

Dear Council Members,

Last week before the Council Meeting a new proposal to the Marshall Avenue Zoning Plan was uploaded to the agenda documents and quickly removed a few hours later. The unpublished amendment / plan was visionary in its forward thinking and it reflected the significant increase in density that the neighborhood should aim for in the next 10 to 20 years. It included an increase in up-zoning at specific nodes and opened the door to the creation of a more vibrant and diverse neighborhood. I hope that this amendment / new plan will be proposed this evening at the Council Meeting and that it will serve as a new basis for further conversation in regards to Marshall Avenue. It would be a significant step in the right direction for the future of the neighborhood.

Thank you,

Dave Kvasnik

Hi Mitra/Matt,

My name is Bryce Rasmussen and I am writing in support of the proposed amendments to the Marshall Ave Zoning study presented my Mitra at the city council meeting on 10/3.

As a homeowner and a father I understand the importance of expanding our housing stock so that our children can continue to live in the neighborhoods in which they grew up. Without more homes, prices can only increase, and in this day an age of increasing income inequality and a shift towards downward mobility I am afraid my children may not afford to live in this neighborhood.

I applaud the amendments and look forward to more great housing policy coming out of the Ward 4 office.

Keep up the great work!

- Bryce--

Bryce Rasmussen

435 Lexington Pkwy S

**From:** Daniel Taylor <[acedivor@gmail.com](mailto:acedivor@gmail.com)>

**Sent:** Thursday, October 4, 2018 11:57 AM

Hello,

I'm writing as a constituent in support of your proposed amendment to the Marshall Avenue rezoning. I wrote about two weeks ago to express my concerns about the previous version, and I think your amendment addresses most of them. I will say that I'd prefer not to reduce the maximum height for the corridor to three stories- I live in a 2.5 story triplex right across the street from a bunch of 4 story apartments and a converted factory with a 6 story tower, and none of it feels remotely out of scale. I don't want to make perfect the enemy of the good, but I do hope the council will recognize that this plan represents a compromise.

There are many reasons to support greater density along Marshall, and across the entire city. The one that feels most potent to me to today is climate change. A new [report](#) by the IPCC finds that dramatic decarbonization must be underway by 2030 to hold global temperature increase below 1.5 degrees. The most meaning step cities like Saint Paul can take to contribute to this goal is to allow significantly more density, which will facilitate lower emissions from both transportation and buildings. We don't have time for endless moratoria, preservation studies, process complaints, and downzoning.

I think I can understand the appeal of living in a big old house on a block full of other big old houses. But living on a habitable planet appeals to me a whole lot more.

Thanks for your work on this,  
Joe

p.s. In case you need my address to make this an official public comment, I live at 780 curfew street #3, st. paul, 55114

Dear Council Member M.J. Nelson-

I have owned/lived at 1657 Marshall Avenue for approximately 27 years. I support the efforts to rezone Marshall Avenue for higher density as I believe that is a basic strategy for Sustainability of the planet. It should also help reduce average rental/ownership costs given higher supplies.

Yet I am DEEPLY concerned about the need for more affordable housing beyond just market influences. The market has proven incapable of providing sufficient affordable housing here and everywhere in the US. My understanding is that the current rezoning proposals do not provide significant requirements for affordable housing.

REQUEST:

Please amend the Marshall Rezoning proposal to include a certain mandatory % of affordable housing be required by a developer before a property is allowed to rezone beyond Duplex or Tri-plex.

I consider this a very significant issue and one on which your new membership on the council must take a stand. You have the opportunity to show you strength and leadership and I have confidence that you will make me proud for having supported your election.

Sincerely-  
Bob Alf

Hello,

I am writing in to support the Marshall zoning amendment introduced by CM Jalali Nelson. I support this amendment because I believe this corridor is the perfect place to increase our housing supply, especially for those who would live and work without needing an automobile. In those parts of the city, such as this, where there are numerous bus lines and quality bikeways we should absolutely make it easier for larger numbers of people to live. This is how we create walkable neighborhoods.

I believe the amendment still provides a good compromise for existing residents who don't want enormous buildings or a dramatic increase of the population. Historic preservation is important, but I think it should be considered on a case by case basis rather than having a blanket effect that includes properties where it should not apply. Our city needs to be thinking creatively about how to increase population in these nodes and corridors with alternative means of transportation.

Respectfully,

Eric Saathoff  
691 Wells St

Hello,

My name is Bryce Rasmussen of 435 Lexington Pkwy S and I am writing in support of the proposed amendments to the Marshall Ave Zoning study presented my Councilmember Nelson at the city council meeting on 10/3.

As a homeowner and a father I understand the importance of expanding our housing stock so that our children can continue to live in the neighborhoods in which they grew up. Without more homes, prices can only increase, and in this day an age of increasing income inequality and a shift towards downward mobility I am afraid my children may not afford to live in this neighborhood.

I applaud the amendments and look forward to more great housing policy coming out of the Ward 4 office.

- Bryce Rasmussen

Dear City Council,

I am writing in support of Councilmember Nelson's amendment to allow more housing along Marshall Avenue. There are three main reasons I support this amendment:

Much of this proposal is the same and the amendment includes feedback from local business owners. St. Paul has many transit corridors but most of them are not true multimodal corridors (offering safe places to walk, bike, take the bus, and drive). *Few of these transit corridors offer access to both Minneapolis and St. Paul.* I would argue only three corridors offer easy access to both St. Paul and Minneapolis (University Ave, Como, and Marshall Ave). For this reason, we should allow more housing along Marshall Avenue.

Vacancy rates are low in St. Paul, meaning housing costs are high. We need more housing to fill existing demand and to drive down current housing costs. This corridor is a fantastic place for families to live and build community together.

Thanks,

Amanda Rueter  
13XX Blair Ave  
Ward 4

Dear Councilmember Jalali Nelson and members of the Council,

I'm writing today to support the proposed amendment to the West Marshall Avenue Zoning Study. It is critical that Saint Paul make it possible to build more housing along critical transit corridors like Marshall, which will be served by Metro Transit's B Line bus rapid transit route in the coming years and have great access for people walking and bicycling to surrounding areas.

Addressing our climate and housing crises depend on our elected leaders taking bold action to reduce emissions and increase the amount of housing we allow to be built close to key destinations like employers, schools, stores, and recreational activities. Allowing more housing on Marshall Avenue is a key step towards Saint Paul doing its part to address these significant challenges.

Thank you for taking my comments into consideration, and I hope you will support the proposed amendment.

Sincerely,

Jake Rueter  
1347 Blair Ave

Dear Councilmember,

The Sierra Club Minnesota North Star Chapter and its Saint Paul members wish to express support for the Marshall Street zoning amendment. To grow sustainably and equitably, the City of Saint Paul must embrace density, especially in transportation corridors like Marshall where access to high frequency transit, bicycle facilities, and walkable neighborhoods is prevalent. The study area is served by numerous transit routes, including the 87, 63, 21, 84, A Line and future B Line. Future housing development options should be focused along corridors like Marshall that provide many transportation options for everyone.

Thank you for your consideration,

Joshua Houdek

Good Afternoon~

After seeing a post on this topic of a pending vote, a post that seemed to be the same negative response I'm hearing every time improvements are proposed in our city, I wanted to make sure my property tax paying voice was heard. I support rezoning to create denser housing, and more businesses on the corridor. I purchased my home just off of Marshall a couple of years ago because I believed the area was on track to become the amazingly traverse-able and rewarding neighborhood it has the potential to be.

The sooner the better.

