

city of saint paul
planning commission resolution
file number 14-10
date February 7, 2014

WHEREAS, the Saint Paul Zoning Code, found in chapters 60 through 69 of the Saint Paul Legislative Code, is established to promote and to protect the public health, safety, morals, aesthetics, economic viability and general welfare of the community; and

WHEREAS, Section 61.801(a) of the Zoning Code calls for periodic review of said code to reflect current city policies, to address current technology and market conditions, and to bring the zoning code up-to-date; and

WHEREAS, T1-T2 districts are specifically intended for use along transit routes where compact, mixed-use development supports transit use and where the availability of transit would generally justify a reduction in the residential parking requirements for T1-T2 development; and

WHEREAS, the Saint Paul Planning Commission finds the proposed text amendments to be supported by the policies of the Comprehensive Plan

WHEREAS, the Planning Commission conducted a public hearing on draft transit street text amendments on January 10, 2014, notice of which was published in the *Legal Ledger* and was sent to the City's Early Notification System; and

WHEREAS, the Planning Commission referred the draft transit street zoning text amendments to the Comprehensive Planning Committee for consideration, review of the public hearing testimony, and recommendation; and

WHEREAS, the Comprehensive Planning Committee, on January 21, 2014, forwarded its recommendations to the Planning Commission;

NOW, THEREFORE, BE IT RESOLVED, under provisions of Minnesota Statutes §462.367 and Legislative Code §61.801, that the Planning Commission hereby recommends to the Mayor and City Council the following amendments to Section 60.221, 66.331 and 66.341 of the zoning code pertaining to T1-T2/Transit Street, as set forth on page 2 of this resolution; and

BE IT ALSO RESOLVED, that the Planning Commission directs the Planning Administrator to forward the following draft transit street zoning text amendments, along with the January 24, 2014, memorandum from the Comprehensive Planning Committee containing their recommendations and rationale for the recommended text amendments, to the Mayor and City Council for their review and adoption.

moved by Reveal
seconded by _____
in favor Unanimous
against _____

Note: Existing language to be deleted shown by ~~strikeout~~. New language to be added shown by underlining.

Sec. 60.221 T. ~~Transit Street.~~ ~~Those streets or segments of streets where there is high volume transit service and/or minimum level of 10 minute peak frequency as follows: University Avenue, Robert Street between University Avenue and Concord Street, Concord Street between Wabasha Street and State Street, and Wabasha Street between Twelfth Street and Winifred Street.~~

Table 66.331, Traditional Neighborhood District Dimensional Standards

- (f) A maximum height of forty-five (45) feet may be permitted with a conditional use permit ~~when the structure is within six hundred (600) feet of an existing or planned transit stop on a designated transit street. A maximum height of sixty-five (65) feet may be permitted with a conditional use permit for property along University Avenue within six hundred (600) feet of an existing or planned transit stop, except on the following blocks, where heights greater than forty-five (45) feet would generally be incompatible with the surrounding neighborhoods: north side of University between Aldine Street and St. Albans Street, and between Kent Street and Galtier Street; and south side of University between Oxford Street and St. Albans Street, and between Mackubin Street and Galtier Street.~~

Sec. 66.341. Required conditions in T1-T2 traditional neighborhood districts.

- (a) *Amount of parking.* ~~For buildings with more than six (6) dwelling units properties within one-quarter (¼) mile of a transit street, as defined properties within one-quarter (¼) mile of a transit street, as defined,~~ the minimum amount of required off-street parking for residential uses specified in section 63.207 Parking requirements by use, may be reduced by twenty-five (25) percent. This provision does not apply ~~applies to principal and secondary dwelling units and units in mixed-use buildings, but not to live-work units.~~