



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 651-266-6565
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Date: December 11, 2013

To: Neighborhood Committee

From: Josh Williams (266-6659)

RE: Review of the *Hamline Midway Community Plan* and Initiation of a Zoning Study

Background:

At the November 20 Neighborhood Committee meeting, the release of the *Hamline Midway Community Plan* for public comment and the request to initiate a zoning study were tabled for further consideration.

Discussion:

PED Staff have requested that a representative of the Hamline Midway Coalition (HMC) be present to help address some of the questions and concerns raised by committee members at the November 20 meeting. In addition, HMC staff have communicated that later this month the HMC Board will be considering action to formally communicate support for release of the *Hamline Midway Community Plan* for public comments and hearing.

A slightly modified version of a draft resolution to initiate a zoning study is included in this packet. Copies of the *Hamline Midway Community Plan* were distributed with the packet for the previous Neighborhood Planning Committee meeting and are also available upon request.

Recommendations:

- 1) That the Planning Commission release the *Hamline Midway Community Plan* for public comment and set a public hearing date of February 7th, 2014.
- 2) That the Planning Commission initiate a study to consider rezoning various districts within the Hamline Midway neighborhood.

city of saint paul
planning commission resolution
file number _____
date _____

Resolution to Initiate District 11 Hamline Midway Zoning Study

WHEREAS, the *Hamline Midway Community Plan*, a proposed addendum to the Saint Paul Comprehensive Plan, has been released for public comment and a hearing before the Planning Commission set for January 24, 2014; and

WHEREAS, the *Hamline Midway Community Plan* proposes rezoning of properties along portions of Snelling, Hamline, and Thomas Avenues; and

WHEREAS, the Hamline Midway Coalition more generally envisions Hamline and Snelling Avenues as vibrant pedestrian- and transit-oriented, mixed use corridors connecting the Green Line LRT to the neighborhood to the north; and

WHEREAS, the future land use map of the Saint Paul Comprehensive Plan identifies Hamline Avenue north from University Avenue north to Pierce Butler Route as a Residential Corridor and Snelling Avenue from University north to Pierce Butler Route as a Mixed Use Corridor; and

WHEREAS, Hamline Avenue from University Avenue north to Pierce Butler Route is currently a mix of T2 Traditional Neighborhood, R4 One Family Residential, B1 Local Business, B2 Community Business, and RM2 and RM3 Multifamily Residential zoning districts; and

WHEREAS, Snelling Avenue from Thomas Avenue north to Pierce Butler Route is currently a mix of T2 Traditional Neighborhood, B2 Community Business, B3 General Business, and RTI Two-Family Residential zoning districts; and

WHEREAS, the current zoning of properties along the aforementioned stretches of Hamline and Snelling Avenues, as described herein, may inhibit the expansion and establishment of uses consistent with the future land use map of the Comprehensive Plan and the vision of the Hamline Midway Coalition; and

WHEREAS, the current residential zoning designations of large properties near the intersections of Thomas and Minnehaha Avenues with Snelling Avenue may similarly inhibit the future

moved by _____
seconded by _____
in favor _____
against _____

development of an important Mixed Use Corridor; and

WHEREAS, Sec. 61.801(b) of the Zoning Code authorizes the Planning Commission to initiate an amendment to the Zoning Code as provided in Minnesota Statutes Sec. 462.357, Subd. 4;

NOW, THEREFORE, BE IT RESOLVED that the Saint Paul Planning Commission hereby initiates the District 11 Hamline Midway Mixed Use Corridors 40-Acre Zoning Study, for a study area generally defined as all blocks with street frontage on Snelling and Hamline Avenues between University Avenue and Pierce Butler Route, and all blocks with street frontage on Thomas and Minnehaha Avenues between Hamline and Snelling Avenues.