Thank you.

Sincerely,

Erica Eilers

Dear Councilmember Jalali Nelson and members of the Council,

I'm writing today to support the proposed amendment to the West Marshall Avenue Zoning Study. It is critical that Saint Paul make it possible to build more housing along critical transit corridors like Marshall, which will be served by Metro Transit's B Line bus rapid transit route in the coming years and have great access for people walking and bicycling to surrounding areas.

Addressing our climate and housing crises depend on our elected leaders taking bold action to reduce emissions and increase the amount of housing we allow to be built close to key destinations like employers, schools, stores, and recreational activities. Allowing more housing on Marshall Avenue is a key step towards Saint Paul doing its part to address these significant challenges.

Thank you for taking my comments into consideration, and I hope you will support the proposed amendment.

Sincerely,

**Jeff Rueter**

1910 Feronia Ave

Hello St. Paul City Council Members,

I am writing to you in support of Ms. Jilali Nelson's amendment to the Marshall Avenue Zoning Plan. I greatly enjoy the walkability of this neighborhood and hope that more can experience it too.

Marshall Avenue is a major transit corridor between our two cities. This is one of the most transit connected and multimodal corridors in the city. We should be building more dense housing along this type of corridor.

The Marshall Zoning plan amendment will allow more people to enjoy this historic neighborhood. I am in favor of this amendment and I encourage you to vote for it.

Best,

Lucas Miller

Hi,

I am a resident and small business owner in Ward 4. When I moved to Saint Paul from Minneapolis 3 years ago it was specifically because of the steps that Saint Paul has taken to embracing growth and modernization. The light rail, Allianz Field, the A line, the Saints Stadium, the farmer's market, were just a number of amenities that piqued my interest. I ended up purchasing a bar on the light rail, a stone's throw from the new soccer stadium. I love living 3 blocks from where I work, 6 blocks from my favorite sport, 2 blocks from the light rail that brings me to Saint Paul restaurants and the farmer's market. That is all because of smart development.

I write to you now to express my support of Councilmember Jalali Nelson's amendment on the Marshall avenue zoning. It is absolutely vital to the development of our city that we include density and transit at the forefront of our policies. Marshall avenue is already the product of a mix of single family houses as well as larger apartment complexes. Upzoning allows for the development of our city in an equitable fashion because it prevents our neighborhoods from becoming racial and economically segregated while at the same time bringing more residents into our already growing city (with an unbelievably low vacancy rate).

We need smart growth in our city, not reactionary calls for "maintaining character."

Thank you,  
Wes Burdine  
Black Hart of Saint Paul  
1415 University Avenue  
Saint Paul, MN 55104

Council,

I'm strongly in favor of CM Jalali's amendment to the Marshall Avenue Zoning proposal. Her amendment not only more appropriately addresses the needs of our city, it's also more in line with the historical intent and zoning of such a busy corridor.

Tom Basgen

Highland Park

Dear Councilmember Thao and members of the Council,

I'm writing today to support the proposed amendment to the West Marshall Avenue Zoning Study. It is critical that Saint Paul make it possible to build more housing along critical transit corridors like Marshall, which have great access to public transit and are highly accessible for biking and walking.

Addressing the climate crisis depends on our elected leaders taking bold action to reduce emissions. Allowing more housing on Marshall Avenue is a key step towards Saint Paul doing its part to address these significant challenges. Available housing near public transit is also critical in supporting lower income households that rely on public transit to get to school, work, and grocery stores. As a cost burdened resident of St. Paul, the proximity to public transit and grocery stores is very important to me and I believe increasing housing in the Marshall corridor is important for these same reasons.

Thank you for taking my comments into consideration, and I hope you will support the proposed amendment.

Sincerely,  
Stephanie Zellers  
1577 Ashland Ave

Hello St. Paul City Council Members,

I am writing to you in support of Ms. Jilali Nelson's amendment to the Marshall Avenue Zoning Plan. I greatly enjoy the walkability of this neighborhood and hope that more can experience it too.

Marshall Avenue is a major transit corridor between our two cities. This is one of the most transit connected and multimodal corridors in the city. We should be building more dense housing along this type of corridor.

The Marshall Zoning plan amendment will allow more people to enjoy this historic neighborhood. I am in favor of this amendment and I encourage you to vote for it.

Best regards,  
David Peterson

Dear Councilmember Jalali Nelson and members of the Council,

I'm writing today to support the proposed amendment to the West Marshall Avenue Zoning Study. It is critical that Saint Paul make it possible to build more housing along critical transit corridors like Marshall, which will be served by Metro Transit's B Line bus rapid transit route in the coming years and have great access for people walking and bicycling to surrounding areas.

Addressing our climate and housing crises depend on our elected leaders taking bold action to reduce emissions and increase the amount of housing we allow to be built close to key destinations like employers, schools, stores, and recreational activities. Allowing more housing on Marshall Avenue is a key step towards Saint Paul doing its part to address these significant challenges.

Thank you for taking my comments into consideration, and I hope you will support the proposed amendment.

Sincerely,  
Lauren Wheeler  
1124 Lafond Ave, St Paul, MN 55104

Dear Councilmember Jalali Nelson and members of the Council,

I'm writing today to support the proposed amendment to the West Marshall Avenue Zoning Study. It is critical that Saint Paul make it possible to build more housing along critical transit corridors like Marshall, which will be served by Metro Transit's B Line bus rapid transit route in the coming years and have great access for people walking and bicycling to surrounding areas.

Addressing our climate and housing crises depend on our elected leaders taking bold action to reduce emissions and increase the amount of housing we allow to be built close to key destinations like employers, schools, stores, and recreational activities. Allowing more housing on Marshall Avenue is a key step towards Saint Paul doing its part to address these significant challenges.

Thank you for taking my comments into consideration, and I hope you will support the proposed amendment.

Sincerely,

Michelle Wheeler  
1124 Lafond Ave, St Paul, MN 55104

Hello Councilmember Nelson,

I want to share my support for Marshall Ave Rezoning Plan, including your proposed amendment. Saint Paul is a growing city that must be proactive in planning for the future. To me, this means adding density, especially in high amenity areas well served by transit. As a Ward 4 resident, I will benefit from the increased housing options. Existing and future businesses will also benefit from more potential customers living close by.

I know discussion around density and multi-family housing is not always well-received by local homeowners. Please know that there are other voices to hear in Ward 4, who support this amendment. Finally, I urge the City Council to continue to look at future rezoning opportunities that will create a more livable and sustainable Saint Paul by providing more housing options and mixed uses. Thank you for allowing me to share my thoughts. And thank you, Councilmember Nelson, for your leadership on this issue.

**Connor Schaefer**

948 Cromwell Ave, Saint Paul MN 55114

Good afternoon,

Thank you for the Marshall Avenue Re-zoning amendment. It's good policy to be putting housing along the transit corridor. I know lots of people are probably writing in opposing the amendment because that's how these things work but I just wanted to say that I am totally in favor of it. I'm so excited to have Mitra on the City Council especially if it means we'll be seeing more pro-renter proposals like these. Thank you!!

Best, **Troy Ikeda**

Good Afternoon, Council Members,

I am writing to express my support for CM Jalali Nelson's amendment to the West Marshall Zoning Study for several reasons.

First, as CM Jalali Nelson noted during the October 3 Council meeting, the amendment preserves the bulk of the initial zoning plan and only makes modest changes to the plan in order to create some additional density along what is already a major transit and bike corridor, as this stretch of Marshall is served by Metro Transit Route 21 and has basically the only East-West bike lane that spans the City and crosses into Minneapolis. I also refer the Council to Council President Brendmoen's comments on



October 3 that this amendment amounts to additional density, but not height, along this stretch of Marshall.

