and high-density apartments would have the opposite effect.

I understand the need for progress and forward thinking. However, I can't understand why this project is being proposed at such a scale, especially with known parking/accessibility issues. Why not build affordable senior living where less parking is needed? If Presbyterian homes has not already acquired the parking lot they are renting, why is this housing project even being considered. Two thirds of this land was re-zoned to accommodate Presbyterian Homes current parking issue. How's that going to be addressed? I feel strongly that rezoning this land or granting variances will have negative effects on my neighborhood.

Thank you,

Brian Arbuckle

From: [Barbara Fitzpatrick](#)
To: [*CI-StPaul_PED-ZoningCommitteeSecretary](#)
Subject: Zoning Committee re 1883 Norfolk Ave
Date: Friday, September 2, 2022 2:27:25 PM

To City of St. Paul/Planning & Zoning,

Re: Zoning case 22-088-531

I wish to express my objections to the variances regarding two apartment buildings at 1883 Norfolk Ave.

The density and the height is too much for the space and this area. Parking will be a premium, and greenspace will be limited.

It is said that there is a housing shortage in St. Paul. I see new large apartments being built in many areas of the city, including Highland Bridge and Lexington Landing.. The statistics show that St. Paul is losing residents.

Anything built at 1883 Norfolk should be a maximum of three stories, and have adequate parking.

Sincerely,
Barbara Fitzpatrick
1920 Graham Ave. #400
St. Paul, MN 55116

Anything at 1883 Norfolk, should be a maximum of three stories, with adequate parking.

From: [Ben Sandvik](#)
To: [*CI-StPaul_PED-ZoningCommitteeSecretary](#)
Cc: [Tolbert, Chris \(CI-StPaul\)](#)
Subject: 1883 Norfolk Ave
Date: Wednesday, September 7, 2022 12:00:25 PM
Attachments: [image001.png](#)

Hello,

I am writing in response to the proposed action being taken by Presbyterian Homes at the address of 1883 Norfolk Ave. The concepts they have presented are very alarming. For the most part this corporation has been very secretive about their plan and motives. I feel that if they truly felt what they were doing was a just and noble cause they would be shouting this plan from the rooftops to celebrate what a special concept they are bringing to a neighborhood. That is clearly not the case. I do understand that large businesses being sneaky is not a reason for your committee to deny this rezoning but there are other objections that I do feel make this project a square peg in a round hole.

I have lived in this neighborhood for over 14 years, as have many of my neighbors. My wife and our children love living in Highland Park. Adding a large group of short-term residents will completely alter the culture and feel of this neighborhood that I feel is what makes St. Paul and specifically Highland a fantastic place to live.

The addition of 72 units with next to no parking will be a major problem for a neighborhood already tight on parking. As you know, these older St. Paul homes predominantly only have parking for one car in their garages, this leaves most homes with a minimum of once car on the street. These streets will be complete chaos when 50+ cars are added to the mix and that's not even considering visitors or events at the church on the corner of Norfolk Ave which regular fills the streets with cars for every service. Furthermore, the parking situation in the winter is very challenging when large amounts of snow hit the ground. Typically, Graham and Muenster Avenues are not plowed right away when snow emergencies occur. I understand that there are far more major vessels that need plowing first. My concern is that if the streets are loaded with additional cars there will be zero parking for snow emergency and night plow routes. As you know, the current senior living facility on the block gets frequent fire and paramedic visits. Car lined streets with very little wiggle room in the winter months will make it a major challenge for these first responders to come to the aide of these senior residents. I for one would not be a fan of my loved ones having to live in such a place.

To summarize the reasons my family objects to the plan –

- This neighborhood and these streets were not designed for this much density
- Kids and seniors need to feel safe walking this neighborhood without fear of traffic congestion which leads to careless driving
- First responders need a clear and quick route to potentially provide life saving services. The current plan will destroy that
- Wrecking a neighborhood charm and appeal for a business trying to rezone from R3 to RM2-Multi Family for the purpose of 72-unit work force housing unit
- No good public transportation options within 4 blocks of proposed build site. Roads leading to bus stop do not currently have sidewalks on either side of Sue Street and only 1 sidewalk on Prior Ave. How can they claim this is good option for pedestrians?
- This will cause property values to plummet

- The removal of green space this close to the Mississippi River
- Keep Highland Parks' small town charm

Ben Sandvik
1873 Graham Ave
St. Paul, MN 55116

Zoning File Number – 22-088-531
Property address – 1883 Norfolk Ave

Thank you for your time and commitment to keeping Highland Park the neighborhood we all know and love,



Ben Sandvik
Minnesota Chain Manager
Johnson Brothers
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St. Paul, MN 55116
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Thank you

Testimony regarding 22-088-531 1883 Norfolk Rezoning and 22-088-679 1413 Sue/1883 Norfolk CUP and variances.

Brad Anderson
1407 Prior Ave. S.
Saint Paul, MN 55116

8 September 2022

Dear Zoning Committee,

I am writing to express my opposition to the proposed rezoning that would result in high density apartments and unsupported demand for parking in my neighborhood.

I was shocked to learn of the proposal to build five story apartment building during a chance meeting with a neighbor. No attempts were made by Presbyterian Homes (PH) to inform me of the proposed rezoning/project. To this day I have received correspondence from PH regarding their plans. This is the second negative experience I have had with PH.

I live directly next to the parking lot at the corner of Norfolk & Prior Ave. S. and have experienced countless instances when PH employees would engage in excessively loud conversations while smoking and littering in the parking lot. Coincidentally, the parking lot has become an eyesore of empty alcohol bottles, cigarettes, abandoned vehicles, overgrown vegetation, dead trees, bags of trash, and other abandoned large household items. These behaviors and collection of garbage did not exist a couple years ago and represent a stark contrast to the respected neighborhood I moved into a decade ago. On 2 August 2022, at the Highland Park Library, Sam Jagodzinski informed members of the neighborhood that the "genesis" of the "workforce housing" proposal was to provide "affordable" housing for PH employees. If past PH employee behaviors are any indication of the future, I have grave concerns for our neighborhood in a high density situation.

I enjoy living next to my Senior apartment neighbors. I accept the fact that Senior residents will host family members on a regular basis and that congested street parking will continue to exist. Add to that the hundreds of people attending local church services and little to no street parking is left for home owners. If high density apartments are allowed, our streets will exceed the highest density neighborhoods in the Twin Cities. It will create chaos and frustration.

In closing, I ask the zoning committee to consider the impact to our neighborhood should high density apartments be built. Instead of apartments, a parking lot should be built to accommodate the current unmet need for parking. PH has the means to create workforce housing at other local vacant sites. Please do not allow the character of our neighborhood to be changed forever.

Sincerely,

Brad Anderson

From: [Camila Laval \(Hanson\)](#)
To: [*CI-StPaul_PED-ZoningCommitteeSecretary](#)
Cc: [Yust, Adam \(CI-StPaul\)](#); [#CI-StPaul_Ward3](#); [Tolbert, Chris \(CI-StPaul\)](#)
Subject: Testimony regarding 22-088-531 1883 Norfolk Rezoning and 22-088-679 1413 Sue / 1883 Norfolk CUP & variances
Date: Wednesday, September 7, 2022 3:59:47 PM

Testimony regarding 22-088-531 1883 Norfolk Rezoning and 22-088-679 1413 Sue / 1883 Norfolk CUP & variances

Ian Hanson and Camila Laval Hanson, JD
1904 Norfolk Ave, St. Paul, MN 55116

Dear Zoning Committee Members:

As neighbors of the proposed project, we would like to submit the following arguments against the applications submitted by Presbyterian Homes.

