

From: Michaela Ahern <michaela.ahern@gmail.com>
Sent: Tuesday, August 10, 2021 3:14 PM
To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>
Subject: Support for the elimination of parking minimums

Hello,
I would like to voice my support for the elimination of parking minimums in St. Paul.

Michaela Ahern
864 St Paul Ave
St Paul, MN 55116

From: Karen Allen <kvallen01@gmail.com>
Sent: Tuesday, August 10, 2021 10:59 AM
To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>
Subject: Eliminate Parking Minimums

Hello, My name is Karen Allen, I am a resident at 1315 Minnehaha Ave W, Saint Paul and the property owner of 953/955 Iglehart Ave. I am writing in support of the option to fully eliminate parking minimums in our city.

I recognize that reducing or eliminating parking minimums for Saint Paul would be a big change for the city and especially a change in priorities. For the past several decades, promoting abundant parking has been a development priority and we are now seeing the negative effects of promoting cars over other modes of transportation.

The planning staff has put in tremendous effort to study this issue and their effort is highly appreciated. Although it is a complicated system right now, the solution is clear.

I believe full elimination of parking minimums helps everyone — renters, homeowners, small business owners, developers, and city planning staff. Option 2 is the best option for the following reasons:

- Parking minimums make housing expensive.
- Economic vitality depends increasingly on people, not cars.
- Option 2 is more equitable for neighborhoods and residents.
- We are facing a climate crisis because we incentivize driving - now is the time to ease this incentive by removing the parking requirements.

- Option 1 retains the parking requirements bureaucracy, which can hamper economic opportunities especially for historically disenfranchised communities and is a burden on city resources.
- The core of our city was designed and built before the widespread adoption of cars and retroactive parking minimums have been detrimental to the best use of these areas.

I hope you will support Option 2- full elimination, for the good of our residents and their city.

Thank you,
Karen Allen, 651-315-2232

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Karen Allen
[LinkedIn](#)
651-315-2262

From: Zach Allen <z.allen16@gmail.com>
Sent: Tuesday, August 10, 2021 11:36 AM
To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>
Subject: Eliminate Parking Minimums

Hi,

My name is Zach Allen, a Midway resident at 1315 Minnehaha Ave W, St Paul. I am writing in support of the Planning Commission's recommendation of fully eliminating parking minimums in St Paul.

Option 2, fully eliminating parking minimums is the best option for these reasons:

- Disincentives automobiles as primary method of transportation, reducing carbon emissions and noise pollution
- Encourages adoption of green transportation: public transit, biking, walking
- Increases housing affordability and construction
- Promotes greater social equity: parking minimums can raise rental costs and inhibit affordable housing development
- Our city was planned and built before the widespread adoption of automobiles, retroactive parking minimums have been detrimental to it's growth

I hope you support Option 2: Full Elimination, St Paul and it's residents deserve better land use than storage for automobiles.

Thank you,

Zach Allen

From: bev.brending@gmail.com <bev.brending@gmail.com>
Sent: Tuesday, August 10, 2021 10:32 AM
To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>
Subject: Hold off on changing parking requirements

With the move to electric vehicles it is, in my opinion highly relevant to prioritize plans for this new development. I have not read anything that addresses the requirements of these vehicles yet this, not bicycles is our future.

Sent from my iPhone

From: Chelsea DeArmond <chelseadearmond@gmail.com>
Sent: Tuesday, August 10, 2021 10:07 AM
To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>
Subject: Ord 21-27

Dear Council Members,

As an East Side resident (Ward 7) and small business owner, I support Option 2: Full Elimination of the parking minimum, for all the reasons described in the Sustain Saint Paul letter, and for the following additional reasons as an East Sider.

More than one third of Saint Paul is covered in pavement. The cost of this is felt in dollars and degrees, which we increasingly cannot afford. Deindustrialization has left a surplus of vacant, neglected, and/or underused parking lots on the East Side of Saint Paul, which contribute to urban heat island effects and makes our neighborhoods less accessible to walkers, rollers, and bikers. Eliminating the parking minimum would create infill opportunities for much-needed housing and urban canopy.

The negative impact of impervious surfaces to water quality and drainage is another important consideration as we face strains on existing water infrastructure due to increasingly extreme weather patterns.