Second, the amendment is consistent with the City's aims in terms of planning for growth and focusing that growth along well-used transit lines. I confess that I do not live in Merriam Park, but I do live in Macalester Groveland, about a block and a half East of Snelling, and was fully supportive of the zoning changes made to Snelling to focus growth at commercial nodes after the introduction of the A Line. I see the Marshall plan as somewhat of an analogy to what was done along Snelling, expect that but the amended plan for Marshall seems more timely since the 21 has not yet been converted to a BRT line.

Third, I do need to take issue with the Union Park District Council land use plans, which encourage zoning changes on the stretch of Marshall Avenue East of Snelling. LU1.1 of the UPDC plan specifically focuses on Marshall East of Snelling for "establish[ing] zoning that encourages compact development in commercial areas and in mixed-use corridors." LU3.2 suggests that UPDC "explore opportunities to increase density levels . . . along key corridors that support transit-oriented development, including along Snelling Avenue and Marshall Avenue between Snelling and Hamline Avenues, and on mixed-use transit routes." It's very odd to me that these two policy goals of UPDC would take such pains to focus on the stretch of Marshall that is East of Snelling when route 21 (and I believe the future BRT line) turn off of Marshall at Snelling, meaning that there is no transit on Marshall East of Snelling. It's pretty incredulous to devise a land-use policy that suggests increased density along the exact portion of a corridor that is not served at all by transit and to be honest, it gives me pause as to UPDC's true intention in drafting its plan. It seems to me that if UPDC was being earnest in developing land-use policy, goals of increasing density along corridors well-served by transit would be far better served by concentrating on the stretch West of Snelling rather than the stretch East of Snelling. My sense of the initial zoning proposal is that it "upzoned" properties East of Snelling and mostly down-zoned properties West of Snelling. That way, a claim could be made that, overall, the plan resulted in increased density even if it was highly unlikely that the upzoned portions would ever get built out, especially since that potential high-density housing would not be served at all by transit.

Fourth, I know this is somewhat cliché to bring up, but it bears noting that removing barriers to increased density along high quality transit corridors, and allowing more people to live in areas served by good public transportation and bike infrastructure, is something that every city worldwide should be doing right now in light of the fact that we just saw some pretty dire news in terms of climate change. We should be doing anything and everything possible to encourage people to live car-free and avoid contributing to CO2 emissions. From the perspective of things we can do to reduce reliance on cars for transportation, this amendment is very low-hanging fruit. I would imagine that these kinds of policies would be critical for cities that value climate resiliency.

Finally, I know that there is push-back, and even "outrage" as a result of this modest amendment. Even though this amendment proposes a modest increase to density, it's already being denigrated for "destroying the historic character of Marshall Avenue." And even though it's perfectly reasonable for Council Member Jalali Nelson to suggest modest changes to zoning, given that she's the only Council Member who is a renter and is therefore probably more receptive to issues of rent increases and vacancy rates than are other council members, this amendment is supposedly evidence of "machine politics" since it doesn't fully represent the will of the consensus plan developed by the UPDC and community that lives on or near Marshall Avenue. To those pushing back, I'd say that the amendment will bring the zoning plan more in line with the whole of the Union Park and St. Paul population, which is about 50% renter and 50% homeowner. If anything is "machine politics", it's the initial plan that was

developed mostly by nearby homeowners / members of UPDC without input from anyone who rents within the community.

I urge you to approve the West Marshall Zoning Plan, as amended.

Thank you for your consideration!

Warm Regards,  
**Jeff Christenson, J.D.**  
1482 Lincoln Ave.

Dear Councilmember Jalali Nelson and members of the Council,

I'm writing today to support the proposed amendment to the West Marshall Avenue Zoning Study. It is critical that Saint Paul make it possible to build more housing along critical transit corridors like Marshall, which will be served by Metro Transit's B Line bus rapid transit route in the coming years and have great access for people walking and bicycling to surrounding areas.

Addressing our climate and housing crises depend on our elected leaders taking bold action to reduce emissions and increase the amount of housing we allow to be built close to key destinations like employers, schools, stores, and recreational activities. Allowing more housing on Marshall Avenue is a key step towards Saint Paul doing its part to address these significant challenges.

Thank you for taking my comments into consideration, and I hope you will support the proposed amendment.

Sincerely,  
Keith Mensah  
The Lyric at Carleton, 765 North Hampden Avenue, Apartment 438, Saint Paul, Minnesota 55114

Councilmember Tolbert,

I wanted to email to express my support for the amendment by CM Jalali-Nelson of the Marshall zoning plan.

The stretch of Marshall between the river and Snelling is one of the most transit connected corridors in the city and region, this is expected to be improved with the future BRT service coming to the 21 route. This corridor is connected by bike routes and also is a short walk to business districts along it, on Selby and Grand Avenues. The Amendment takes better advantage of the transit, bike lanes and walkability of the neighborhood while allowing for more detailed historic preservation analysis to continue as part of the study currently underway.

Rental vacancy rates in the city and region are around 2% (a healthy market is closer to 5%). The changes in the amendment still recognize neighborhood character and scale by limiting key stretches to 3 stories. The amendment also recognizes the need to create homes for more families in the region. We

are at a crucial point in the housing market where demand is outpacing supply and for the visible future that gap shows no signs of closing. This corridor is a great place to allow for more people to live.

Thank you for your time and I look forward to your support of this amendment.

Jeff Zaayer

1750 Saunders Ave

St. Paul, MN

Dear Councilmember Rebecca Noecker and members of the Council,

I'm writing today to support the proposed amendment to the West Marshall Avenue Zoning Study. It is critical that Saint Paul make it possible to build more housing along critical transit corridors like Marshall, which will be served by Metro Transit's B Line bus rapid transit route in the coming years and have great access for people walking and bicycling to surrounding areas.

Addressing our climate and housing crises depend on our elected leaders taking bold action to reduce emissions and increase the amount of housing we allow to be built close to key destinations like employers, schools, stores, and recreational activities. Allowing more housing on Marshall Avenue is a key step towards Saint Paul doing its part to address these significant challenges.

Thank you for taking my comments into consideration, and I hope you will support the proposed amendment.

Sincerely,

Ray Hommeyer  
1004 Lincoln Ave

Council President Brendmoen, Councilmembers:

I am writing to offer my full support to CM Jalali Nelson's amendment to the West Marshall Zoning Plan.

Marshall is an important connection for public transit, bicycle traffic, and personal vehicles. It is the best street-level connection between Minneapolis and Snelling Avenue, and is very close to the campuses of multiple college campuses (Concordia, Macalester, St Thomas), as well as numerous other schools and community centers. It only makes sense to allow a slight increase in allowable density along such a major corridor to allow for the increasing population of the city by growing the available housing stock, should the landowners agree.

This amendment, if I am correct, allows only for greater density but not greater height, which in my opinion, would go against the neighborhood character. We had many duplexes, triplexes, and fourplexes throughout Saint Paul in the past, and we can again, in addition to the existing single family homes.

Thank you for your attention to this matter,

Jeremy Stomberg  
1056 Ryde Street  
Saint Paul

Councilmembers,

Full stop, St. Paul is moving toward a historic housing crisis. If we don't make changes now to the way we zone our neighborhoods, we will have nothing but regrets in the future.