1.

Lack of parking. Norfolk Avenue is overcrowded with parked cars as it is.

a.

Churchgoers. There is a busy church 500 feet away from the proposed project, and churchgoers utilize Norfolk to park because the church's lot does not have enough parking for them.

b.

Visitors. There is a senior living facility across the street from the proposed project area. Friends and family of residents frequently utilize Norfolk to park while they visit residents.

c.

Employees. Employees working at the senior living facility across the street from the proposed project area often utilize Norfolk street to park.

Presbyterian Homes proposes roughly 35 parking spots for 72 units, making it **less than half a parking spot per unit**. The [average car ownership in St. Paul is 2 cars per household](#). This would mean around 105 extra cars looking to park on our already crowded street – an unnecessary externality that would be easily addressed by adding an extra level of underground parking or having a shorter building with fewer units.

Presbyterian Homes counters that many of the residents will not own cars but does not state a basis for this assumption. **1883 Norfolk** has a [walk score of 41](#), which is less than the [city average of 60](#), meaning that it **is more dependent on cars than the average St. Paul address**.

In brief, there will likely be an extra 100 cars trying to park on a street that is already overcrowded by the parking needs of churchgoers and family and friends of residents at the senior living facility across the street.

2.

Lack of green space. The proposed project does not contemplate green spaces or decks/balconies for residents. This brings forward the following issues.

- **Littering.** Employees of the senior living facility across the street, who are the prospective tenants of the proposed housing development, already make it a habit of smoking, littering, and simply "hanging out" in our front yards and that of our neighbors. Cigarette butts, used masks, food wrappers, and even glass and alcohol bottles in our front yards are an almost daily occurrence for Norfolk residents.
- **Children safety.** Many of the tenants will likely have children. The lack of green spaces in the proposed project makes playing on the street a possibility. However, the constant traffic of churchgoers and people visiting residents at the senior living facility across the street, as well as the daily parade of paramedics and ambulances responding to calls at the senior living facility, make Norfolk a dangerous street for children to play.

3.

The project does not help address the lack of affordable housing. Presbyterian Homes states that the reason for pursuing this project is helping staff, who earn between 60% and 80% of the area median income, find affordable housing. The proposed project will not solve this problem. Presbyterian Homes will charge rent starting at \$1200 for a studio. However, [the average rent in St. Paul is \\$1123 for a studio](#). **How does a proposed rent that is higher than average help with the lack of affordable housing?**

For the above-stated reasons, **please do not approve the rezoning proposal. And if you do, please demand that Presbyterian Homes reduce the unnecessary negative externalities by demanding at least (1) one parking space per unit, (2) decks or balconies at each unit, and (3) green spaces for residents.**

Respectfully,

Ian Hanson and Camila Laval Hanson, JD
1904 Norfolk Ave, St. Paul, MN 55116

From: [DAVE YAEDKE](#)
To: [*CI-StPaul_PED-ZoningCommitteeSecretary](#)
Subject: zoning file #22-088-531
Date: Wednesday, September 7, 2022 6:02:30 PM

name: Dave & Linda Yaedke
address: 1871 Norfolk Ave. st.paul, mn. 55116
testimony re: 22-088-531 1883 Norfolk Av rezoning and 22-088-679 1413 Sue
ST./1883 Norfolk CUP & variances

My property line is 30 yards from where they want to build. We have a privacy fence that makes our back yard quite private. With a 5 story building across the street from me, there will be residents looking right down into my once private yard. We are very concerned for the lack of parking they will have and the lack of green space for children to play. The street is not the place to play. None of the residents living around this area received any kind of notification that Pres. Homes was going to do this project as they claimed they did. They say they are going to use a lot of those apts. for their own employees. That would be discrimination. They are building a 300 unit in the Ford Pky. project. We feel that would be a much better fit for workforce housing. No single family homes in the area, plenty of shopping and places to eat within walking distance and most of all transportation access. If it is approved we are not against elderly people living there in that they usually have less or no cars at all. Probably no children living with them and less likely to commit a crime.

We, of course, DO NOT want a building approved at all.

Dave & Linda Yaedke

From: [Elise Knopf](#)
To: [*CI-StPaul_PED-ZoningCommitteeSecretary](#)
Cc: [Tolbert, Chris \(CI-StPaul\)](#)
Subject: Presbyterian Homes opposition
Date: Thursday, September 8, 2022 10:19:23 AM

To whom it may concern,

My name is Elise Knopf and I live at 1886 Munster Avenue North, St. Paul, 55116. I am writing in regards to zoning file 22-088-531 and property address 1883 Norfolk Avenue, and the proposed development of workforce housing.

I believe Presbyterian Homes has not been transparent about their proposal and they have not carefully thought through their business model nor given any regard to the negative impact this would have on our residential neighborhood. They also have had no regard for engaging our community in this process.

I am opposed to this proposed development and am sending this email to be on record.

Thank you,

Elise Knopf
1886 Munster Avenue North
St. Paul MN 55116

From: [Liz](#)
To: [Tolbert, Chris \(CI-StPaul\)](#); [*CI-StPaul PED-ZoningCommitteeSecretary](#)
Subject: Zoning variance
Date: Tuesday, September 6, 2022 7:24:48 AM

22-088679 and 22-088532 1883 Norfolk Ave, 1891 Norfolk Ave, 1413 Sue St

Elizabeth Sampair
1845 Graham Ave St Paul MN 55116

Zoning committee,

I am a homeowner at this address since 2012. I have lived in St Paul for a majority of my life.

I ask you to vote NO to the variance PH is requesting for the reasons below. This planned apartment building is too tall, with too many units, that does not have adequate parking for my neighborhood. My neighborhood is mainly very modest sized bungalow/rambler homes built in the 50's. Because of the size of our lots many homeowners need some street parking for our family vehicles. In 2018 this land was rezoned for a parking lot for workers and visitors to PH assisted living and independent living apartments. It was never completed. PH now wants another variance to add 72 apartment units on that land basically built corner to corner. Adding more people without adequate parking. PH will also be removing many mature beautiful trees. PH assisted living and senior apartments are mostly brick that have dimension, curves, patios, decks, benches, tables and sitting areas placed throughout the properties. The planned apartments have none of that. They are flat and straight up. No dimension, style, patios, decks, or green space planned. This "new" style apartment complex does not belong in the middle of our quiet neighborhood. We can all see the horrible styling of the architects that PH uses with the awful looking senior buildings they are putting on W 7th street. They are not only the ugliest buildings in St Paul, they block all the light for the houses on Lexington PKWY. This planned building height will block all the light and views from the decks the seniors have on the West side of their building.

We have been told this is for housing employees that can not find affordable housing. Many will not own a vehicle. Actually said to me "they will ride bikes to work." Nurses, firefighters, and families will live here. I am not sure about riding bikes to work on the night shift in the middle of Winter in Minnesota. My neighborhood has very limited public transportation and certainly not 24 hours a day. My neighborhood is landlocked by HWY 5 and the Mississippi River. The main road in is a very dangerous intersection at the entrance to HWY 5 and Munster. There is a very large member Ethiopian church across the street from the assisted living. When they have services it draws hundreds of vehicles from across the cities. They require street parking on all surrounding streets. They have services on the weekends and during the week.

There are no planned decks, patios, or green space. We have been told that families will live here. Where are the children going to play, in the street? The closest park is few blocks away, down a steep hill and across a busy street. The safety of our seniors will be a daily concern. We have many seniors walking the neighborhood daily, many with limited mobility. My neighborhood can not handle the many additional vehicles and people.