On a personal note, the parking minimum requirement was an unpleasant surprise for our small business when we purchased our first building for our repair shop along the future Rush Line route earlier this year. Maintaining the required minimum number of parking spaces was more than we needed, and applying for a variance is burdensome to me and the city.

Thank you to the staff who prepared the parking study and for addressing this important environmental justice issue for our city. Please vote for Option 2: Full Elimination.

Best Regards,
Chelsea DeArmond
Ward 7

From: Joshua Houdek <joshua.houdek@sierraclub.org>
Sent: Tuesday, August 10, 2021 11:27 AM
To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>; CouncilHearing (CI-StPaul) <CouncilHearing@ci.stpaul.mn.us>
Subject: Parking Requirements

The Sierra Club North Star Chapter strongly supports eliminating minimum parking requirements citywide in Saint Paul. Vehicle parking has a significant impact on local neighborhoods, how much we drive, air pollution and climate. The Saint Paul Planning Commission recommended this policy change, informed by the City's recent parking study.

The future livability, sustainability, and vitality of Minnesota's Capital City depends on people, not cars and trucks. Saint Paul will benefit from an expanded tax base by dedicating more space to businesses and residences, instead of expensive off street parking that induces more driving in a climate crisis that we are all experiencing.

Saint Paul's Climate Action and Resilience Plan calls for achieving carbon neutrality citywide. The only way to get there is to not incentivize driving. Eliminating parking minimums is an essential step.

Thanks for your consideration,

Joshua Houdek
Senior Program Manager, Land Use and Transportation
Sierra Club North Star Chapter
2300 Myrtle Ave, Suite 260, Saint Paul, MN 55114
Main: 612-659-9124 Direct: 612-259-2447
sierraclub.org/mn

From: William Jones <willpjones3@gmail.com>
Sent: Tuesday, August 10, 2021 10:51 AM
To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>
Subject: End parking minimums in St. Paul

Dear Council,

As a homeowner, bike and transit rider, and walker, I urge you to end parking minimums in St. Paul. This will make housing more affordable, reduce car traffic and fossil fuel consumption, and increase business for local stores and restaurants.

I hope you will vote for Option 2.

Thanks for your leadership,

Will Jones, Warwick St.

From: Kevin Mencke <MENCKEK@msn.com>
Sent: Tuesday, August 10, 2021 9:02 AM
To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>
Subject: Highland Bridge Parking Minimums

Dear St. Paul City Council,

I would like to start this letter by stating I formerly resided for 30 years on Pinehurst Avenue in St. Paul. In 2020. We sold our home for a multitude of reasons, one of our major concerns was the future of our neighborhood's livability and quality of life. We now live in Washington County, however, many of our longtime friends and former neighbors are directly impacted by this development and by the decisions and recommendations of your group.

Let me start by stating the obvious. Anyone that has attempted to park or drive a motor vehicle in and around highland village knows two things. One, there is tremendous congestion at rush hour and two, parking is hard to find. If you listen to the "experts" from the sustain Saint Paul group who vilify the automobile's very existence. They'll tell you that motorized vehicles are the enemy of affordable housing and good development. I believe climate change is real and I also believe individual motorized transportation is not going away anytime soon. Go ahead and fund public transportation as much as you want. However, don't fall for the argument that by eliminating these parking spaces, somehow this is for the betterment of the area. What eliminating parking will do, is what it has always done. Push the parking demand to the nearby streets so that the homeowners in Highland Village get to deal with the noise, inconvenience, trash and other negative effects that they have been directly dealing with for years. Additionally, have you performed a traffic study in Highland Village in the last five years or tried to commute through the intersection of Ford Parkway and Cleveland Ave between the times of 4 PM and 6 PM? The sustained traffic levels are impressive and will only increase in volume with this development. The good folks at sustain St. Paul will tell you that I am making their argument for them? However, individual motorized transportation is not going anywhere anytime soon. Traffic levels, parking and livability in this development and the surrounding neighborhood are all impacted by your decisions. Why do municipalities have codes and rules for these very issues? Because these issues are important and matter. Please don't deviate from your own rules that were established to allow proper and beneficial development for all.

