



Legislation Text

File #: RES PH 15-291, **Version:** 1

Adopting the Gold Line Station Area Plans as an addendum to the Comprehensive Plan, amending the Comprehensive Plan and the Saint Paul Bicycle Plan, and decertifying the Sun Ray-Suburban Small Area Plan.

WHEREAS, the Saint Paul Planning Commission, in April 2014, initiated a planning study addressing potential station area plans along the Gateway (Gold Line) Corridor for up to five (5) planned Bus Rapid Transit (BRT) stations in the vicinity of Mounds Boulevard, Earl Street, Etna Street, White Bear Avenue, and Sun Ray shopping center; and

WHEREAS, the Planning Commission also established a Station Area Planning Task Force to prepare and submit its recommendations to the Planning Commission; and

WHEREAS, the Station Area Planning Task Force, informed by substantial staff-led public outreach over the previous year, completed its work on June 2, 2015, and forwarded the Gold Line Station Area Plans document, including proposed station area plans, rezonings, associated amendments to the Comprehensive Plan and Saint Paul Bicycle Plan, and decertification of the Sun Ray-Suburban Small Area Plan, to the Planning Commission; and

WHEREAS, the Heritage Preservation Commission on July 9, 2015 considered the draft Gold Line Station Area Plans document and passed a resolution providing comment for consideration by the Planning Commission and the Mayor and City Council; and

WHEREAS, the Planning Commission held public hearings on the draft Gold Line Station Area Plans document on July 24, 2015 and August 7, 2015; and

WHEREAS, the Planning Commission reviewed all public testimony and directed staff to make some changes to the draft document in response to the public testimony, which are incorporated into the updated draft dated August 2015; and

WHEREAS, the Planning Commission by its resolution 15-57 recommended to the Mayor and City Council adoption of the Gold Line Station Area Plans, with above-directed changes incorporated, as an addendum to the Saint Paul Comprehensive Plan; and

WHEREAS, the Planning Commission by its resolution 15-57 recommended to the Mayor and City Council amending the Comprehensive Plan to add Neighborhood Center designations to the Earl and Etna Station Areas; and

WHEREAS, the Planning Commission by its resolution 15-57 recommended to the Mayor and City Council amending the Saint Paul Bicycle Plan to include bicycle connections directly to the BRT stations and a new north-south bicycle connection near the Etna Street alignment between Wilson Avenue and Burns Avenue; and

WHEREAS, the Planning Commission by its resolution 15-57 recommended to the Mayor and City Council decertification of the Sun Ray-Suburban Small Area Plan; and

WHEREAS, a public hearing before the City Council has been duly conducted at which all interested parties were given an opportunity to be heard; and

WHEREAS, the City Council has considered all the testimony and recommendations concerning the proposed Comprehensive Plan addendum, Comprehensive Plan amendment, Saint Paul Bicycle Plan amendment, and decertification of the Sun Ray-Suburban Small Area Plan, including the Planning Commission's minutes and the Neighborhood Planning Committee's memorandum and their rationale for their recommendations which the Council finds persuasive and thus hereby incorporates by reference into this resolution for the specific purpose of articulating the Council's reasons and rationale for adopting the recommended Comprehensive Plan addendum, Comprehensive Plan amendment, Saint Paul Bicycle Plan amendment, and decertification of the Sun Ray-Suburban Small Area Plan.

NOW, THEREFORE, BE IT RESOLVED, that the Saint Paul City Council hereby adopts the Gold Line Station Area Plans dated August 2015 as an addendum to the Saint Paul Comprehensive Plan, contingent upon review as required by the Metropolitan Council; and

BE IT FURTHER RESOLVED, that the City Council amend the Comprehensive Plan to add Neighborhood Center designations to the Earl and Etna Station Areas, contingent upon review as required by the Metropolitan Council; and

BE IT FURTHER RESOLVED, that the City Council amend the Saint Paul Bicycle Plan to include bicycle connections directly to the BRT stations and a new north-south bicycle connection near the Etna Street alignment between Wilson Avenue and Burns Avenue, contingent upon review as required by the Metropolitan Council; and

FINALLY BE IT RESOLVED, that the City Council decertify the Sun Ray-Suburban Small Area Plan, contingent upon review as required by the Metropolitan Council.