For years I lived close to this area and utilized the bike lane on Marshall. This key transportation corridor is perfect for multi-unit living. There is transit and plenty of multi-modal opportunities for its residents. The neighborhood is also extremely family friendly, with the close access to the library, schools, and parks. Let's welcome more neighbors.

Thank you,  
Amanda Willis  
1727 Race St., St. Paul, MN 55116

Dear Councilmembers,

I hope to attend the upcoming Council meeting at which voting on this issue will take place, but I wish to offer some thoughts here as well.

I support the revisions to the zoning change proposal offered by Councilmember Jalali-Nelson, as I believe they do an excellent job of balancing the need for increased housing density along this section of Marshall Ave with concerns that have been expressed by those in the neighborhood. This is a much more even-handed set of zoning recommendations than those that were offered up by the UPDC CLUED group, whose June 18 meeting on this topic I attended (as did Councilmember Jalali-Nelson as I recall).

What I witnessed at that CLUED meeting was a group of single-family home-owners for whom it was a foregone conclusion that the sections of Marshall Ave on, or near, which *\*they\** lived, must absolutely remain single-family homes, and that multi-family housing was something to be kept at bay - over on *\*that\** side of Snelling. What I saw was a group of people voting what they perceived to be their own self-interest, masquerading as speaking on behalf of the entirety of the Union Park neighborhood. I saw a group of individuals who are actively hostile to the existence of students and renters in their neighborhood. The actions of the CLUED members at this meeting gave the distinct appearance that there were multiple conflicts of interest at play among the members of CLUED that were not being appropriately managed.

The need for housing in St. Paul is demonstrated by the currently shockingly low rental vacancy rates in our neighborhoods. The plan put forward by Councilmember Jalali-Nelson provides for greater housing density along this important transit corridor (consistent with the City Comprehensive Plan) while also being responsive to expressed concerns about building heights (retaining the 3-level restriction in most

places where it could have been 5). This is exactly the kind of "missing middle" infill that is needed to meet current and future demands for housing in our neighborhoods. Moreover, an increase in multi-family dwelling units, which are more energy efficient than single-family homes, simply must be a meaningful part of our City's response to address global climate disruption. There are absolutely some historically important structures in this neighborhood whose preservation is worth our attention, but this should take place outside of a discussion about zoning as its own activity.

And ultimately, while historic preservation is important, it is a form of looking backward. If that looking back prevents us from having a future to look forward to, then what are we even doing?!

Brian C. Martinson, PhD  
1943 Princeton Ave

Councilmembers,

A recent IPCC report on climate change mitigation suggests that we have less than two decades to get our act together to even scrape by in avoiding the worst consequences of climate change. The Twin Cities, and St. Paul in particular, face continued very low housing availability numbers. And in the same meeting at which you will be discussing the proposed downzoning of one of the most important transit and biking corridors in the south western quarter of the city, I see you will also be dealing with tax base revitalization programs (RES 16-1680), re-vitalization (RES 18-1680), and funds from an account that supports "innovative (re)development projects that efficiently link housing, jobs, services, and transit" (RES 18-1680).

These issues are tightly interwoven. We cannot alleviate a housing crisis by lowering the availability of housing. We cannot grow a tax base by decreasing the number of residents, households, or businesses in the city. We cannot efficiently link housing, jobs, and transit by intentionally distancing both housing and jobs from one of the most important express bus routes connecting both sides of the river, the 53.

We cannot afford to downzone major arteries to cater to the aesthetic preferences and resale values of a subset of vocal residents. We cannot afford to downzone Marshall. Our taxbase, our housing stock, and our environment will all suffer. Either we care about these things or we don't. I hope we do.

Thank you,  
Colin Fesser  
Mac-Groveland

I am a resident of St. Paul's Ward 4 and former chair of the Union Park District Council Committee on Land Use and Economic Development (CLUED) – I strongly encourage residents to support the amendment to the Marshall Avenue zoning plan that Councilwoman Mitra Jalali Nelson has put forth.

I watched the process to downzone a small portion of Marshall begin take shape towards the end of 2017, as a small group of homeowners pushed for a survey of historic properties, then a moratorium on development (under the guise of protecting historic properties), and now to a proposal to completely downzoning stretches of Marshall. In mid 2017, a 5-story apartment building on Marshall and Moore was proposed and was the impetus for the historic survey and accompanying moratorium on development on a limited portion of Marshall. The Committee on Land Use and Economic Development was effectively bypassed for input on a moratorium. I attended meetings where homeowners shouted down the developer and derided students and renters as not being "invested" in the community. CLUED was told the underlying reasoning for a survey and moratorium was to study the historic nature of certain properties in Union Park, but this ultimately became a red herring for the real goal: to stop development on certain stretch of Marshall, primarily between Wilder and Wheeler.

The original downzoning proposal negatively affects one of the most transit connected multimodal corridors in our city and will certainly have a negative ripple effect on all transit in our community. Further, the original plan does absolutely nothing to protect potentially historic properties - it simply serves to restrict the number of people that can live in a neighborhood. St. Paul can't afford to keep new residents out. With a vacancy rate hovering at around 2%, this amendment balances the desire to preserve neighborhoods with the opportunity to encourage thoughtful and more dense development. It provides for an increase in density potential in our neighborhoods to be able to better support our most valuable business and transit nodes. We all benefit from this type of thoughtful zoning.

The original Marshall downzoning proposal is the product of a distinct lack of broad community engagement. This is not how our city's zoning codes should be written – effectively allowing a small group of homeowners to completely rezone one of the most important corridors in our city. The original downzoning proposal will stifle our city's growth and have lasting negative impact. The amendment allows for an appropriate balance between preserving neighborhoods and allowing them to evolve to meet our city's needs. I strongly encourage my neighbors to support Mitra Jalali Nelson's amendment.

Katie Jarvi  
St. Paul

Dear Councilmember Jalali Nelson and members of the Council,

I'm writing today to support the proposed amendment to the West Marshall Avenue Zoning Study. It is critical that Saint Paul make it possible to build more housing along critical transit corridors like Marshall, which will be served by Metro Transit's B Line bus rapid transit route in the coming years and have great access for people walking and bicycling to surrounding areas.

Addressing our climate and housing crises depend on our elected leaders taking bold action to reduce emissions and increase the amount of housing we allow to be built close to key destinations like employers, schools, stores, and recreational activities. Allowing more housing on Marshall Avenue is a key step towards Saint Paul doing its part to address these significant challenges.

Thank you for taking my comments into consideration, and I hope you will support the proposed amendment.

Sincerely,

Lisa Sexton  
1967 Grand Ave, St Paul, MN 55105  
CM Tolbert,

I am emailing in support of the Marshall zoning Amendment proposed by CM Mitra Nelson.

The amendment is a step in a positive direction for St. Paul. It acknowledges the historic nature of some buildings while allowing context sensitive housing growth along a transit corridor.

This amendment also fits well into the values of the City's new 2040 Comp Plan.

Thank you for your consideration,

Nate Hood, St. Paul, MN

Dear Council Members,

I am writing today to express my support of Council Member Jalali Nelson's Marshall Zoning Amendments. My wife and I decided to move to the Union Park neighborhood because we love being able to walk, bike and take public transit to so many amenities. I am a new father of two young boys and we spend countless hours walking around the neighborhood (partly because they stop crying when they are moving in a stroller) visiting Merriam Park library, Izzy's ice cream, and Choo-Choo bobs. When they are old enough, I will teach them how to bike safely on these streets.