Hamline Midway Community Plan (District 11)

Recommended by the Saint Paul Planning Commission on _____
Adopted by the City Council on _____

Hamline Midway Community Plan

An Addendum to the Saint Paul Comprehensive Plan

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Credits

All chapters of the Hamline Midway Community Plan were reviewed and approved by the Board of Directors of the Hamline Midway Coalition

Land Use Chapter

Developed by the Hamline Midway Coalition Land Use Advisory Group

Transportation Chapter

Developed by the Hamline Midway Coalition Transportation Committee

Housing Chapter

Developed by Luke Walbert

Environment Chapter

Developed in collaboration with the Hamline Midway Environmental Group

Historic Preservation Chapter

Developed by Paul Larson

Hamline Midway Coalition and City Staff
Michael Jon Olson, Executive Director Hamline Midway Coalition
Josh Williams, City Planner
Mary Matze, Intern

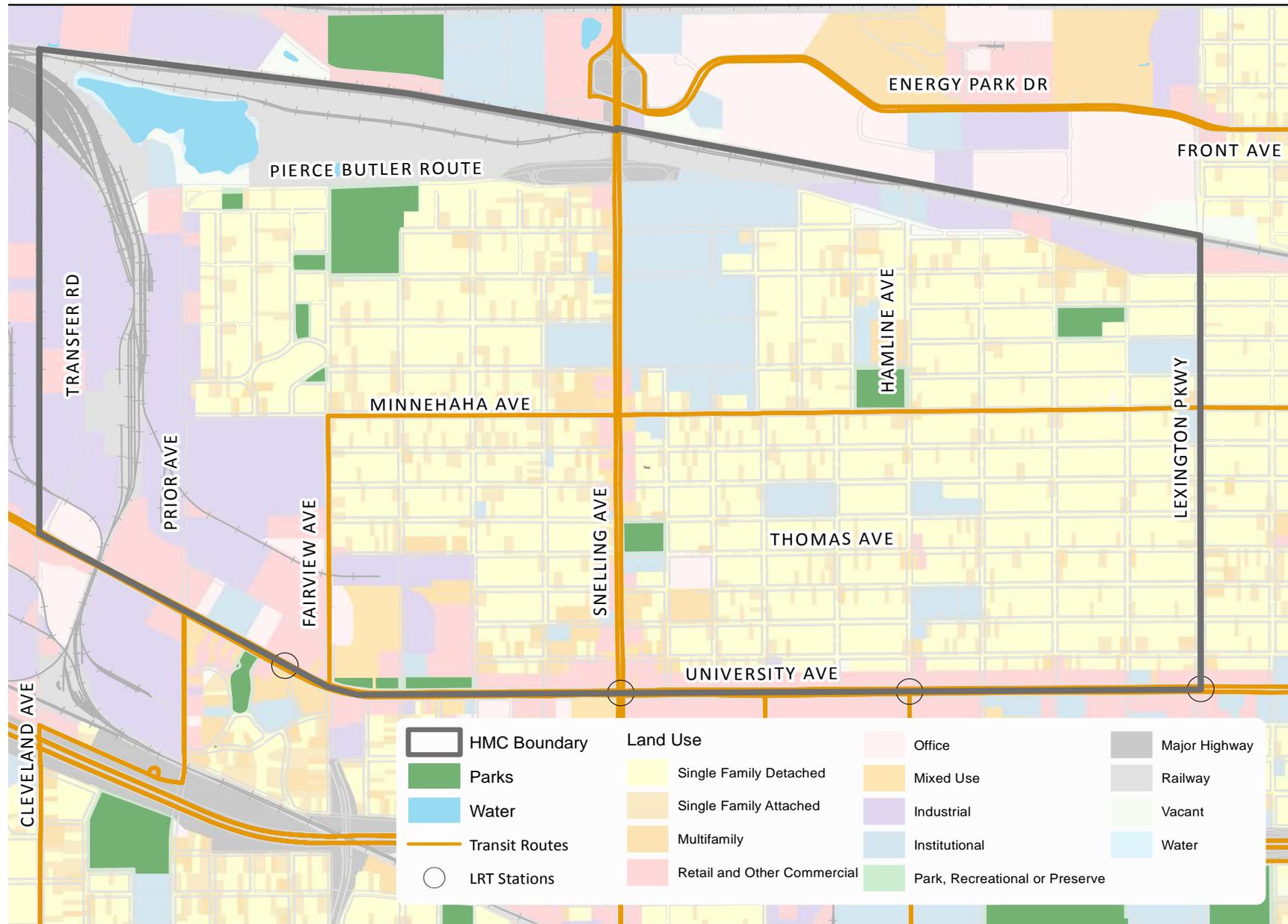
Cover photo

Children’s area at the Hamline Midway Library, courtesy Saint Paul Public Libraries

The following thematic icons may be placed next to strategies in any topic chapter to identify a strategy related to one of the themes:

-  *economic policy or strategy*
-  *environmental policy or strategy*
-  *social policy or strategy*

Hamline Midway Coalition (District 11) - District Boundaries



Purpose

The Hamline Midway neighborhood is bounded by Lexington Parkway on the east, University Avenue on the south, Transfer Road on the west, and on the north by the railroad tracks just north of Pierce Butler Route. The Hamline Midway Coalition (HMC) — District Council 11 — is a community-based non-profit organization dedicated to making the Hamline Midway neighborhood a better place to live, learn, work, and play.

The purpose of the Hamline Midway Community Plan is to help provide for implementation of the Saint Paul Comprehensive Plan at the community level, as well as to guide future programming and policy decisions for the Hamline Midway Coalition.

Overall Vision

This plan envisions Hamline Midway as a diverse, lively, well-designed urban neighborhood that respects its history while embracing the best of city life. This vision includes high-quality residential housing of various types and densities, aesthetically appealing mixed-use development, bustling transit-oriented commercial corridors, vibrant parks, gardens, and public open spaces, and a range of amenities including schools, churches, and shops. We envision a sustainable, livable neighborhood where residents maintain their older homes, walk and bike and use transit, have the opportunity to grow food, and nurture the urban forest. We see Hamline Midway as a great neighborhood to live, work, learn, and play, in the most livable city in America.





