

Proposed University Avenue Interim Transit-Oriented Zoning Overlay District

University UNITED

Revised and Approved by the Board of University UNITED, September 18, 2006.

1. Purpose, Intent and Duration

The purpose of the Interim Transit-Oriented Zoning Overlay District is to encourage an appropriate mixture and density of land use development along University Avenue that maximizes the public benefit of the current investment in bus service and the proposed investment in light rail. The secondary intent is to decrease auto dependency, and mitigate the effects of congestion and pollution along the Avenue which currently has unacceptable levels of service. These regulations seek to provide this by introducing a pedestrian, bicycle, and transit-supportive environment.

This Interim Transit-Oriented Zoning Overlay District will protect and encourage opportunities for transit-oriented development during the time when the Central Corridor Task Force is undertaking a planning study for University Avenue. The regulations of the Interim Transit-Oriented Zoning Overlay District are temporary; they will be superseded at the completion of the Central Corridor Task Force planning study and the enactment of zoning that reflects the City Comprehensive Plan.

The specific objectives of this Interim Overlay District are to:

Achieve a compact pattern of development more conducive to walking and bicycling, and prevent auto-oriented development from precluding this more compact development;

Allow for a mix of uses designed to attract pedestrians;

Encourage people to walk, ride a bicycle or use transit;

Provide a high level of amenities that create a comfortable environment for pedestrians, bicyclists and other users;

Maintain an adequate level of parking and access for automobiles and integrate this use safely with pedestrians, bicyclists and other uses;

Provide sufficient density of employees, residents and recreational users to support transit; and,

Generate a relatively high percentage of trips serviceable by transit.

2. Boundaries

The University Avenue Interim Transit-Oriented Zoning Overlay District is a contiguous area running the length of University Avenue adjacent to the proposed light rail line and extending one block north and south of the corridor, except between Snelling Avenue and Lexington Parkway where it shall extend south to the I-94 Freeway, and between Emerald Avenue and Highway 280, where it shall extend to I-94 on the south.

3. Development and Design Standards

All new development located within a one-quarter mile radius of a proposed light rail station within the designated Interim Transit-Oriented Zoning Overlay District shall conform to the development and design standards found in TN3 zoning. All new development located within a radius of from one-quarter mile to one-half mile from a proposed light rail station within the Interim Transit-Oriented Zoning Overlay District shall conform to the development and design standards found in TN2 Zoning.

4. Parking Standards

The minimum parking required for retail and commercial uses within this Interim Transit-Oriented Overlay District is 50% of that required under current zoning, and the maximum parking permitted is 70% of that which is called for under current zoning. For multi-family residential uses parking requirements will conform to TN-2 zoning as applied to transit streets.

5. Interim Overlay District Overrides Current Zoning

In the event that the underlying zoning or other ordinances or regulations are inconsistent with this Interim Transit-Oriented Zoning Overlay District or any provisions herein, these standards shall apply.

Definitions found in Section 60.207.f of the St. Paul Zoning Code:

Floor area ratio (FAR) The total area of all buildings or structures on a zoning lot divided by the area of said lot.

Floor area. The sum of the horizontal areas of each floor of a building, measured from the interior faces of the exterior walls or from the centerline of walls separating two (2) buildings. The floor area measurement is exclusive of areas of basements, unfinished attics, attached garages, or space used for off-street parking or loading, breezeways, and enclosed and unenclosed porches, elevator or stair bulkheads and accessory structures.

Development and design standards for TN3 require: a minimum FAR of 1.0 and allow for a maximum of 3.0; require buildings with a minimum of two stories; allow multi-family housing densities of between 30 to 44 units per acre; and prohibit drive-through sales and services, primary and accessory.

Development and design standards for TN2 require a minimum FAR of 0.5 and allow for a maximum of 3.0 FAR; encourage new buildings of two or more stories buildings, but allow for single story buildings that shall be designed to convey an impression of greater height in relation to the street; allow housing densities of 10 to 34 units per acre.

TN2 and TN3 Zoning have a building height cap of forty-five feet (45) on the north side of University Avenue between Aldine Street and St. Albans Street, and between Kent Street and Galtier Street; and south side of University Avenue between Oxford Street and St. Albans Street, and between Mackubin Street and Galtier Street.

TN3 Zoning allows for “Edge or transition area”. An edge area may be required as a lower-density transitional zone responding to adjacent uses. The required mix of housing types will depend on adjacent conditions.