The cost of housing and development is just that, the cost of housing and development. We may all be using public transportation more in the future, however, individual motorized vehicles in whatever form they take in the future are not going away as some would lead you to believe. Highland Village is already woefully deficient with too few parking spaces. This is a fact. Eliminating or reducing the parking requirements in this development can only exacerbate this issue. This impacts the homes and businesses that already border the development. Please consider these people as you consider the elimination of parking minimums.

Kevin Mencke

Stillwater, MN

From: June Ofstedal <jeofstedal@gmail.com>
Sent: Tuesday, August 10, 2021 11:20 AM
To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>; Noecker, Rebecca (CI-StPaul) <Rebecca.Noecker@ci.stpaul.mn.us>
Subject: Opposition to file #21-271-810 695 Grand Rezoning

Dear St Paul City Council,

I'm writing to express some of my many concerns regarding the proposed 695 Grand Ave development. I've lived on St Albans between Summit and Grand for the past decade, and while I was initially happy to hear of a new multifamily residence in the Dixies lot, I have many reservations with this plan.

First, I fear that the scale of the project, and the number of units and new residents, is too large given the current parking and public transit infrastructure of the area. Through junior high and high school, and during my breaks from college, I relied on the 63 bus on Grand and the 65 bus up Dale to get home from school after club meetings, to visit friends, and to go to work. As much as I appreciate these busses, they run far too infrequently, and are far too prone to delays, to be considered reliable and attractive transportation options for residents of the new building. Using either of these lines to connect me to the Green Line to a job I had in downtown Minneapolis took between 45 minutes and an hour one way, while the drive was 15-20 minutes.

I realize that most residents and visitors of the proposed development would commute by car - a quick drive down St Albans between Summit and Grand shows that street parking is already usually full, and with street parking on both sides of St Albans, it can be difficult to even get down the street in the winter. Turning left onto Grand, or even going straight, can require several minutes' wait during rush hour.

I truly believe in the importance of multifamily/higher density residences, but I feel like the proposed development is motivated by profit, not by a genuine care for the neighborhood or for potential new residents. As a recent college graduate living at home for the time being, I am thrilled by the idea of more affordable housing in St Paul, and I would certainly welcome more young people, and people of more diverse socio-economic backgrounds, to the neighborhood. However, I've seen the proposed prices of these units, and of the underground parking spaces, and they're so high as to be prohibitive to many. I'm tired of hearing developers evoke the ideal of more walkable, accessible, diverse neighborhoods to justify projects motivated simply by profit.

Thank you for taking the time to read this, and I hope you will take my concerns into consideration.

June Ofstedal
24 St. Albans St S #2

From: melissa partin <mrpartin65@gmail.com>
Sent: Tuesday, August 10, 2021 11:17 AM

To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>
Subject: Parking maximums

I am writing to let you know that I am very much in favor of eliminating parking minimums.

This is important to me because I know that parking minimums make housing expensive and force us to prioritize housing cars over people.

I want our city to provide more affordable housing and to do more to make non-polluting modes of transport safe and convenient. This will require shifting to prioritizing people over car storage and finally eliminating parking minimums in our city.

Melissa Partin
1943 Princeton Ave, St Paul, MN 55105

From: Jake Southworth <jcsouthworth27@gmail.com>
Sent: Tuesday, August 10, 2021 10:26 AM
To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>
Subject: in support of removing parking minimums

Hello Saint Paul City Council,
My name is Jake Southworth and I live at 868 Carroll Ave in the ward currently represented by Dai Thao. I think that removing mandates on parking is a good long term move. It aligns with the city's climate goals, it will reduce costs for housing and it satisfies the inner libertarian in all of us.

Ultimately, it will lead to modest change over a long period of time which gives us the luxury of being able to make it part way down that path and change our minds with limited societal costs. I don't believe we will have a change of heart. I believe this is a good framework for the city to build itself upon.

Thanks,
Jake

From: Erin Thune <thuner28@gmail.com>
Sent: Monday, August 9, 2021 5:50 PM
To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>
Subject: Off Street Parking input

Hello,

I live at [56 Leech Street](#) in Saint Paul.

We are satisfied with the current permit parking only areas on our street - Leech Street, which is considered parking "Area 7".

Please do not change the hours of permit-only parking - keep it as is.

