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**Sent:** Sunday, May 14, 2023 9:40 PM

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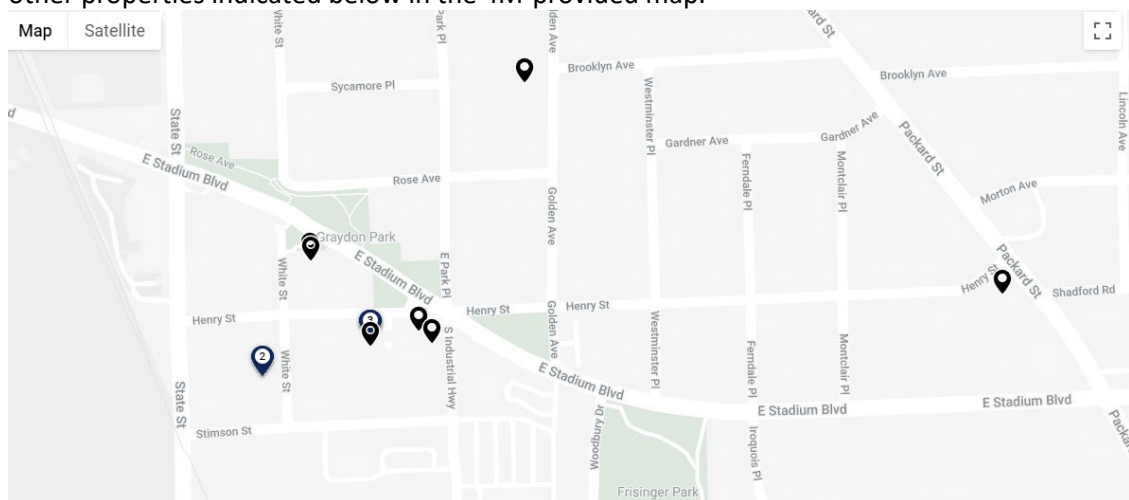
**Subject:** Southtown development

Hello, Planning Commissioners. I'm writing in regards to the Southtown development on your agenda this evening. I'm including some folks from Transportation since some of my comments are about pedestrian/biking implications of the new development.

I'm sure the building will be beautiful, as all of 4M's work in the neighborhood has been. I have two issues to raise for your consideration.

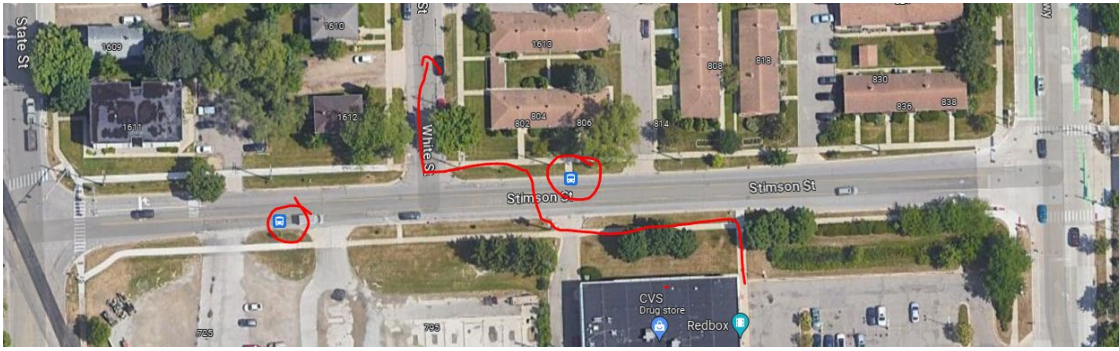
1. I hope the site plan will \*dis\*courage cars in the bike lane. This property lies just south of where the post-protected bike lanes will be installed this summer on State and only has a painted line separator. I worry whether lobby doors on State Street and no dedicated pull-in infrastructure for cars will result in delivery and drop-off cars parking in the bike lane (as we see today at the Standard on Main, for example -- last time I went through there I had to ask 4 cars to remove themselves from the bike lane). But I would defer to others' expertise about HOW to discourage cars in the bike lanes -- whether that's something the developer can address or whether it's really needed roadway infrastructure (e.g., extending the post separators all the way to Stimson instead of stopping at Granger).

2. Short-term vs. long-term rental. 4M has bought several apartment buildings in the neighborhood and previously did a lot combination (4 or so lots at Henry and South Industrial). The latter project was intended [to be rentals to professionals](#) but the 66 bedrooms are currently being marketed [as short-term rentals](#) along with the other properties indicated below in the 4M-provided map.



I don't have an opinion myself about long- or short-term rental but I believe the zoning 4M is asking for would allow either. It's perfectly reasonable for them to seek that zoning to maintain flexibility. But if the City has reason to prefer adding long-term rentals instead of an additional couple hundred short-term rentals to the 80 or so that already exist in these 4 blocks perhaps the zoning should be discussed.

I have one final comment, but I believe it's a City rather than a developer issue at heart. We finally got the sidewalk gap filled on Stimson a couple years ago -- but there is still no crosswalk for the bus stops OR the CVS. I always cross mid-block myself where there is no crosswalk when headed home from the CVS (set \*way\* back from S. Industrial) or when using the bus stops. Pedestrians really need an additional crosswalk somewhere in the middle and the increase in people here will make the need more acute.



Thanks for your time, and your service to the City and all of us.

Regards,  
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