My neighborhood is not walkable to grocery or shopping in general. The Highland Village is

two miles (one way), and Sibley Plaza is also not close enough for shopping without a vehicle.

If PH must build something, please cut the size in half, with architecture that fits with the neighborhood, at least one parking spot per unit, a place for residents to get outside and kids to play. What about affordable housing for seniors? PH is one of the largest corp in MN and has the money to pay their workers a living wage without forcing taxpayers to subsidize their employees. A building of this size needs to be in a spot more accessible to public transportation, park land, and walkability to shopping.

Please vote NO!

Elizabeth Sampair

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Liz Sampair

From: [Kyle Gikling](#)
To: [*CI-StPaul_PED-ZoningCommitteeSecretary](#)
Cc: [Tolbert, Chris \(CI-StPaul\)](#); maggiejogogin@gmail.com
Subject: 1883 Norfolk Ave - Rezoning Issues (#22-088-531)
Date: Thursday, September 8, 2022 1:35:04 PM

REF: 1883 Norfolk Rezoning (File #22-088-531)
REF: 1413 Sue St / 1883 Norfolk Variances (File #22-088-679)

Kyle Gikling & Maggie Gogin
1841 Graham Ave W, St Paul, MN 55116

Dear Zoning Committee Members,

I'm reaching out to voice the many concerns myself and the neighborhood share regarding the contradictions and blatant issues that arise from the proposed rezoning of 1864 Munster Ave, and subsequently proposed variances on set-back and height, that Presbyterian Homes is seeking.

First, the Zoning Committee's 2018 report and recommendation (File #18-024-461) to the City Council to rezone 2 of the 3 parcels of land in question from R3-Single Family to RM2-Multi Family. The rezoning was required since at the time they were proposing the construction of a 53-car fenced parking lot to decrease the use of on-street parking by employees, visitors, and residents of The Highlands and Highland Path senior and assisted living facilities – which was ultimately recommended by the Zoning Committee and approved by the City Council.

I'm unsure how many current members were on the zoning committee in 2018, however, this shows the history of why 2/3rds of the site are currently zoned RM2-Multi Family. The current zoning was allowed to correct the current parking issues in the area. It is absurd that 5 years later, after existing concerns have failed to be addressed, that Presbyterian Homes would propose rezoning the last parcel of land from R3-Single Family to RM2-Multi Family to construct a 72 unit "workforce housing", and that the city would even entertain it.

Additionally, if half of the 72-unit complex are 2-bedroom apartments, we're talking about potentially 108 additional cars onsite once occupied. Their proposed plan has something like +/-38 total stalls, 12 of which are surface lots. I'm not even 100% sure because of Presbyterian Homes' lack of communication. They've tried to get this passed as quietly as possible from the beginning.

Presbyterian Homes has consistently been unable to provide concrete answers to any of the neighborhood's valid concerns. When asked with a simple question such as, "how many of the 72 units are 2-bedroom apartments?" – we're met with answers such as, "I can't remember the exact number". Lead Project Manager for Presbyterian Homes, Sam Jagodzinski, even conceded that "Work Force Housing" is an "experiment" by the company. It is a made-up term to win over the City Council. They have no idea how many employees of Presbyterian Homes will truly live there, or who else will occupy the remaining units. It is disingenuous to call this affordable housing for employees, as there is no way to enforce who Presbyterian Homes ultimately decides to lease the units to, or for how much rent once the complex is built.

In an effort to make this shorter, here's a list of many other concerns:

- Increased vehicle traffic and lack of access points. Most vehicles will be entering at the intersection of Munster Ave and Edgumbe Rd, which is already a dangerous intersection as Hwy-62 on-ramps and off-ramps turn directly into a city street. Speeding cars at this intersection is already an issue, of which more cars will come flying through the residential streets at Munster, Norfolk, and Graham.
- Our streets are already narrow and very poorly plowed in winter months. The increase in on-street parking paired with snow banks will make everyday traffic and emergency vehicle access much more difficult, and snow emergencies will be a complete disaster.
- The Fire Department and ambulances drive to the senior homes several times a week. Just last week I watched as a fire truck had to perform a 3-point turn to make a routine right-hand turn at Graham Ave and Prior Ave S around 7:00pm.
- Presbyterian Homes claims most residents won't drive cars. This is hard to believe as the site is at least a 4 block from the nearest bus route, which someone without a car would need to walk to each time they wanted to go anywhere, since there are no walkable amenities such as grocery stores, gyms, convenient stores, etc. The site is clearly not appealing to renters without vehicles.
- Lack of green space and play areas for children in exchange for maximum rentable units for Presbyterian Homes. There are so many reasons why this is a clear issue.
- Additional trash and noise directly next to a senior living center and single-family homes, which is an issue Presbyterian Homes has already proven to manage poorly.
- Height of the building will block out natural light for existing single-family homes and senior living units neighboring the proposed building.

It would be an insult for Presbyterian Homes to be granted the rezoning given the history of the parking issues at the site, and a huge slap in the face if they're granted the proposed variances in set-back and building height as well. If Presbyterian Homes is tragically successful, they should have to at least build within the RM3 zoning codes and increase the plan for maximum amount of underground parking. Though, the approval of this development in any form would be a massive detriment to what is currently a nice, quiet, peaceful neighborhood of single-family homes, churches, and senior homes – with an existing parking issue!

Kyle Gikling & Maggie Gogin
1841 Graham Ave W, St Paul, MN 55116

From: [Ian Hanson](#)
To: [*CI-StPaul_PED-ZoningCommitteeSecretary](#)
Subject: RE: Opinion on Proposed Development 22-088-531, 1883 Norfolk Avenue
Date: Thursday, September 8, 2022 1:17:53 PM

Hello City of St Paul Zoning Committee.

I am writing in regard to the proposed zoning change for 1883 Norfolk Ave that will give permission that will make possible the construction of the planned monstrosity that is a 72 unit, 58 foot tall apartment building that no one in the community wants or approves of.

This construction project, to bring 70+ units worth of renters into our quiet neighborhood in just 0.8 acres of land is an abomination, and will significantly degrade the quality of life of our neighborhood for the foreseeable future. There is no good reason to have that many renters, in that tall of a building in a tranquil neighborhood, and will result in many long-standing residents leaving for good since they do not want to live next to a rotating cast of 70 households of people. Plus the day to day lives of these renters will be poor for what they will be paying for. Living in tight quarters with no green space, no walkable attractions/shopping nearby, no yards, and fighting for parking with each other and longtime residents. These residents will likely clash with neighbors constantly since they will have nowhere to recreate except for the streets and sidewalks. Good luck raising a family in or around that environment.

On a typical block in this neighborhood, there are ten houses per side, with a St Paul average persons per household of 2.6. That means 26 people for an entire block side, which is 890 feet of street length alley to alley. This proposed building only has 525 feet of public street space, and they will be cramming in around **140** people into that space, Considering that would be too small for the current **26** people by about 40%, this is going to create an extremely unpleasant living environment for all involved (including neighbors) due to the poorly thought out, cramped nature of this profiteering, irresponsible project.

There are thousands of units planned or being built in the Highland Bridge development two miles away that can provide housing options, not to mention the current available units for rent. A quick Zillow search shows there are 332 units available in St Paul for under \$1500 per month. Many of these are better value than the proposed units, and in more walkable areas. In addition, there has been little population growth in St Paul over the past few years - it is my understanding the population has actually contracted since 2020. So forcing this building project on the premise of needing more housing options is a farce, and laughable. These units are not good value, are not good for the neighborhood, will provide a low quality of life, and will only provide value in the form of profits for the building owner. St Paul should **NOT** allow this.