Land Use

Introduction

The Hamline Midway Community Plan seeks a diverse urban neighborhood that combines places to work, live, play, and shop in a well designed urban setting that respects neighborhood history and character. This includes high quality residential housing of diverse character and densities, aesthetically appealing mixed use development, transit-oriented corridors with commercial vitality, sustainable design, and public open spaces.

Land Use Objectives and Strategies

LU 1 Encourage better utilization of land through mixed-use options along commercial corridors, near neighborhood commercial corners, and near transit stops.



LU 1.1 Support zoning studies throughout the district to determine the appropriateness of rezoning areas from Business to Traditional Neighborhood.*

LU 1.2 Rezone Snelling Avenue to Traditional Neighborhood.

LU 1.3 Identify redevelopment opportunities in the District, while promoting and prioritizing such sites to expedite their development.

LU 2 Encourage pedestrian-scale development that includes amenities such as landscaping, seating areas, screened parking, and public art.

LU 2.1 Promote active business store fronts with pedestrian-scale building facades, oriented toward public spaces and streets, including storefront transparency to provide safety and vitality. \$

LU 2.2 Encourage architecture that is coherent with surrounding architecture and incorporates utilitarian

features (e.g. loading docks, mechanical equipment, refuse bins, etc.) into the building design.

LU 3 Encourage the incorporation of multi-modal transportation options into all new development to accommodate pedestrians, cyclists, transit use, and vehicle sharing.

LU 3.1 Incorporate facilities promoting forms of transportation other than the automobile such as: bicycle storage and maintenance locations in new multifamily residential and commercial developments; heated bus shelters designed with new buildings; designated pedestrian walks that are clearly marked through commercial developments and parking lots.

LU 4 Encourage the creation of public spaces in new developments, especially along University and Snelling Avenues and at neighborhood commercial corners.