We love Union Park and want to stay here to raise our boys. We want a vibrant, equitable and connected community that is transit connected. But more must be done to improve walkability and connectedness. These amendments maintain the majority of proposed changes but allow additional housing on Marshall, which is desperately needed. More housing will mean additional neighborhood shopping and amenities  
access to transit for more people  
help meet the need for affordable housing  
fewer students commuting by vehicle daily to St. Thomas  
Please sincerely consider supporting these amendments,

Brennan Furness  
36 Mississippi River Blvd North  
St. Paul, MN 55104

Hello!

I write in support of Council Member Mitra Jalali Nelson's amendment to the Marshall Avenue zoning proposal. This thoughtful amendment preserves much of the original plan - including the reduction in scale from 5 stories to 3 - but allows more housing overall and mixed use development at the established commercial nodes.

Council Member Nelson won by campaigning for density and housing and I am one of her (mostly silent) constituents fully in support of these goals. This area is located in the heart of the metro, is already extremely transit connected and served by decent bike infrastructure, and should be allowed to developed to take advantage of those features already in place.

Vacancy rates in our region are already at all time lows, rents are still rising, and many workers are priced out of single family homes. We should do our part to be good neighbors and truly welcome all to every neighborhood in St. Paul.

Thank you for considering this amendment.

Sarah McGee  
Emerald Street  
Saint Paul

Councilmember Mitra Jalali Nelson,

I'm writing to express my support for the West Marshall Re-Zoning amendments. They strategically allow reasonable density in areas that can properly support it, should the property owners of those parcels decide to build more density on their property. Marshall Ave. is a corridor ripe for multi-modal transportation, including sidewalks with walkable destinations nearby, bike lanes to allow people to bike to their destinations, and regular bus service that Metro Transit plans to upgrade to aBRT-level service within the next 5-10 years.

In an era where we need to do all that we can to reduce our impact on the environment and work to reduce our effect on climate change, allowing very reasonable density along this corridor that has options for people to live, work, and play without relying on automobile ownership is one concrete way that the city can make a truly meaningful step towards reducing our city's carbon footprint.

Thanks again for pushing for a true re-zoning in the area and pushing back against the down-zoning plan proposed by the homeowners in the area.

Jeb Rach

Hamline-Midway

Dear Council members,

I am writing in support of Council member Mitra Jalali-Nelson's amendment to the Marshall Avenue zoning study.

I live in the nearby neighborhood, and I support greater density along Marshall Avenue for environmental and quality-of-life reasons. I believe that it should be legal to develop large apartments along Marshall Avenue in the future in order to decrease the cost of the rental market in Saint Paul. I enjoy the accessibility of dense neighborhoods, believe that density increases energy efficiency, in particular of transportation.

Sincerely,

Mara McPartland, South Saint Anthony Park

Dear City Council members,

I live in St. Paul and am writing in favor of increased density on Marshall Avenue (and other locations in St. Paul, especially those by and along transit corridors). When I was looking at what neighborhood I wanted to live in when I recently moved, I chose to live somewhere within 2 blocks of 2 transit lines and 2 bike routes, as I rely on my bike and the bus to get to work. It's great not to have to rely on a car, and I think by allowing more people to live along transit routes, such as the 21 and 53 that go down Marshall Avenue, more people can live in our city and get around using sustainable and affordable transit options.



We have a housing shortage in the Twin Cities and allowing for increased density along the Marshall corridor is a great idea to alleviate some of that shortage. I understand this issue will likely be before the City Council on 10/17 and I am in support of Council member Nelson's amendment as it would allow more density which would encourage more people to use and appreciate the transit/bike/pedestrian infrastructure in the neighborhood.

Sincerely,  
Hannah Pallmeyer  
St. Paul resident

Dear Councilmember Jalali Nelson,

As a Ward 4 constituent and long time renter, I am inspired by your recent Marshall Avenue rezoning proposal. Your smart plan adds the possibility of housing along one of our city's best connected and transit accessible routes. This is exactly where we urgently need more housing options.

I spent four years living near Marshall/Cleveland – the transit connections, bike lanes, walkability, and future investments like BRT are neighborhood amenities. Our city leadership should work to ensure those amenities are accessible to more residents. Your plan accomplishes this.

I wholeheartedly support this amendment and urge the entire City Council to vote in favor of it.

Thank you for representing the often excluded voices of renters like me on the City Council.

Charles Cox  
1016 Cromwell Ave  
Saint Paul, MN 55114

**From:** Heidi Schallberg [mailto:[heidils@gmail.com](mailto:heidils@gmail.com)]  
**Sent:** Tuesday, October 16, 2018 8:49 AM  
**To:** #CI-StPaul\_Ward1 <[Ward1@ci.stpaul.mn.us](mailto:Ward1@ci.stpaul.mn.us)>; #CI-StPaul\_Ward2 <[Ward2@ci.stpaul.mn.us](mailto:Ward2@ci.stpaul.mn.us)>; #CI-StPaul\_Ward3 <[Ward3@ci.stpaul.mn.us](mailto:Ward3@ci.stpaul.mn.us)>; #CI-StPaul\_Ward4 <[Ward4@ci.stpaul.mn.us](mailto:Ward4@ci.stpaul.mn.us)>; #CI-StPaul\_Ward5 <[Ward5@ci.stpaul.mn.us](mailto:Ward5@ci.stpaul.mn.us)>; #CI-StPaul\_Ward6 <[Ward6@ci.stpaul.mn.us](mailto:Ward6@ci.stpaul.mn.us)>; #CI-StPaul\_Ward7 <[Ward7@ci.stpaul.mn.us](mailto:Ward7@ci.stpaul.mn.us)>  
**Subject:** West Marshall Avenue Zoning Study

Council Members,

I'm writing to you about the West Marshall Avenue Zoning Study in support of Council Member Nelson's amendment. I'm sure you saw the news about the UN Intergovernmental Panel on Climate Change report last week that gives new urgency to action to reduce the impacts of global warming. One way you can act, as council members in the City of Saint Paul, is to ensure that we are maximizing our housing options along our planned transit investments to ensure more people have the choice to travel in more sustainable ways. As you know, bus rapid transit is planned for Marshall Avenue with the B Line that will continue on Lake Street in Minneapolis. We already have the A Line on Snelling intersecting with Marshall, the Green Line nearby, and several other regular bus routes in this area. We have bike lanes

on Marshall too. We need to provide more housing choices where we have sustainable transportation choices, and we need to do so now. We know that people who live in multifamily units tend to bike, walk, and ride transit more. We need more people moving this way today to help minimize climate change.

Another immediate need you are in a position to address is that our city is in a housing crisis with a rental vacancy rate around 2%. Normally it should be around 5%. Whether you own or rent, as city council members, you should be acting to ensure we can meet our current housing needs as well as provide for anticipated growth the city needs to accommodate. Our current district council system reinforces the power that property owners have in our system. I fear that you are hearing lots of voices from owners of single family houses on this issue and not so much from people who rent in this "community process." Continuing to privilege those who own property won't help racial equity. More people of color rent in St. Paul. Who are you listening to? Who are you helping?

Livable cities are for people first. People need safe, affordable housing, whether they rent or own. If we lose sight of that, we have failed as fellow human beings. The word "character" gets tossed around a lot in St. Paul. It's a nebulous term in most contexts. A friend of mine has made the observation that character is how we treat other people. Please show your character. Please show the character of a livable city that cares about people first in the face of climate change and a housing crisis. You can address historic preservation for individual properties through means other than zoning.