I think St Paul should focus on improving the quality of its existing housing offerings by holding building owners accountable for maintenance and tenant requests through a public rating system. Check out the Google Reviews of nearby apartment buildings to see what I mean. St Paul should also focus on finishing the construction at the Highland Bridge to add housing availability for renters. Those hundreds of units in convenient locations combined with the already existing inventory render the construction of this building entirely unnecessary. **You can, and should, leave this high quality neighborhood undisturbed and allow families to keep living in the peace they originally sought out by moving to this**

area.

We have a two year old daughter, and are expecting another child this winter. If this terrible building project is approved, we will likely be leaving our current house as a result. We do not want to live next to 140 people when we are currently living next to about twenty. We will likely leave St Paul for good unfortunately to seek out a quiet neighborhood in a different location, another family lost from St Paul. I grew up in a suburb, and would prefer to live in the city neighborhood we are currently in. However, if the neighborhood character is allowed to be drastically and irreversibly changed for the worse against the will of the people, I do not see how we could continue to stay. I know multiple nearby residents have already sold their properties knowing this project is in development. Please, I ask you to REJECT this zoning change, and keep our neighborhood as it is.

As an alternative, I believe the property owners should relieve their ownership, portion out these 0.8 acres into six to eight parcels for single family home or duplex construction, and sell the land to those that wish to build.

The new homes built by area builders can be purchased and enjoyed by the community for years to come, and we can welcome new members to our community for the long term. And owners of these new homes could build equity, and wealth to pass on to future generations as other nearby homeowners, instead of enriching the well-off building owners and having nothing to show for it. Putting in 70 families in this space would be a mistake, and irresponsible.

Thank you for your time.

Personal Details:

Ian Hanson

My Residence: 1904 Norfolk Ave, St Paul, MN 55116

Zoning filing number: 22-088-531

Zoning Property Address: 1883 Norfolk Ave

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Ian Hanson

From: [Penny phillips](#)
To: [*CI-StPaul_PED-ZoningCommitteeSecretary](#)
Subject: Fwd: ZF #22-088-531, 1883 - 1891 Norfolk Avenue
Date: Thursday, September 8, 2022 9:35:23 AM

Subject: comments on proposed development

RE: ZF #22-088-531, 1883 – 1891 Norfolk Avenue

Comments on requested rezoning, requests for variances and request for a conditional use permit.

I am Joseph McKinley. I reside at 1896 Norfolk Avenue, Saint Paul, Minnesota—kitty corner to the southwest from the proposed workforce housing development.

I ask you to deny the request because the development is out of scale for the neighborhood; will cause significant parking issues and may adversely impact infrastructure projects planned for the area.

The proposed project is out of scale for the neighborhood.

Height of the proposed development is out of character with the neighborhood. The site is surrounded on three sides (north, south and east) by one to one and one-half story homes. Although there are similarly-sized buildings in the area, these buildings only demonstrate how the bulk of this development is inappropriate for the area. Approval of this building will further create an “island” of single-family homes on the south side of Norfolk, impacting values for these properties.

Reducing setback requirements will make the development more imposing and will limit green space available to insert trees to mask the bulk of the building. The limited setbacks will serve to exaggerate the bulk of the building.

There will be significant, increased demand for on-street parking.

The immediate neighborhood will be negatively impacted by increased demand for street parking. There is already high demand for parking on Norfolk Avenue. Members of the active church community at Norfolk and Prior, Presbyterian Homes employees and visitors to the assisted living facilities compete for a limited number of spaces. Sunday, August 21 I photographed cars parked on both sides of Norfolk between Prior Avenue and Sue Street as early as 8:30 a.m. Increasing parking demand for sixty to seventy (or more) additional cars into the neighborhood will impact walkability and safety for residents and visitors.

This is a car dependent neighborhood. (WalkScore rates my house as “Car Dependent.” [1896 Norfolk Avenue, St. Paul MN - Walk Score](#)) Residents in the proposed development will be likely to require an owned vehicle for groceries, commuting and errands. The closest grocery store is eight to ten blocks away. Only 6% of Saint Paul households do not have access to a vehicle. [Vehicle Ownership in St. Paul, Minnesota - GeoStat.org](#). Approval of the development will add 72 households, increasing demand for on-street parking. (Snow emergencies will be chaotic.)

Additional curb cuts will impact walkability.

Zoning reports describe Norfolk Avenue as under-utilized. At first, the stretch of Norfolk Avenue between Prior Avenue and Sue Street appears to be quiet. However, there is significant pedestrian traffic, including residents of the multiple senior buildings with limited mobility, church members and visitors/guests. For an “under-utilized” street, there is a surprising amount of vehicle traffic: delivery vans, moving vans and emergency response vehicles service the senior living buildings; families/friends visiting residents at the senior buildings in addition to neighborhood residents’ vehicles.

Multiple curb cuts on the north side of Norfolk between Prior Avenue and Sue Street make this an obstacle course for pedestrians. There are a lot of pedestrians on Norfolk. Many of the residents of the assisted living facility use walkers or wheelchairs or are infirm. Many people arrive at church services or events on foot. However, there are multiple curb cuts on the north side of Norfolk, making walking challenging. There is a double entry for the porte cochere at The Pillars, a large curb cut accessing underground parking for The Pillars, and an alley. Slow moving pedestrians are forced to navigate potential car and truck traffic at each of these points. Each of these curb cuts impacts the walkability and residential nature of the streetscape.

Access to underground parking from Norfolk Avenue will make the street more difficult for pedestrians.

The development proposes adding a double curb cut to permit access to underground parking. This will add an additional obstacle and decrease on-street parking. Can the site plan be adjusted to permit entry into underground parking via the alley?

The developer cites their desire to be a good neighbor by increasing the number of parking spaces on site (off the north-south alley). However, the addition of these spaces may result in no net gain, as spaces are removed for construction of the additional curb cut on Norfolk.

Proposed infrastructure projects may impact the neighborhood and subject property.

Approval of the requests should be deferred pending decisions on two major infrastructure projects planned for the area. The planned Riverview Corridor

Streetcar and the City's plans to rebuild the Shepard Davern interchange include proposals which may significantly impact not only this property but the neighborhood. Plans for the streetcar's river crossing are in flux, and may include redevelopment of the Highway 5 entrance south of the site. Recently, Riverview's Community Advisory Committee requested coordination with the City's plans for reconstructing the Shepard Davern interchange (Riverview Corridor Community Advisory Committee agenda August 25, 2022). Proposed alternatives for the interchange include major changes to the entrance ramp vicinity, including changes to Sue Street. Until these infrastructure projects have been finalized, approval of the proposed redevelopment may be premature. This will permit coordination of plans and re/development opportunities.

My experience with development projects

As a homeowner in Saint Paul, I have lived next door to two major development projects. In both cases, significant last-minute changes were made to site plans and drawings approved for these projects. (In one case, access to a parking structure was revised; in another example, a loading dock and permitted use of an alley was revised to accommodate a tenant.) In both cases, there was no opportunity to review or comment on these changes before they were approved. I have been unable to view final drawings or plans for the proposed development, which makes it extremely difficult to submit meaningful comments on the proposed project. Will neighboring property owners have access to final plans before this project is approved? Subject to approval, will the development be final or will there be opportunities for additional site plan modifications by the developer?

Housing demand in St. Paul

There is urgent need for increased housing opportunities in Saint Paul. I welcome the developer's plans to address this need. However, the development should address needs of current residents and visitors to the area.