LU 5 Encourage appropriate transitions between disparate land uses. \$

LU 5.1 Support design standards for new developments that provide for a gradual transition between single-family housing and new buildings in terms of height, mass, scale, and architectural context.

* See full list of recommended zoning changes in Appendix A.



Land Use

LU 5.2 Promote the use of fencing, berming, or other landscape techniques to buffer disparate land uses.

LU 5.3 Encourage the use of pedestrian-scaled lighting to reduce the level of light output and minimize off-site glare.

LU 6 Encourage shared parking arrangements for commercial properties and neighborhood wide parking solutions. 💰

LU 6.1 Unbundle the sale of parking spaces from housing units in multi-family housing developments.

LU 6.2 Discourage the establishment of parking lots as the primary use of a property.

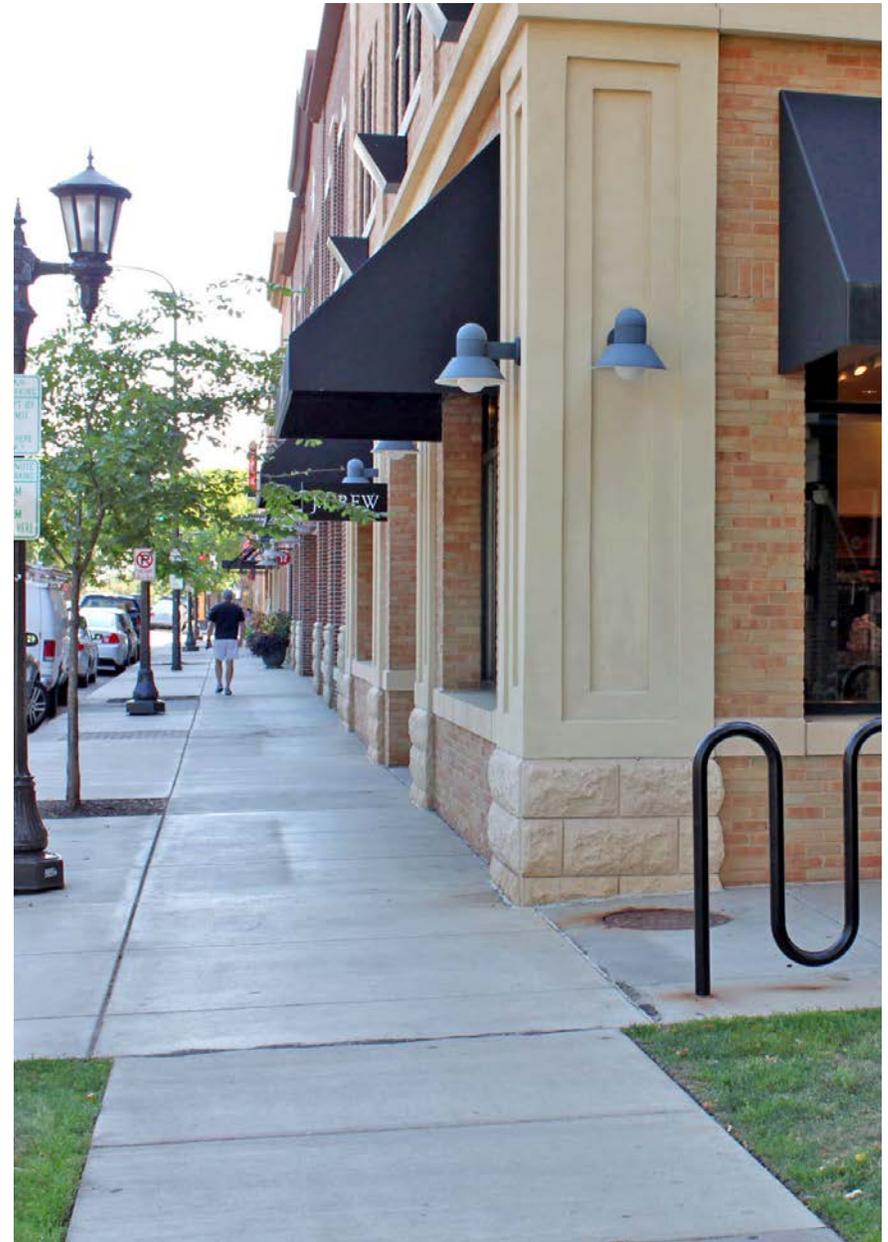
LU 7 Promote “Green” or sustainable design in new development. 🌱

