



Legislation Text

File #: Ord 17-26, **Version:** 1

Granting the application of IAF Beacon I LLC to rezone a portion of 777 Forest Street North from I1 Light Industrial to I2 General Industrial, to become part of the railroad ROW, and amending Chapter 60 of the Saint Paul Legislative Code pertaining to the Saint Paul zoning map.

WHEREAS, pursuant to Minnesota Statutes § 462.357 and § 61.800 of the Legislative Code, IAF Beacon I LLC, in Zoning File 17-042-435, duly petitioned to rezone a portion of 777 Forest Street North, being legally described as:

That part of the Southwest Quarter of the Southwest Quarter of Section 28, Township 29 North, Range 22 West, Ramsey County, Minnesota, bounded and described as follows: Beginning at a point on the West line of Forest Street, distant 56 feet Southerly, measured radially, from the center line of the main track of the St. Paul, Stillwater and Taylors Falls Railroad Company (later the Chicago, St. Paul, Minneapolis and Omaha Railway Company, now the Chicago and North Western Transportation Company), as said main track center line was originally located and established across said Section 28, and being now the general location of the most Northerly or Westbound main track of said Transportation Company; thence Westerly parallel with said original main track center line, said parallel line being also the Northerly line of the alley in Block 1 in E. M. Mackubin's Addition to St. Paul, a distance of 140 feet, more or less, to a point distant 9 feet Southeasterly, measured radially, from the center line of the Chicago and North Western Transportation Company (formerly Chicago, St. Paul, Minneapolis and Omaha Railway Company) spur or yard track ICC No. 133, as said yard track is now located; thence Northeasterly parallel with said yard track center line a distance of 85 feet, more or less, to a point distant 30 feet Southeasterly, measured radially, from the center line of the most Southerly or Eastbound main track of the Chicago and North Western Transportation Company (formerly the Chicago, St. Paul, Minneapolis and Omaha Railway Company), as said main track is now located; thence Easterly parallel with said last described main track center line a distance of 55 feet, more or less, to a point on the west line of said Forest Street; thence Southerly along said West line of Forest Street a distance of 13 feet, more or less, to the point of beginning;

from I1 light industrial to I2 general industrial; and

WHEREAS, the Zoning Committee of the Planning Commission held a public hearing on June 8, 2017, for the purpose of considering the rezoning petition, and pursuant to §107.03 of the Administrative Code, submitted its recommendation to the Planning Commission for approval; and

WHEREAS, the Planning Commission considered the rezoning petition at its meeting held on June 16, 2017, and recommended approval to the City Council; and

WHEREAS, notice of public hearing before the City Council on said rezoning petition was duly published in the official newspaper of the City, and notices were duly mailed to each owner of affected property and property situated wholly or partly within 350 feet of the property sought to be rezoned; and

WHEREAS, a public hearing before the City Council having been conducted on August 2, 2017, at which all interested parties were given an opportunity to be heard, the Council having considered all the facts and recommendations concerning the petition; now, therefore

THE COUNCIL OF THE CITY OF SAINT PAUL DOES ORDAIN:

Section 1.

That the zoning map of the City of Saint Paul as incorporated by reference in §60.303 of the Saint Paul Legislative Code, as amended, is hereby further amended as follows:

That the property at 777 Forest St, being more particularly described as:

That part of the Southwest Quarter of the Southwest Quarter of Section 28, Township 29 North, Range 22 West, Ramsey County, Minnesota, bounded and described as follows: Beginning at a point on the West line of Forest Street, distant 56 feet Southerly, measured radially, from the center line of the main track of the St. Paul, Stillwater and Taylors Falls Railroad Company (later the Chicago, St. Paul, Minneapolis and Omaha Railway Company, now the Chicago and North Western Transportation Company), as said main track center line was originally located and established across said Section 28, and being now the general location of the most Northerly or Westbound main track of said Transportation Company; thence Westerly parallel with said original main track center line, said parallel line being also the Northerly line of the alley in Block 1 in E. M. Mackubin's Addition to St. Paul, a distance of 140 feet, more or less, to a point distant 9 feet Southeasterly, measured radially, from the center line of the Chicago and North Western Transportation Company (formerly Chicago, St. Paul, Minneapolis and Omaha Railway Company) spur or yard track ICC No. 133, as said yard track is now located; thence Northeasterly parallel with said yard track center line a distance of 85 feet, more or less, to a point distant 30 feet Southeasterly, measured radially, from the center line of the most Southerly or Eastbound main track of the Chicago and North Western Transportation Company (formerly the Chicago, St. Paul, Minneapolis and Omaha Railway Company), as said main track is now located; thence Easterly parallel with said last described main track center line a distance of 55 feet, more or less, to a point on the west line of said Forest Street; thence Southerly along said West line of Forest Street a distance of 13 feet, more or less, to the point of beginning;

be and is hereby rezoned from I1 to I2.

Section 2.

This ordinance shall take effect and be in force thirty (30) days from and after its passage, approval and publication.