Joe McKinley

From: [Kelsey Leeman](#)
To: [*CI-StPaul_PED-ZoningCommitteeSecretary](#)
Cc: [Tolbert, Chris \(CI-StPaul\)](#); [Ryan Gustner](#)
Subject: Zoning File Number 22-088-531
Date: Wednesday, September 7, 2022 7:27:39 PM

To whom it may concern:

The purpose of this email is to provide testimony in regards to ZF #22-088-531 with the property address of 1883 Norfolk Avenue. This is email is testimony on behalf of Kelsey and Ryan Gustner who currently reside at 1876 Munster Ave. St. Paul MN 55116.

We want it to be publicly known and recorded that we adamantly oppose the proposed development and zoning of this property and the adjacent properties at 1891 Norfolk and 1413 Sue St.

We believe this development will be harmful to our quiet residential neighborhood. We have several concerns about the proposed development, including:

- Limited parking: Parking is already scarce in the neighborhood with the current complexes and neighborhood church. If a 72 complex unit were added to this property, there would not be enough parking lot or roadside space to support increased parking demand
- Increased traffic in residential area: The additional large population in a small concentrated area will result in significantly increased traffic. With a highway entrance already in the neighborhood, this can be a high traffic area and increases risks for car accidents and accidents involving pedestrians
- Increased noise: This is a quiet, residential, neighborhood. The amount of noise that would be produced to demolish the current area and then the construction noise to build a 72 unit complex would be incredibly disturbing to our neighborhood and ecosystem in the area. Many of our neighbors have pets who would become distressed from the noise, and in such proximity to the river, there is an abundance of wildlife that would be disrupted as well.
- Increased number of people but no added green space: There is no plan to increase the amount of green space the neighborhood will have access to, including destruction of trees, despite adding increased residents. This will decrease the quality of life of our neighbors.
- Winter snow plowing concerns: With limited parking and increased traffic, snow plows will have a more difficult time clearing the roads, therefore placing neighbors at risk for accidents when driving on snow covered roads or narrowed roads. This could also cause decreased access to emergency services as well as garbage, recycling and utility companies.
- Emergency vehicle access (police, fire department, ambulances): Increased parking demand with limited space, increased traffic, cluttered streets due to cars and difficulty for snow plows to get by will inevitably cause significant delays in emergency services. With the assisted living facility, residents are of higher age and at more risk to require emergency services, this development would prevent them from receiving necessary emergency care in a timely manner. The cluttered roads would also reduce response time to fires as firetrucks would have significant trouble navigating the neighborhood roads.
- Limited public transportation and access to grocery stores: There are limited bus routes

that go through this neighborhood. The closest grocery store is several miles away, therefore it is not a convenient location for those who require public transportation.

- Property Values: We have invested in our property by purchasing our homes and caring for our homes. There is significant risk that property values will fall, punishing the neighborhood homeowners.
- Current Residents fleeing the area: Several neighbors have voiced their desire to move out of their homes if this project moves forwards. We will need to strongly consider moving as this project does not align with our community needs or values.
- Other current opportunities for high density housing in St. Paul: There is currently a large development being built in Highland Park, this space is actually close to necessities such as grocery stores, medical providers, and public transportation. There is no need to build additional high density housing in this neighborhood.

Additionally, we have serious concerns about how Presbyterian Homes have approached this project. They have not efficiently shared their plans, goals or timelines of the project with neighbors or current residents of Highland Path. We have received no notice of plans or vision of the project, with exception of the city notice we received on 8/29/2022 for zoning. This project is not being built in collaboration with the community or with any consideration for what is important to the neighborhood and residents of Highland Path.

Presbyterian Homes has been presenting the proposed development as a home for their employees, but have no plan laid out for how they will ensure it will actually benefit workers. They have also claimed that they are targeting nurses, firefighters and teachers to inhabit the complex. It is not possible to ensure a certain population lives in the complex, and regardless, who resides in the building does not change how many extra people there are and the impact of those people moving into a small neighborhood.

In closing, we have several significant concerns about this proposed project and it's impact on our community. We are strongly opposed to this proposed development.

Sincerely,
Kelsey Gustner
Ryan Gustner
1876 Munster Ave
St. Paul MN 55116

From: [Kari](#)
To: [*CI-StPaul_PED-ZoningCommitteeSecretary](#)
Cc: [Tolbert, Chris \(CI-StPaul\)](#)
Subject: File # ZF #22-088-531 and File # ZF #22-088-679
Date: Thursday, September 8, 2022 8:26:21 AM

Hello,

I am submitting my testimony via email regarding the above zoning proposal, as I will not be able to attend the proceedings in person.

I am strongly OPPOSED to the development of this property as a workforce housing site. I am strongly OPPOSED to the rezoning of this property.

Our neighborhood is relatively quiet, albeit the speeding vehicles that head to Highland Pathway every day. We are single family homes in this neighborhood and this proposal does not belong here. Presbyterian Homes has not been transparent about the tenant makeup of the property, it lacks green space, it lacks adequate parking, and as proposed, would be an eyesore blocking all sight lines for neighbors and residents of Highland Path.

This proposed project is not close to public transportation, which we do not want, either. It is not close to shopping, doctor, pharmacy, post office, restaurants, etc. Tenants within this proposed property would either have to have a car, thus causing continued parking chaos, or rely on ride share (bringing more vehicles to the neighborhood), or walking several blocks to access public transportation. Lastly, this project would greatly impact the ability of emergency vehicles to access Highland Pathways, which occurs nearly once a day. Residents of Highland Pathway have expressed concern about the project and their quality of life due to increased noise, construction, increased activity, as well as blocking out the SUN from the whole east end of the building.

The proposed building site currently has approximately twenty trees on it. EVERY SINGLE TREE on that property would either be cut down or would die as a result of this project. Wild life frequent the property, as it is wooded and not overly developed.

This test site project is not the right fit for our neighborhood. There are other locations that are better suited for Pres Homes employees, including the former Ford plant property (which actually checks all the boxes for accessibility of resources).

Lastly, we have reached out to Pres Homes to discuss concerns. We have been told there is no "Plan B". In speaking to neighbors that live right near the Highland Path property, Pres Homes has not addressed continued concerns of employees speeding down the streets, smoking on their property, leaving trash on their property, etc. If they don't take action on these concerns, what recourse do we have when they build a 72 unit building?

This statement is for file number: ZF #22-088-679 and ZF #22-088-531.

Thank you,

Kara Parker
1860 Munster Avenue
St. Paul, Mn 55116

Sent from my iPhone

From: kyle.terl@gmail.com
To: [*CI-StPaul_PED-ZoningCommitteeSecretary](#)
Subject: Zoning Concern - 1883 Norfolk Ave
Date: Tuesday, September 6, 2022 8:58:32 PM

St. Paul Zoning Committee –

This email is regarding the proposed zoning change at 1883 Norfolk Ave (Zoning File number 22-088-531).

My name is Kyle Terleski and I live at 1883 Graham Ave, directly across from where the proposed "Workforce Housing" is to be built and where the requested zoning exception is being requested. Many of my neighbors and I have major concerns about the project that is being undertaken by Presbyterian Homes (PH) at 1883 Norfolk. Presbyterian Homes has been less than communicative regarding the details of this project. These lots (1883 Norfolk and 1413 Sue) were previously requested for parking lot construction – PH is hellbent on using these lots to benefit their business, not the neighborhood.

