

Members of the St. Paul City Council,

I am a resident of St. Paul living at 1921 Lincoln Avenue in the block between Howell and Prior Avenues. This block backs on a section of Grand Avenue that is presently under consideration for rezoning or special zoning overlays.

While I support the recommended restrictions to be added to mid-block sections, I AM OPPOSED to the proposed rezoning to T2 of commercial lots currently zoned B2 and RC. I believe buildings on the entire block should be kept to a maximum height of 40 feet.

This rezoning of commercial lots located at the corners of Grand and Cleveland and Grand and Fairview will allow buildings of excessive height and density to be built on these corner locations.

This rezoning is not appropriate as it is inconsistent with the already recommended reduction in density and building height recommended for the intervening block spaces. Allowed building heights at Grand and Cleveland specifically would also be inconsistent with existing height restrictions at the University of Saint Thomas which already adjoins the northwest corner of Grand and Cleveland.

This allowance of increased height and density is a bad idea because these street intersections already support an excessive density of occupancy and traffic including vehicular, bicycle, and pedestrian. Additional occupancy and traffic density is undesirable. In particular the presence of the University of Saint Thomas (UST) cornering at Grand and Cleveland effectively causes both Grand Avenue and Cleveland Avenue to function as "Institutional Corridors" bringing large counts of vehicle and pedestrian traffic to an already heavily developed urban environment. This does not fit the model of the normally envisioned "Residential Corridor."

There is already substantial traffic on the main corridors through this area: Fairview, Summit, Grand, Cleveland, and Cretin. UST serves over 7000 students who live on, near, or travel to this campus. Grand Avenue, after passing Fairview and Cleveland Avenues westbound, terminates at Cretin and serves the entrance to UST parking facilities accommodating over 1000 spaces. Cleveland Avenue and Cretin Avenue abut the University Campus and suffer today from significant motor vehicle, and especially bicycle and pedestrian, traffic congestion and safety issues while serving not only as access routes to the campus but as major routes of egress from neighborhoods south including Highland Park. The future redevelopment of the Ford Plant will also add to north-south traffic flow in this area.

This area is already overdeveloped in terms of use of urban facilities. Additional development is inconsistent with existing urban plans, inappropriate, and undesirable.

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