We should be doing more housing along our transit lines than the proposed amendment for this zoning provides for. Concerns about three stories versus five will look quaint and clueless in a changing climate. Cities bring variety; we don't need to match everything exactly. You are stewards of our future with your policy decisions. Please choose wisely. Please support CM Nelson's amendment at a minimum.

Sincerely,  
Heidi Schallberg  
Apartment Renter and City Resident

**From:** May Losloso [<mailto:maylosloso@gmail.com>]

**Sent:** Tuesday, October 16, 2018 11:02 AM

**Subject:** Marshall Zoning Amendment

I'm writing in support of the amendment because the changes still recognize neighborhood character and scale (by limiting key stretches to only 3 stories) while also recognizing the tremendous need we have to create homes for so many families. I have lived near Marshall for a little over two years and it's hard to find vacancies in the area while my rent has been increasing. There are not a lot of options and I feel like I have had to make do with a situation that isn't always ideal for me (aka not the best quality of housing/landlord) because I want to stay in that location due to its public transit accessibility.

Although it's tempting to begin my letter of support for the Marshall zoning amendment with how long I've lived in St. Paul - I think it's probably better to start with stating the plain fact that we need more housing here in St. Paul. Neither length of time lived in this city nor homeownership should give anyone a louder voice in this debate.

This amendment takes advantage of existing (but have room for improvement!) bike lanes, transit and walkable routes along Marshall. As we are all probably aware, we will be in a climate crisis by 2040 (a short 22 years from now) and we need to take action to encourage people to use these options. (In case you missed it, here is the climate change article: <https://www.nytimes.com/2018/10/07/climate/ipcc-climate-report-2040.html>)

Marshall Avenue is one of the most transit-connected corridors in our city and we need to take advantage of that. This zoning amendment will create consistency along this critical corridor, while making a small dent in meeting the housing demand in our city.

To me, supporting this zoning amendment is an easy decision - we need more housing and we need more housing in a transit-friendly area. This accomplishes this while maintaining St. Paul's beloved "neighborhood character."

I respectfully ask that you support the Marshall zoning amendment.

Kara Lynum  
Ward 3

Dear Saint Paul City Council Members,

I am reaching out to express my support for the amendment on the Marshall Avenue zoning introduced by councilmember Nelson. This well-designed amendment is the appropriate response to the transportation, housing and climate challenges that our city faces.

Last week the United Nations released a report on climate change indicating we have a short time frame in which to reduce carbon emissions to avoid complete catastrophe. As a city, we should be making transportation and land use choices with that potential in mind.

The amendment offered by Council Member Nelson offers an opportunity to take a step forward by promoting zoning which encourages use of transit, biking and other alternatives. If we take protecting our planet seriously, which I believe we should, we need to promote this type of development.

The amendment also helps address the housing shortage we have in St. Paul. Walk along 35E or other streets on the edge and you will see St. Paul's Homeless encampments. We need to do something about housing and simply preserving/promoting single family housing will not do that. We need to increase the volume of units available in our city. Increasing density along corridors like Marshall may not solve the homelessness issue, but adding even market rate housing can help to keep rents lower in other parts of the city.

I understand that some of the home owners near the avenue have express opposition, but we've reached a point in our city's development where we need to be taking a wider view on zoning and land use. Almost every land use discussion, whether it be zoning, bike use, or park development, is opposed by some of the homeowners. When we have a housing shortage, transportation issues, a need for more tax base and a climate crisis, we need to take a broader view. We need to keep an eye towards St. Paul's history and consider neighborhood concerns, but we must make our zoning and land use decisions based on what is good for the whole city's future.

Elizabeth Wefel  
Macalester-Groveland

October 16, 2018  
Kevin Gallatin  
1822 Highland Pkwy  
Saint Paul, MN 55116  
Kevingallatin00@gmail.com  
Councilmember Chris Tolbert  
310-C City Hall 15 Kellogg Blvd. West  
Saint Paul, MN 55102

Dear Councilmember Tolbert,

I am writing to express my support for rezoning West Marshall Avenue as amended by Councilmember Jalali Nelson. Her amendment struck an appropriate balance between protecting the existing attractive and historic streetscape while accommodating much-needed housing in optimal locations. Our city is suffering from a severe shortage of housing, forcing residents to spend an ever-increasing share of their income on housing, or forcing them from our city altogether. We need to accommodate growth and the ideal place to do it is on transit connected streets in walkable and bikeable neighborhoods. Marshall Avenue is well-suited to house more people who can live, work, and patronize businesses in Saint Paul. I urge you to support the amended ordinance.

Sincerely,

*Kevin Gallatin*

Kevin Gallatin

Hi,

I previously wrote about the rezoning plans on Marshall but that was before Councilmember Nelson's amendment was submitted, I think. So I am writing again, in case that it useful/necessary. Anyway....

I am so delighted to see that Councilmember Nelson is working to prevent the downzoning along Marshall that had previously been proposed. Thank you so much for your work on this issue. Marshall is a busy street that can handle more residents and more businesses. I want more people to be able to live and work in St Paul. I want more people to live and work along bike and transit routes because I like traveling on those routes and I want more of them and I want better ones.

Thanks!  
Shari Albrecht, 1610 Laurel

Hello Council Member Nelson,

I'm writing in support of Council Member Nelson's amendment to the Marshall Avenue Zoning Study.

I'm a resident of Saint Paul's Ward 4 and a proud graduate of the University of Saint Thomas. I love our neighborhood and the amenities provided here - clearly, as I haven't moved far!

I was on campus last week for a "First Friday" event as a guest of a professor with whom I've stayed close over the years. I couldn't help but be nostalgic - until I got lost trying to find the Alumni Center! Even though I graduated in 2011, the campus has changed a lot. I couldn't believe the buzz and excitement, and how many more students clearly have access to the incredible resources of a UST education than when I attended just a few short years ago.

The education I received and the opportunities it's opened are unparalleled - but I remember moving to Minnesota from Washington state. The school literally didn't have a dorm for me and there weren't vacant apartments near by that were affordable for a young student without a car. Lucky for me a room opened up a week before school started, but housing in Saint Paul has not improved since then - it's gotten worse.

Vacancy rates in our region are around 2 percent - a healthy housing market would have more like 5 percent vacancy. We desperately need more housing to fill existing demand, let alone any increase. The changes that Council Person Nelson has proposed recognize neighborhood character and scale while also recognizing the tremendous need we have to create more homes for families and students alike.

Marshall Avenue is one of the most transit connected and multimodal corridors in the city, and really, the entire region. We should be focusing our housing development along routes like this to make sure that our neighborhoods work for everyone.

Saint Paul has felt like home since I first visited a decade ago to see the Saint Thomas campus. Clearly other people feel the same way about our great city. It's time we go beyond saying "All Are Welcome Here" with lawn signs and start welcoming neighbors with housing, transit, and the flourishing neighborhoods that growth would support. Council Member Nelson's amendment does just that and I urge you to support it.

My best,  
Maggie Meyer

Dear Council Members,

I fully support the amended Marshall Avenue Zoning Plan presented by Council Member Mitra Jalali Nelson. The plan is forward thinking and exactly what we need to create a more diverse, growing and dense neighborhood. People want to live in Merriam Park and we should create zoning that makes that possible. One of the main issues that Council Member Jalali Nelson ran on was renters rights. The people spoke by voting for her over the other candidate. Her election was a vote for more urban density, more progress and more housing availability. It is a massive step in the right direction.

Sincerely,

David Kvasnik

Dear Council Members,

I write to support Council Member Nelson's proposed amendment for changes to the Marshall Ave zoning proposal and encourage you to support it as well.