1. Location: Rezoning the 22-088-531 lot will cause PH to continue with their current plans for a massive apartment complex without change. As a homeowner directly north of the property, I do not want to see a 4-5 story building directly out of my window. The project plan seems to exclude sidewalks, so the building is incredibly close to the street. This would decrease the light we'd receive daily in our south facing windows. Additionally, why here? There are plots of land sitting empty near Shepard and Gannon (near Buca) that is more convenient for access to west seventh and it's amenities. The Ford plant area is also developing, and is much better for those with limited access to cars. No bus lines are close, grocery stores and other crucial facilities require a car.

2. Environment: the property currently has many old trees that are home to a variety of birds. We would hate to see those go. With the sheer number of residents planned, pollution from cars, increased trash pickup, visitors, etc, there will be an inevitable increase in pollution. There is no plan for green spaces and the current PH plan removes as much green space as possible to maximize profit.

3. Parking: whatever they say they can build into the property, it will not be enough. Cars will begin to line our streets and traffic will increase. Already, the Pillars employees park up and down the street and barely use the allotted spaces on the side of the building. Drivers going to and from the home fly through Graham Ave at 40-45 mph. Sidewalks are not available from our side of Graham to the end of the block, so we have to walk on the streets, often maneuvering around parked cars. I am a father to a newborn child and have 2 dogs I walk every day – more traffic, more parking on the street will put my family's safety into question. PH is not currently planning for enough parking for the proposed number of units, planning for less than the bare minimum for the number of tenants, not including visitors, employees, etc.

4. "Workforce housing": I can't help but feel like this is a creepy way of the management of the homes to gain more control over their employees, if they intend to rent out these places to them. Why not pay their employees more or offer support, rather than building a giant eyesore in

opposition to the neighborhood's wishes? Sam J. and PH do not have a plan regarding the makeup of the tenants.

Rezoning this lot will embolden Presbyterian Homes to continue with their plan that does NOT work for the neighborhood. It also sets a precedent of removing single family zoning without feedback from the community.

I encourage you to reject the rezoning request from PH. Additionally, I request the zoning board look into adding additional requirements for the current zoning at 1883 Norfolk and 1413 Sue to require more distance from the curb, green spaces, balconies for units.

Thank you,

Kyle Terleski

From: [Seatter, Susan C](#)
To: [*CI-StPaul_PED-ZoningCommitteeSecretary](#)
Cc: [Tolbert, Chris \(CI-StPaul\)](#)
Subject: ZF #22-088-531 and ZF #22-088-679
Date: Thursday, September 8, 2022 2:24:25 PM

Zoning Committee,

We are Ann Lundquist and Susan Seatter, homeowners at 1912 Norfolk Ave, St. Paul, MN 55116.

We are writing to express our strong opposition to the rezoning and conditional use permits for 1413 Sue Street/1883-1891 Norfolk Avenue, NW corner at Sue and Norfolk.

As you know, Presbyterian Homes, which recently acquired the senior living community (now called Highland Path) directly across the street from our home proposes a large apartment building for the sight, calling it worker housing.

In our opinion, the potential negative impact of this development on the neighborhood (which includes homeowners, seniors and a large church congregation) has not been adequately addressed by the developers.

Traffic congestion is already a big issue in the neighborhood. Norfolk Ave, although an emergency route, is passable only in one direction most weekdays. We often can't park in front of our house to unload groceries, people, etc. As I understand it, a designated parking area is not part of the plan for this new development.

We are a neighborhood of walkers. Seniors getting exercise, dog walkers, children, church-goers. We will lose a significant number of trees and a shady corner at which many stop to rest, a little bit of nature in the city. Family units are proposed but where is the play area, the green space for the kids?

The environmental impact of a building this size has not been addressed. We are concerned about increased carbon in the atmosphere, storm water run-off to the Mississippi and the ever-increasing summer heat. This building will contribute to these problems without any attempt to mitigate them.

We are not opposed to doing our part to help with the housing shortage and need for decent, affordable housing. We enjoy welcoming new neighbors. Since we moved here in 2015, we have been aware that some form of new housing will be proposed for those lots. But we also expect a developer to engage the current community and address the long-term impact of what they are about to change.

The proposed development is simply too big to benefit the neighborhood. And why is it that we, rather than the developers, are being asked to compromise? We strongly believe the development should not be allowed to move forward as proposed.

We thank you for your time and thoughtful consideration of this matter.

Ann Lundquist
Susan Seatter

1912 Norfolk Ave
St Paul, MN 55116



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From: [Mary Anne Cummings](#)
To: [*CI-StPaul_PED-ZoningCommitteeSecretary](#)
Cc: [Tolbert, Chris \(CI-StPaul\)](#)
Subject: Written testimony for Zoning Committee meeting on 9/8/22 at 3:30pm
Date: Tuesday, September 6, 2022 8:20:39 AM

I am submitting written testimony about the following:
Zoning file number 22-088-531
Property address 1883 Norfolk Ave

Name Mary Anne Cummings
Address 1848 Munster Ave

I have concerns about the Workforce Housing site that is currently proposed on Sue Street between Graham & Norfolk Avenues.

1. The size & height of the proposed building.
2. There are 72 units of various sizes proposed for this building.
3. The lack of parking spaces available compared to the number of units in the proposed building.
4. Access to mass transit (buses now run on Sheridan Avenue)
5. Increased traffic in the neighborhood
6. Limited green space on the proposed site
7. Lack of access to stores, banks, restaurants, etc.
8. Reduced home values

Sent from my iPhone

From: [Michelle Schiltgen](#)
To: [*CI-StPaul_PED-ZoningCommitteeSecretary; Tolbert, Chris \(CI-StPaul\)](#)
Subject: 1883 Norfolk, St. Paul MN (22-088-531)
Date: Thursday, September 8, 2022 11:51:23 AM

To whom it may concern,

This email is expressing my very strong objection to proposed housing building at above address. I am a neighbor at the opposite end of block, on the corner of Norfolk Ln & Graham Ave. My husband and I have been in our home since 1979. The majority of our neighbors have been in the neighborhood for many years.

We've been through many changes through the years since the current senior housing replaced St. Mary's home on the NE corner of Norfolk Lane & Prior Street. We were married across the street, 1928 Norfolk Ln, in 1984 when it was the Catholic Church of St. Therese. The current church is St. Mary Ethiopian Orthodox, & they are good neighbors. It is a very active church, with many devoted parishioners. On any given Sunday, & many special weekday events that they hold, the entire neighborhood streets on Norfolk Ln, Prior St. & Graham Ave are packed with people and cars. On the opposite corner, on SW side, a senior building was built back in the 1990s. On Graham Ave. & Prior St. is another senior care living center.

While we're all for development, I am disgusted that Presbyterian Homes is trying to build a 4-5 story apartment building just east of the aforementioned on Sue Street between Norfolk Ln & Graham Ave. This is on a lot that currently has two homes, one which is historic. We only heard word of mouth in early August that this proposed "workforce housing" site was being planned. We did not receive any courtesy mailings.

The proposed building, & current senior homes, are surrounded by single family homes. An additional eyesore, jammed into the proposed area from curb to curb, with no green space & not nearly enough parking, such as this proposed building is not what I nor my neighbors want to look at, let alone deal with increased traffic, safety, trash, etc. This is not a easily accessible area. Nearest bus line is 3 blocks away on Sheridan or 6 blocks away on W. 7th St.. Nearest grocery is also on W. 7th St., another very congested area.

