



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

*25 West Fourth Street
Saint Paul, MN 55102*

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November 10, 2016

Fred Niaz
847 Hudson Road
Saint Paul, Minnesota 55106

RE: 847 Hudson Road Nonconforming Use Permit Expiration
Zoning File # 14-339-857

Dear Mr. Niaz:

This is written in response to your November 8, 2016, request to extend the expiration date of the November 14, 2014, Planning Commission approval of a reestablishment of nonconforming use permit for auto repair at 847 Hudson Road for one year, from November 14, 2016, to November 14, 2017, under the provisions of Legislative Code § 61.105, *Period of decision*, that no zoning approval by the Planning Commission “shall be valid for more than two years, unless a building permit is obtained within such period and the erection or alteration of a building is proceeding under the terms of the decision, or the use is established within such period by actual operation pursuant to the applicable conditions and requirements of the approval, unless the ... planning administrator grants an extension not to exceed one year.”

On October 7, 2015, the City Council adopted the Gold Line Station Area Plans, as an addendum to the Saint Paul Comprehensive Plan, to guide development around the proposed Gold Line Bus Rapid Transit stations in Saint Paul. The Mounds Station Area Plan, which calls for a “pedestrian orientation in any new development/redevelopment,” applies to the property at 847 Hudson Road. With this change to the City Comprehensive Plan, I will not extend the expiration date of the nonconforming use permit approved by the Planning Commission in 2014. It will expire on November 14, 2016.

If you have any questions, please contact Paul Dubruiel at (651) 266-6583 or paul.dubruiel@ci.stpaul.mn.us.

Sincerely,

A handwritten signature in blue ink that reads "Donna Drummond".

Donna Drummond
Planning Administrator

cc: Dayton's Bluff Community Council
Wendy Lane, DSI
Larry Zangs, DSI

STATION AREA

The Mounds Boulevard Station Area is characterized by its proximity to downtown, its historic character, the Metropolitan State University campus, and Mounds Park. It includes the Dayton's Bluff local historic district, the 7th Street and 3rd Street corridors, Dayton's Bluff Elementary School and Recreation Center, small commercial remnants north of I-94, and the massive barriers of I-94 and Mounds Boulevard. The area is mostly built up, with only isolated vacant sites and parking lots.



Figure 14: Historic Homes in the Mounds Station Area

BRT ALIGNMENT & STATION LOCATION

The BRT alignment should avoid property impacts and should be located and designed in a manner that optimizes compatibility with the historic district. Pedestrian connections should be strongly considered in this decision in order to make the station truly accessible and usable by potential transit users from both sides of I-94.

- Avoid property impacts, particularly to affordable housing and historic buildings.
- Modify the I-94 exit ramp and Mounds Boulevard as part of the BRT project in order to increase space for a BRT guideway and avoid property impacts, as well as to enhance the environment near the station. Considered improvements should include a re-routing of the I-94 exit ramp to a new traffic signal on Mounds Boulevard southwest of the Surrey Avenue cul-de-sac and elimination of the right turn lane from Mounds Boulevard to 3rd Street.
- Locate the station and alignment to improve pedestrian connections to/from Indian Mounds Regional Park to the south. A new traffic signal on Mounds Boulevard southwest of the Surrey Avenue cul-de-sac and improvements to the Mounds Boulevard bridge over I-94 should be among the considered improvements.
- Avoid running busses on Maria Avenue unless necessary to avoid property impacts.
- Locate the station on the neighborhood side of Mounds Boulevard, rather than on the 3rd Street bridge into downtown.

(on facing page) Figure 15: Base Map of Mounds Station Area