As we see many people wanting to move to St. Paul (which is a great thing for our city!), housing, especially rental housing, has become increasingly hard to find at affordable prices in the city. New housing construction has drastically lagged behind this increased demand. While there is obviously a value to maintaining some of the beautiful old houses in our community, **there are also changing housing needs**. As family sizes decrease and large old houses become increasingly unaffordable or undesirable to many of us, other options will be needed to increase options and maintain affordability for St. Paul residents.

Additionally, the area along Marshall Ave. is one of the most transit, bike, and walk-friendly parts of the city. The area is served already by multiple bus routes and Metro Transit will be upgrading route 21 to aBRT, which will bring even better transit connectivity to this particular area.

**This is exactly the type of area where we should be making it possible to build denser housing**, the type that will broaden our tax base, help support local businesses that depend on denser, walkable neighborhoods, and possibly help prevent other historic homes from being converted to rentals, too often only to be neglected. Given the current high demand for rentals in the area (and St. Paul in general), we are likely to see more and more of these old homes converted to rentals, often for college students, who don't have a lot of incentive to shovel sidewalks and otherwise maintain the place, whereas multi-unit apartments will more likely be professionally managed. The amendment also helps create a more unified zoning plan, instead of a patchwork of different zones.

If you are looking to help maintain the "character" of the neighborhood, something that is certainly important in our historic city, this could perhaps be better achieved through design stipulations for the buildings themselves, instead of basing it strictly on size. Grand Ave. provides a great model for this - much, if not most, of the housing is denser, multi-unit buildings, but they look great and create a great place to visit and spend time.

I appreciate your time reading, your work on the council, and hope you will support the amendment.

Zack Mensinger  
Ward 4 Resident

**From:** Wil Totten [<mailto:wtotten@gmail.com>]  
**Sent:** Wednesday, October 17, 2018 10:21 AM  
**To:** #CI-StPaul\_Ward3 <[Ward3@ci.stpaul.mn.us](mailto:Ward3@ci.stpaul.mn.us)>  
**Cc:** #CI-StPaul\_Ward4 <[Ward4@ci.stpaul.mn.us](mailto:Ward4@ci.stpaul.mn.us)>  
**Subject:** Marshall Ave upzoning, I support it

I support the Marshall Avenue rezoning as amended by CouncilPerson Mitra Jalali Nelson. We need more housing, especially along Transit corridors.

Wil Totten  
1808 Highland Pkwy

Dear Council Members,

I am writing to support CM Jalali Nelson's amendment to the proposed zoning changes along Marshall Avenue. Specific to my own block, the amendment recognizes the rare opportunity to properly develop a key transit and non-motorized transportation intersection to T3 status. At a recent meeting of the Union Park Land Use Committee, property owner David Kvasnik publicly committed to building quality homes for individuals and families on these parcels. Our community is in a housing crisis at a 2% vacancy rate. We'll only get one chance to add homes to the areas that are currently disinvested; this is it. Your role gives you the responsibility and privilege to think broadly and with the future of Saint Paul in mind, and I thank you for your courage and foresight in this decision.

Sincerely,

Mary Morse Marti

Union Park

Dear Council member,

I live at 214 Exeter Place, near Marshall and Cretin Avenues, and I support the amendment to the Marshall zoning plan offered by council member Nelson.

The amendment maintains the bulk of the original proposal, in particular, the reduction in scale from 5 to 3 stories along most of the Avenue. Where it departs from the original proposal is to properly recognize the development potential of the Cretin-Marshall and Cleveland-Marshall intersections. These intersections are opportunities to add taller, better designed and better looking landmark buildings to our part of St. Paul. If you ask a builder, they will tell you that a larger scale development can afford to add more amenities, nicer landscaping, and higher quality finishes. These features could add a lot to our neighborhood. Constraining projects at the Cretin and Cleveland nodes to smaller sizes means that we are much more likely to get mediocre looking boxes. I encourage you to support the Nelson amendment to the Marshall zoning plan.

--Jim Marti

Dear Council Members Tolbert and Jalali Nelson,

My name is Howard Kvasnik and I live at 1880 Yorkshire in Ward 3. I am writing you to give my full support to Council Member Jalali Nelson and her Amended Marshall Avenue Zoning Plan. As a property owner in Ward 4 I see the need for more housing and future development. There is a serious shortage of available rental units in the area and I look forward to seeing that change.

Thanks you,

Howard Kvasnik

**From:** Caitlin Magistad <[c.magistad@gmail.com](mailto:c.magistad@gmail.com)>

**Sent:** Wednesday, October 17, 2018 2:19 PM

**To:** #CI-StPaul\_Ward1 <[Ward1@ci.stpaul.mn.us](mailto:Ward1@ci.stpaul.mn.us)>

**Subject:** West Marshall rezoning

Good afternoon Council Member Thao,

I am writing to share my thoughts on the proposal to rezone West Marshall Avenue. I am supportive of changing our city's zoning code to embrace the growth that we know is coming to St. Paul. Marshall Avenue is a major thoroughfare with access to transit and the Mississippi River, making it a strong candidate for increased density. I now live in Ward 1 not far from Marshall Avenue, and prior to 2015 I lived in Ward 4 (near Marshall and Cleveland, and later Selby and Fairview) for the better part of a decade. When I was in college (NOT a St. Thomas student, but commuting from St. Paul to the U of MN) the area was still affordable for me, but I imagine it is increasingly unaffordable to renters.

Beyond the debate about density/traffic/transit versus preserving the historic character of largely single family home neighborhoods, what is most important to me as a St. Paul resident is using a lens of equity and affordability as our neighborhoods change and grow. It is critical that the City ensure that there is sufficient, deeply affordable housing so that people are not displaced, and those with lower incomes have meaningful housing choice and access in neighborhoods throughout the city. Any changes to upzone areas of St. Paul should be accompanied by a strong inclusionary zoning policy. I appreciate the steps the mayor and council have already taken to address St. Paul's affordable housing crisis and look forward to continued work on this core issue.

Thank you for your service to Ward 1!

Sincerely,

Caitlin Magistad  
1425 Ashland Ave



File #	Date	Name	District Opinion	Comment	Action
Ord 18-49	10/11/2018 8:58 PM	Ben Ashley-Wurtmann	For	While I am sorry to see any downzoning along Marshall, I do applaud CM Nelson's amendment. Preserving opportunities for transit oriented growth along the vital 21/53 bus route is a must do thing for St Paul. We recently received news that the world will see deadly and irreversible climate change in a decade. The least we can do for those who would like to live longer than 12 more years is to better promote places where it's easy to be car free to live, work and play.	

**From:** Michael Sonn [<mailto:sonn.michael@gmail.com>]

**Sent:** Wednesday, October 24, 2018 1:05 PM

**To:** #CI-StPaul\_Ward3; #CI-StPaul\_Ward4

**Cc:** #CI-StPaul\_Ward5; #CI-StPaul\_Ward7; #CI-StPaul\_Ward1; #CI-StPaul\_Ward6; #CI-StPaul\_Ward2

**Subject:** Amended Marshall Ave Zoning Plan

CM Tolbert, CM Jalali Nelson et al,

I've written in the past opposing the original Marshall Ave Downzoning plan pushed through by several Marshall Ave residents. I'd like to now send my support for CM Jalali Nelson's thoughtful amendment. Overall, I disagree with the rezoning in general because it is a massive downzoning (even with the amendment) of a crucial corridor that is slated to see aBRT service in ~5 years. We've seen the success of the A-Line on Snelling and I can only imagine how great the B-Line will be in connecting St Paul and Minneapolis.