We would respectfully request that Parking Enforcement be monitoring our area, as the active construction site that has blocked some off-street parking on W 7th pushes construction worker and retail traffic into our neighborhood (Forbes, Leech, McBoal, Wilkin). Construction workers park in any available spot beginning early on weekday mornings, and on the weekends, retail parking is pushed into our permit-only parking.

Current signs are unclear - they say **No Event Parking** - and people think that if they're not going to an event at - say - XCel - that they're fine to park there. Signs with updated wording that is more clear would be appreciated/helpful. (Perhaps - PERMIT PARKING ONLY 6:00am - 8:00pm)

Thank you,
Erin Thune
56 Leech St.

From: Rick Varco <Rick.Varco@seiuhcmn.org>
Sent: Tuesday, August 10, 2021 10:02 AM
To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>
Subject: OR 21-27 Agenda Item August 11 Public Comment

Public testimony on OR 21-27, proposed elimination of parking minimums:

SEIU Healthcare Minnesota represents almost 50,000 healthcare workers in hospitals, clinics, nursing homes, and self-directed home care. Several thousand of our members live or work in St. Paul, including at major employers like United Hospital and HealthPartners clinics. On their behalf, and as a St. Paul resident, I write to support fully eliminating parking minimums as proposed in OR 21-27.

For our members who want to live in St. Paul, the cost of housing is too often a prohibitive barrier. For those who do live in St. Paul, housing consumes the largest and a continuously growing portion of their family budget. This is deeply frustrating because so much of the high cost of housing is the result of restrictive land use policies adopted by the City. The City could significantly reduce the cost of housing if they eliminated the requirement for workers to pay extra for parking spaces they do not want or need. The cost of unwanted parking spaces is bundled into the cost of housing and workers have no choice but to pay the extra charge. It is unfair to force low-wage workers who can't afford or don't want a car to pay extra for parking spaces.

In addition, our union is committed to climate justice and the fight against global warming. Climate justice requires that, at the very minimum, we stop forcing non-drivers to subsidize the cost of driving. Parking minimums require non-drivers to pay extra so that drivers have the convenience of abundant parking. Worse, parking minimums make transit friendly development less viable and force many to commute by car from the suburbs, because that is the only place they can find affordable housing. If you eliminate parking minimums, more of our members will be able to take transit to work. This will be cheaper for them and better for the planet.

Finally, we support full elimination of parking minimums over a system where the city would waive minimums in return for a commitment to meet certain goals. First, it is not good public policy to prevent people from doing a good thing. It is good that people don't have to build parking they don't want. We

should not hold them hostage to other goals. Second, far too often, city land-use policy is highjacked by the immediate interests of adjacent residents and ignores broad public needs. Since city land-use regulation already drives so much of the high cost of housing, we should not add to the problem.

Please support the full elimination of parking minimums in OR 21-27 because it will lower housing costs for workers and help fight climate change.

Rick Varco
Political Director

2265 Youngman Ave. #208
St. Paul, MN 5516

From: Zakary Yudhishthu <zyudhishthu@yahoo.com>
Sent: Tuesday, August 10, 2021 11:00 AM
To: *CI-StPaul_Contact-Council <Contact-Council@ci.stpaul.mn.us>
Subject: Testimony for Public Hearing

To the St. Paul City Council,

My name is Zak Yudhishthu, and I'm a student in St. Paul. I'm writing to the council to voice my support for full elimination of parking minimums.

I'm relatively young and new to St. Paul, and I plan to be around here for a while. As part of the next generation of our city, I often think about what kind of city I hope to inherit from those who are running it today. Eliminating parking minimums is a necessary piece of building that city.

My biggest concern is climate. Cars are severe carbon emitters, and electric cars help — but not nearly enough. If the council is serious about making St. Paul sustainable, they need to stop forcing developers and business owners to subsidize parking, which incentivizes driving despite its many negative externalities.

We also need a city that people can afford to live in, and parking requirements worsen affordability. Listen to St. Paul city planner Tony Johnson; listen to planning commissioner William Lindeke, who has cited extensive research showing that parking requirements make rent higher. We can not keep bundling parking costs into rents.

I do not have a car to get me around St. Paul, nor do many of my fellow students, nor thousands of other St. Paulites. It is our choice whether we build St. Paul around cars. Today, the city council can choose to end a policy that subsidizes a dangerous, unsustainable form of transportation while increasing rents.

Sincerely,
Zak Yudhishthu