Not only is our neighborhood dense enough with senior housing, the traffic has always been congested. The most direct way to our neighborhood is off Fairview, at the entrance to Hwy 5 & Munster Ave., which is one block north of Graham & Norfolk Ln. There have been many accidents & near accidents through the years. Screeching & honking is pretty common. Cars accelerate before getting onto entrance ramp - where a block before the ramp, is the Chinese Immersion school & playground.

At least 3-4 times per week, fire trucks & emergency personnel roar through our neighborhood. coming off of Fairview. Semi trucks making deliveries have gotten stuck on our streets more than once in the winter. And more than a few cars, including mine, have hit & dented from people hurrying around the corner - I assume to get to work. Not to mention the old beater car(s) without a muffler that wake the neighborhood up near daily.

My other concern is the trash that people discard from their cars or while walking through the neighborhood. The bottles, masks, rubbers, even clothing is prolific. Take a look over the fence on Norfolk Ln overlooking the freeway & look at all the other trash people seem to think we don't notice. People passing through -walking or driving- limos & other cab-type drivers park on the Norfolk Ln & curve. Not only is there discarded trash, but feces, & at one time, Finally caught the person urinating in a milk jug & throwing it out on the blvd.

Preserving our neighborhood's integrity from further development is very important. This is the least we expect from Presbyterian Homes. Enough is enough!

"When you realize the value of all life, you dwell less on what is past and concentrate more on the preservation of the future."
Dian Fossey (In this case, our neighborhood.)

Respectfully submitted,

Dennis & Shelly Schiltgen
1837 Graham Ave.
St. Paul, MN, 55116
schiltgenm@yahoo.com

From: [Shane Andrie](#)
To: [*CI-StPaul_PED-ZoningCommitteeSecretary](#)
Cc: [Tolbert, Chris \(CI-StPaul\)](#)
Subject: 1883 Norfolk Ave Project Concern
Date: Thursday, September 8, 2022 11:39:28 AM

Residents: Shane and Amanda Andrie
Address: 1887 Graham Ave W, St Paul, MN 55116
Zoning #: 22-088-531
Property of concern: 1883 Norfolk Ave

To City of St. Paul, Zoning and Planning:

We are writing to express our concern and exasperation over the proposed apartment complex being proposed at 1883 Norfolk Ave by Presbyterian Homes, directly across from our current residence. We purchased our house in 2020 under the consideration that we would have a residential neighbourhood to grow our family in for many years. We have a recent newborn and our expectation when purchasing our house is that we would have neighbours who have a vested interest in their community long term where we can raise our children in the quiet close-knit community we currently have on our street. We do not have faith that a business, looking to maximize its profits, will give back to the local neighborhood, instead passing neighbourhood concerns as an expectation of their renters. We would have considered a different neighbourhood if the project was brought to our attention at the time of purchasing our home.

Purchasing aside, Presbyterian Homes have lacked a considerable amount of transparency, changing their reasons for the build, and demonstrating a high degree of questionable ethics to the neighbourhood. If integrity was a measurement, Presbyterian Homes is coming up quite short. At issue is the designation that this is "Workforce Housing". Presbyterian Homes and their representatives have expressed that this apartment is needed for their workers who are struggling to find housing near their place of work. This line of talk was walked back after residents questioned the amount of units dedicated to Presbyterian Homes workers. This has been further compounded by Presbyterian Homes' new expression that the housing is for "nurses, police, local fire families".

A major concern of ours is the parking, traffic, and building size being proposed. The current proposal provides no consideration for tenant parking, relies on ordinances for bus routes (that have been significantly reduced in recent months), and will inevitably increase the amount cars parking on the street. The apartments are proposed to be street to street, raised 3+ stories high, with no consideration of green space, views, or space for families.

Our experience with this matter has left us disillusioned with the city and its concern for the impact the project will have on single family housing and the neighbourhood already rezoning the area. Our expectation is that the city and Presbyterian Homes will at least provide concessions to minimize the impact of the project including:

- Considering townhomes for families
- A reduction in units to under 40 to reduce parking and traffic concerns
- Ensure tenants have their own parking available to them.
- Investing in green space around the proposed sites

Thank you for your time,
Shane and Amanda Andrie
1887 Graham Ave

From: [sharon.duffey](#)
To: [*CI-StPaul_PED-ZoningCommitteeSecretary](#)
Cc: [Tolbert, Chris \(CI-StPaul\)](#)
Subject: Zoning File Number 22-0880531
Date: Thursday, September 8, 2022 2:25:07 PM

Sharon Duffey
1910 Graham Ave. #219
St. Paul, Mn 55116

To the Zoning Committee of St. Paul, Mn,

I have concerns regarding the building of apartments on Graham Ave. and Sue Ave. The increased traffic of trucks, vehicles, machinery, and blocked roads are a safety hazard to the children and elderly of this long established neighborhood. Have the police and fire departments been consulted on the prospect of this drastic change to the area? They are often called to this area where easy and immediate access for safely and life-saving intervention is essential. The noise pollution that will be created is incomprehensible and yards that are homes to wild game will be destroyed. Residents purchased their homes or moved into the Highland Pathway did so because of the neighborhood, with no idea that a large apartment complex would be constructed.

Please consider these facts when casting your vote.

Sharon Duffey

From: [Liz](#)
To: [Tolbert, Chris \(CI-StPaul\)](#); [*CI-StPaul PED-ZoningCommitteeSecretary](#)
Subject: Zoning variance
Date: Monday, September 5, 2022 7:46:37 PM

22-088679 and 22-088532 1883 Norfolk Ave, 1891 Norfolk Ave, 1413 Sue St

Thomas Funk
1845 Graham Ave St Paul MN 55116

Zoning committee members:

We purchased our home in 2012 from the Estate of my brother Michael Funk when he passed away. This has been my "Funk" family home since around 1958. There are a few of us in this neighborhood that live in the family home that we grew up in. We would like you to vote NO on the variance request of Presbyterian Homes to rezone the above parcel of land for the reasons below and many others:

My neighborhood is a small blue color residential neighborhood of majority modest home sizes. There are two assisted living, two senior apartments, and a large member church on these corners. Majority of homes do not have adequate garage parking for our families thus homeowners must utilize street parking in front of our homes. Visitors to the assisted living facilities and their workers park on the street. The previous owner, KJT 298 LLC, had applied for a variance and was approved to build a parking lot on this land for their workers and visitors in 2018. Knowing then what is still true today, there is no adequate parking in this area for workers or visitors to these facilities. When services for the church are happening it draws hundreds of vehicles from all over the cities that need street parking. With the amount of parking spots proposed by PH, there is a potential of over 100 additional vehicles that will need street parking. Many of the elderly neighbors at the assisted living facilities walk around the neighborhood, some with walkers, and utilize the street as there is not a sidewalk on one side. The additional traffic will be of great concern for the safety of our seniors.

PH has stated that families with children could potentially live in these apartments. There is no green space, decks, or patios proposed. The closest park is down a steep hill and across a busy street.

Public transportation is very limited in the neighborhood. PH has stated to me that residents will bike to work? At the same time stating that nurses and firefighters will be living here. Not sure how they are going to get to work in an emergency on their bikes.

My neighborhood does not have walkability for shopping. The Highland Village is a 4 mile round trip for shopping and groceries and Sibley Plaza would also be difficult to shop and get home without a vehicle.

Very limited access to enter and leave the neighborhood. Streets dead end at HWY 5 and River Road. Dangerous intersection at the start of Hwy 5 and Munster is the main road into the neighborhood.

This building will block all the light and views for the seniors living on the West side of the current building. Making their decks obsolete. Besides the many mature oak trees that will

be cut down for the proposed building.