There's a lot of history on how this discussion started and the process has been exclusionary and reactionary since last fall. It also underpins how we need to continue the very important work of bringing as many voices to the table, especially at the district council level, as possible. On that note, the recent elections of Mayor Carter and CM Jalali Nelson send a clear message that St Paul is calling for more housing, safer streets, and easy access to transit and amenities.

Not every process has to have 100% neighborhood sign-off, especially in light of our regional housing shortage and impending climate disaster. Furthermore, zoning is *\*not\** the vehicle in which to protect historic homes. There is a historical study taking place right now that should do the work to identify, and then protect, historic resources. Downzoning random parcels because a group of neighbors feel a property holds intrinsic value is not appropriate.

CM Jalali Nelson's amendment is already a compromise between the existing RM2 zoning (of which we've lost a year of development because of the moratorium) and the neighborhood-led downzoning plan. The neighbors' will get a cap of 3 stories while still allowing some multi-family housing along with

focusing height at major intersections. I'd like to see RM2 zoning remain, but I understand that this is a way to have some additional housing potential and still appease the surrounding property owners' calls for limitations.

Finally, the city really needs to do away with giving preference to single family homes in a given area. Why do these properties get to prevent adjacent properties from adding additional housing? Why does one family get to prevent dozens of new families from moving to an area? Why does length of residency mean that you can prevent others from starting a life here? If we are truly to be a welcoming, growing, and viable city, we need to allow for new housing to be built adjacent to existing single family homes.

Please vote for a future in which we allow for homes to be built for everyone that wants to live in St Paul.

Thank you,  
Mike Sonn  
1458 Wellesley Ave

To: Katy Dadlez, Saint Paul City Council

Re: West Marshall Zoning Study and Councilmember Nelson's amendment.

October 24, 2018

**I support my Councilmember Mitra Jalali Nelson and the fair amendment that she has made in proposed re-zoning of Marshall Avenue.**

The Marshall Amendment proposed by Mitra Jalali Nelson to add back in density to a process where neighbors gutted the density of their transit avenue. Some neighbors have made an effort to erode the authority of the decision to amend from Mitra. They've called the process 'undemocratic'. The amendment was no surprise to those that watched her campaign. She garnered more votes by probably 20 fold to the number of people that were engaged at the District Council. Zoning of a strategic corridor has implications that reach off the adjacent blocks and outside our Council area. It is possible that our council process was good, and still we benefit from the amendment made by a Councilmember with responsibilities and vision outside our district. This is why we have a city council.

I watched the West Marshall Zoning process firsthand. I live half a block from Fairview and Marshall. I've got as much to win or lose as anyone else. This clamor of concern over the zoning on Marshall came once it became clear that it was perfectly legal to build a 5 story apartment building on Marshall, near many of the familiar faces of opposition. Further, there was nothing these home-owners could do about it. Lawsuits were deployed, the Land Use committee was stacked with opponents to density, our Councilwoman was even accused of collusion with supportive neighbors. There was a lot of participation in the process. Still more of my neighbors know about this issue from a group without stated authorship called <https://unionpark2030.org/> that had flied the neighborhood than Union Park District Council that had done the same earlier. I myself was not flied by the UPDC. We struggled to have what I would call adequate levels of participation from renters, people of color or even people from other parts of the district. The results of the committee follow some good process,

and even follow some good ideas, they are just formed on little representation and a biased, hyper-local representation.

Think about this, after 40 years, the anticipations of the city's zoning are finally coming to fruition. Marshall is a vibrant place, with local shops, increasingly good transit and there is good employment near and in the city. People want to live in the city again. Doug Allchin refers to it in his opposition to the amendment as the "very naughty problem of growth in this city" And now that the conditions are right to support the investment in Marshall Avenue, and to build market-rate housing, the rezoning that came out of the community council process effectively thwarts future development. Sites that were RT2 are now downzoned to keep development from being viable on the Marshall corridor. There were a number of places given better than RT1 zoning in that proposal, but most of them were already occupied by uses or buildings that were unlikely to change.

Here's the numbers game. Proponents of the maximum downzoning have routinely talked about how their proposal puts more density on Marshall Avenue. And really, that's a holdover from when they had zoned sections between Snelling and Hamline as T3. The density was put in such a place as A. was unlikely to be changed from industrial zoning, b. had no neighbors to oppose it, c. was not at all in a place where demand would ever cause housing to occur. It is so disingenuous, and it's a line they still use after it was changed at the planning commission. There is also the contention (well illustrated with diagrams) that the 'consensus' plan will cause density to increase by 200-300%. Potentially, yes. I'm sure this is a dramatic downgrade however when you consider what the capacity of Marshall under RT2 and existing zoning would be. But we are not there. Neither the existing zoning or the considerably less dense scenarios will ever be maxed out.

Don't think so? Just try to buy Dean Nelson's house. When it was for sale a while back, I couldn't possibly afford the \$450k or so needed to purchase it. Since then I know that he's put a lot of money into preserving it. Absolutely, it's my favorite house on Marshall. It should be protected. Dean just needs to apply to put it on the National Register and it's protected for good. Privately, many of these homes are protected.

For the neighbors' sake I think they should form a trust to preserve what they wish. These zoning changes that they have shepherded in are good process, and well done within the participation that they had, but seek to impose the downzoning on an important part of Saint Paul. **Marshall is a place of strategic significance in the planning of the city. At a time when we are talking housing equity, and providing density for relief to historically low housing availability, I cannot believe that we are talking about downzoning at all here. It is out of accord with the city's stated goals.** I know it is far from the ultimate goals of Councilmember Nelson. She campaigned on housing and making Saint Paul better for renters. Why are we letting this movement for rezoning Marshall, based on one apartment building gone according to plan, be the exception to goals throughout the city? Downzoning here assures that pent-up demand must find another place in the city. You cannot build here (Marshall) anymore, or maybe you just don't build at all for the people that want a place in our neighborhood. I sincerely don't want us to be seen this way, excluding new development and with it new and diverse people.

Underlying this process, I've heard sometimes overt, and more often subtle ways of excluding people, not only from process, but to silence the voice they have brought to the process. The dialogue on social media is rife with bullying and ageism. Dan Taylor spoke as the Union Park District Council president in opposition. He lives off Marshall and should have spoken as such. The UPDC did not in

any way oppose this amendment. The manner of his opposition ignored the part I had to play as first vice president and continuous participant, but dissenter to the efforts to choke future development on Marshall. The plan that the downzoning proponents came to was labeled (at UPDC's land use committee) as the consensus plan. I was a vote against. 6-5 at the planning commission is not consensus. The amended plan is labeled as Council Member Mitra Jalali Nelson's High-Density Plan. **Again and again, this has been presented as a whim of the new and inexperienced Councilwoman.** I don't appreciate this. It is completely in keeping with her campaign, was done in consultation with their work, as it preserves much of the structure of their zoning changes., and primarily up-zones the lowest density parcels. Overall, this preserves more down-zoning of existing zoning than I would have expected given the councilwoman's campaign. Jane Prince called at the end of the last city council meeting for compromise. This, Councilwoman Prince, is the compromise.

Please see fit to do the incremental step here to be inclusive in the city of Saint Paul. Don't carve out spaces for the privileged to control city policy. **Support the Amendment and Councilmember Nelson.**

Thank you,

Josh Capistrant  
220 Fairview Avenue North  
Saint Paul, MN 55104