

ARTICLE VII. 67.700. CC CENTRAL CORRIDOR OVERLAY DISTRICT

Sec. 67.701. Purpose.

The CC Central Corridor Overlay District is established to facilitate implementation of the Central Corridor Development Strategy chapter of the Comprehensive Plan, and to promote the redevelopment of the area into a mixed use urban district along the planned Central Corridor light rail transit line. It is intended to foster development that intensifies land use and economic value, to promote a mix of uses, to enhance the livability of the area, to enhance pedestrian connections, to improve traffic and parking conditions, and to foster high-quality buildings and public spaces that help create and sustain long-term economic vitality.

Sec. 67.702. Established boundaries.

The boundaries of the CC Central Corridor Overlay District shall be as shown on the official zoning map.

Sec. 67.703. Relationship to other applicable regulations.

Property located within the CC district shall be subject to the provisions of the primary zoning district and the CC overlay district. Because overlay district regulations may be more or less restrictive than the primary zoning district, where provisions of the overlay district conflict with the primary zoning district, the provisions of the overlay district shall govern.

Sec. 67.704. Station areas.

CC district requirements apply to all properties within the overlay district. However, there are somewhat different requirements for properties within station areas, defined as all properties within one-quarter ($\frac{1}{4}$) mile of the centerpoint of proposed station platforms and shown on the official zoning map. (*The maps of the overlay area are attached.*)

Sec. 67.705. Prohibited uses.

The following uses shall be prohibited in station areas in the CC district:

- (a) auto convenience market
- (b) auto repair station
- (c) auto sales and rental
- (d) auto service station
- (e) auto specialty store
- (f) car wash

Sec. 67.706. Building regulations.

The following building regulations shall pertain to the CC Central Corridor Overlay District:

- (a) *Floor area ratio (FAR)*. For new buildings in station areas, a minimum 1.0 FAR shall be required; a minimum 0.5 FAR shall be required elsewhere. For a new building on a zoning lot where an existing building will remain, or where the new building and its associated parking and landscaping will cover only part of the site and leave the rest of the site open for an additional future building(s), FAR may be calculated based on the area of the site covered by the new building and its associated parking and landscaping. Public gathering, landscaped, public art, and outdoor seating areas may be counted toward building square footage in calculating the FAR. Industrially zoned land between Prior and Vandalia is exempt from the minimum FAR requirement.
- (b) *Building heights*. New buildings in station areas shall be a minimum of two (2) stories in height.
- (c) *Building setbacks*. New commercial and mixed-use buildings may be set back up to a maximum of 10 feet from the front property line. The setback area should include landscaping, tables, seating, or other pedestrian amenities. St. Anthony Avenue frontage is exempt from the maximum setback requirement. Development along the St. Anthony Avenue frontage road may be oriented to other streets, including existing or potential new east-west streets.

- (d) *Design requirements.* The CC Central Corridor Overlay District is defined as a pedestrian-oriented commercial district and the design standards in Sec. 63.110(c) of the Zoning Code shall apply unless superseded by the requirements in this section. (*Sec. 63.110 is attached.*)
- (e) *Drive-through uses.* Drive-through uses in station areas shall be allowed as regulated within the TN2 Traditional Neighborhood District.

Sec. 67.707. Parking regulations.

The following parking regulations shall pertain to the CC Central Corridor Overlay District:

- (a) *Amount of parking.* Non-residential uses: the minimum amount of required off-street parking shall be as specified in Section 63.207, Parking requirements by use. The maximum amount of off-street parking shall be one-hundred and forty (140) percent of the parking requirement in section 63.207 and is subject to the provisions of section 63.207(c) and 63.207(d). Residential uses: there shall be no minimum parking requirement for residential uses. A maximum of one (1) space per unit may be provided. The maximum may be exceeded within the provisions of section 63.207(c).
- (b) *Placement of parking.* Surface parking shall be located to the rear of the principal building, within the rear yard area of the parcel, or in an interior side yard. Interior side yard surface parking with frontage on University Avenue, or with frontage on other streets in station areas, may not exceed two (2) rows of parking with a drive aisle between (not to exceed sixty (60) feet of street frontage). St. Anthony Avenue frontage is exempt from this requirement.

Sec. 67.708. Exemptions.

Where an existing building or its accessory parking does not conform to CC district requirements in Sec. 67.706 or Sec. 67.707, or serves an existing use that has become legally nonconforming because of the list of prohibited uses in Sec. 67.705, the building may be expanded without fully meeting the requirements of this article as long as the expansion does not increase the nonconformity. Development for which a site plan has been approved prior to the effective date of this article may be permitted to be constructed under the terms of the site plan, without fully meeting the requirements of this article, during the period that the site plan approval is valid.

Sec. 67.709. Expiration date.

Article VII, 67.700, CC Central Corridor Overlay District shall be in effect from the time of adoption until June 20, 2011, at which time this article in its entirety shall expire and no longer be in effect.

Excerpt from City of Saint Paul Zoning Code – Chapter 63, Regulations of General Applicability

Sec. 63.110. General design standards.

The following design standards shall be used in site plan review, as applicable, unless the applicant can demonstrate that there are circumstances unique to the property that make compliance impractical or unreasonable.

- (a) New development shall relate to the design of adjacent traditional buildings, where these are present, in scale and character. This can be achieved by maintaining similar setbacks, facade divisions, roof lines, rhythm and proportions of openings, building materials and colors. Historic architectural styles need not be replicated.
- (b) Primary building entrances on all new buildings shall face the primary abutting public street or walkway, or be linked to that street by a clearly defined and visible walkway or courtyard. Additional secondary entrances may be oriented to a secondary street or parking area. Entries shall be clearly visible and identifiable from the street, and delineated with elements such as roof overhangs, recessed entries, landscaping, or similar design features.

(c) In pedestrian-oriented commercial districts (generally characterized by storefront commercial buildings built up to the sidewalk) the following standards for new construction shall apply:

- (1) Buildings shall be as close to the sidewalk as practical.
- (2) At intersections, buildings shall "hold the corner," that is, have street facades at or near the sidewalks of both streets.
- (3) Buildings shall have a direct pedestrian connection to the street.
- (4) No blank walls shall be permitted to face the public street, sidewalks, or other public spaces such as plazas.
- (5) Buildings shall have window and door openings facing the street; windows facing parking lots are also encouraged.
- (d) Residential uses at street level shall generally be set back far enough from the street to provide a private yard area between the sidewalk and the front door. Landscaping, steps, porches, grade changes, and low ornamental fences or walls may be used to provide increased privacy and livability for first floor units.
- (e) All rooftop equipment shall be screened from view from adjacent streets, public rights-of-way and adjacent properties. Rooftop equipment shall be screened by the building parapet, or shall be located out of view from the ground. If this is infeasible, the equipment shall be grouped within a single enclosure. This structure shall be set back a distance of one and one-half (1 1/2) times its height from any primary facade fronting a public street. Screens shall be of durable, permanent materials (not including wood) that are compatible with the primary building materials. Exterior mechanical equipment such as ductwork shall not be located on primary building facades.
- (f) Attached garages shall be set back at least five (5) feet behind the principal front facade of the building unless topographic conditions or lot configuration make this impractical. Detached garages shall be located consistent with the prevailing pattern on the block or within the neighborhood, unless physical conditions make this impractical.
- (g) If transit facilities are needed to serve existing or proposed development, provisions shall be made, where practical, for location of a bus stop or sheltered transit waiting area in a convenient and visible location.
- (h) The number of curb cuts shall be minimized, and shared curb cuts for adjacent parking areas are encouraged.