For these reasons and many others, we request that you do not approve the rezoning proposal.

If PH is going to build on this land, it must be scaled down significantly in height and amount of units with parking for each unit, decks, patios, and green spaces for the children to play and adults to get outside and not be in the street. It should blend in with the neighborhood not just one building on Graham that they also own.

Thank you for your time,

Tom Funk

--

Liz Sampair

Testimony regarding 22-088-531
1883 Norfolk Rezoning and 22-088-679
1413 Sue / 1883 Norfolk CUP & variances

Tom & Emily Acker
1853 Graham Ave
St. Paul, MN 55116

Dear Zoning Committee Members:

I would like to submit the following arguments against the applications submitted by Presbyterian Homes.

1. **The proposed building is way too big.** There are already (3) multi-unit living facilities in the square block already along with a church. Adding a 72 unit building is NOT sustainable in this neighborhood.
2. **Traffic.** The current roadways are not able to handle an increase. The changes in traffic patterns/congestion around intersections that are dead ended in three of the adjoining streets with Prior being the only unobstructed street until the river.
3. **Lack of parking.** Norfolk Avenue is overcrowded with parked cars as it is.
 - a. Churchgoers. There is a busy church 500 feet away from the proposed project, and churchgoers utilize Norfolk to park because the church's lot does not have enough parking for them.
 - b. Visitors. There is a senior living facility across the street from the proposed project area. Friends and family of residents frequently utilize Norfolk to park while they visit residents.
 - c. Employees. Employees working at the senior living facility across the street from the proposed project area often utilize Norfolk street to park.

Presbyterian Homes proposes roughly 35 parking spots for 72 units, making it **less than half a parking spot per unit.** The [average car ownership in St. Paul is 2 cars per household](#). This would mean around 105 extra cars looking to park on our already crowded street – an unnecessary externality that would be easily addressed by adding an extra level of underground parking or having a shorter building with fewer units.

Presbyterian Homes counters that many of the residents will not own cars but does not state a basis for this assumption. **1883 Norfolk** has a [walk score of 41](#), which is less than the [city average of 60](#), meaning that it **is more dependent on cars than the average St. Paul address.**

In brief, there will likely be an extra 100 cars trying to park on a street that is already overcrowded by the parking needs of churchgoers and family and friends of residents at the senior living facility across the street.

4. **Lack of green space.** The proposed project does not contemplate green spaces or decks/balconies for residents. This brings forward the following issues.
 - **Children safety.** It is likely that many of the tenants will have children. The lack of green spaces in the proposed project makes playing on the street a possibility. However, the constant traffic of churchgoers and people visiting residents at the senior living facility across the street, as well as the daily parade of paramedics and ambulances responding to calls at the senior living facility, make Norfolk a dangerous street for children to play.

5. **The project does not help address the lack of affordable housing.** Presbyterian Homes states that the reason for pursuing this project is helping staff, who earn between 60% and 80% of the area median income, find affordable housing. The proposed project will not solve this problem. Presbyterian Homes will charge rent starting at \$1200 for a studio. However, [the average rent in St. Paul is \\$1123 for a studio](#). **How does a proposed rent that is higher than average help with the lack of affordable housing?**

Respectfully,

Tom Acker
1853 Graham Ave

From: [LaReesa Hooper](#)
To: [*CI-StPaul_PED-ZoningCommitteeSecretary](#)
Subject: (22-088-531)
Date: Thursday, September 8, 2022 2:43:37 PM

LaReesa Hooper
1877 Graham Ave
St. Paul, MN 55116

zoning file number
(22-088-531)
property address (1883 Norfolk Ave)

Testimony regarding 22-088-531 1883 Norfolk Rezoning and 22-088-679 1413 Sue / 1883 Norfolk CUP & variances

LaReesa Hooper
1877 Graham Ave, St. Paul, MN 55116

Dear Zoning Committee Members,

I would like to express my strong opposition to the granting of this variance for to the following reasons:

- PH has been very unclear and disingenuous about details of the project with the community regarding the intended residents and purpose of the project.
- To the exclusion, the neighbors who attended this meeting both online and virtually opposed this project and yet the HDC voted in favor of it. I was astounded that the members of the HDC would so easily ignore the significant input of their neighbors, business-owners and friends.
- Whether 1 family or 100 families live at the proposed building, the neighborhood resources remain the same. Let us consider as an example of my point just the question of transportation. Because viable transit options have not been provided and because other necessary resources are not available close by, the vast majority of residents at this location will still need to use cars to get to work to appointments and for making other necessary trips to locations outside of the neighborhood. This disproportionate number of cars in such a small area will only increase traffic congestion and air pollution and greatly compromise safety for the many seniors who often use stability assistants such as walkers and canes and walk regularly around the neighborhood. We also need to consider that the high number of residents will attract a constant flow of delivery trucks and vehicles.
- More parking strain, increased alley traffic, pedestrian and child safety, decline of owner-occupied properties, a family friendly atmosphere and neighborly environment, local history, architectural integrity and a livable neighborhood.
- Obstruction of fire and paramedics due to very limited setback impacting the current senior facilities. Fire trucks come down the streets to the existing senior complex often multiple times per day, and rarely with more the three days passing between visits. This will not only be impacted by an additional 70-200 residents, but also the additional cars that will have to be parked on all sides of the block. The

Norfolk facing side is already filled most days from visitors, staff, and residents. Cars will inevitably then have to park on Graham and Sue streets (I don't believe there is much space on Prior Avenue because of an existent church parking lot.)

- So potentially we are expecting 35 parking spaces and the other 100+ cars are supposed to be on the street. Not including any potential visitors to residents, which should be assumed. Our streets are RARELY plowed 2-3 days following a snowfall, narrowing the streets even more. Existing traffic conditions are already highly congested for such a small space. This is all before you even consider the Sunday church members that line the streets for blocks on Sundays and holidays. The addition of this project will worsen the current congestions and a traffic hazard.

- It is a long-held understanding of planning that variances, which allow the applicant to depart from standard planning rules, were devised to alleviate "unnecessary hardship." Often these were established to address a site that, after zoning code had been established, were rendered unbuildable due to the code (for example a strangely shaped or sized lot due to lot splits). In a city like Saint Paul, in which all lots are generally buildable in some way — and particularly on an already built lot — variances should thus be rare and unusual.

- The demand for the variances and conditional use permit is solely driven by economic considerations which is an insufficient basis for the project request. I am not necessarily writing due to my skepticism that the developer will be renting to "firefighters and teacher" or "PH homes employees" (who have zero awareness about this) as indicated in community meetings, since we know that it is impractical if not illegal to restrict in that manner. The quality of life of adjacent neighbors and the historic integrity of our neighborhood as a whole will be negatively impacted if this zoning change passes. PH has been very unclear and disingenuous about details of the project with the community regarding the intended residents and purpose of the project.

- Another concern is the zoning change is not limited to new construction on vacant land, but allows demolitions or conversions of existing single-family houses

- The applicant has not 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. Any variance request is not a result of the unique topography of the area or the project's location relative to other constraining features. Rather this is a choice driven solely by economic considerations. The true intended purpose of variance request is to improve the economic feasibility of the development. The requests are driven by profit margins and not practical difficulties and has failed to establish a basis for variances or a conditional use permit.

- It does nothing to encourage the use of transportation alternatives. It is not part of any sort of coordinated development plan for the area at all. Please respect the current zoning rules for this area of Highland Park on Sue and Graham. Please vote to deny a variance for this project in its current form.

Thank you very much for your consideration of my views on this important matter

-LaReesa Hooper