LU 7.1 Encourage developments to be built to specific sustainable design guidelines (e.g. Minnesota Sustainable Design Guide, or the United States Green Building Council’s LEED standards).

LU 7.2 Incorporate storm-water runoff reduction techniques into new or re-developments.

LU 8 Encourage a greater range of housing types to meet a variety of needs in terms of household size, income, age/state in life-cycle, and ownership status. 👤

LU 9 Develop neighborhood identity through neighborhood gateways that use public art, plantings, etc. 👤





Transportation

Introduction

The Hamline Midway Community Plan seeks a balanced transportation system that allows neighborhood residents to choose from a variety of transportation modes for their local, mid-range, and regional trips. To achieve this goal, this chapter identifies strategies to calm traffic, minimize large vehicle traffic, support a strong and well-connected transit system, promote walking and bicycling, and support public realm investments to improve the pedestrian environment.

Transportation Objectives and Strategies

- T1 Complete sidewalk network, improve street lighting, and work with utilities to remove poles obstructing sidewalks. 💰 🚶 🌿
- T2 Create safe routes to schools, parks, and libraries. 🚶
- T3. Support traffic calming projects to address traffic speed and volume. 🚶 🌿
- T4 Support pedestrian- and transit-friendly public realm improvements such as wayfinding, public art, placemaking, façade improvements, gardens, and systems for snow removal. 🚶
- T5 Support the completion and expansion of the bicycle route network through a variety of bikeways, including striped lanes, signed routes, cycle tracks, bike boulevards, and off-street bike paths. 🚶 🌿
- T6 Support future development of commuter rail, bus rapid transit, limited-stop bus lines, local route bus service, and other mass transit modes. 🚶 🌿





Transportation

- T7 Support pedestrian and bike access to LRT stations. 🚶🚲
- T8 Support and advocate for location of transit shelters at critical nodes in the system. 🚶
- T9 Support shared parking agreements and structured parking where appropriate. 💰🚶
- T10 Maintain current configuration of truck routes and support projects to limit cut-through truck traffic in residential areas. 💰🚶
- T11 Advocate for northern alignment of the Red Rock Corridor.*
- T12 Study alternative uses of former Amtrak station. 💰
- T13 Support innovative solutions to conflicts between commercial vehicle traffic and residential uses in those areas where residential and commercial land use abut each other (e.g. the north side of University Avenue and the south side of Sherburne Avenue). 💰🚶
- T14 Support neighborhood schools to minimize school bus traffic in the neighborhood and support thoughtful placement of charter schools to minimize the impact of bus traffic related to these schools. * 🚶

- T15 Support efforts to limit waste-removal traffic.* 🚶🌿
- T16 Use best practices to improve pedestrian and bicycle safety on bridges and overpasses as well as at intersections and crosswalks.
- T17 Support the implementation of the MnDOT Snelling Avenue Multi-Modal Transportation Plan. 🚶
- T18 Support continued development of car share and bicycle share systems and their integration with the public transportation system. 🚶🌿

** Policies T11, T14, and T15 are representative solely of Hamline Midway Coalition identified priorities. Adoption of this plan by the City of Saint Paul does not constitute endorsement nor official or unofficial adoption of these policies.*



Environment

Introduction

The Hamline Midway Community Plan promotes the long-term health and well-being of the entire Hamline Midway community through sustainability, livability, and equity. This plan aims to reduce pollution, reduce the carbon footprint of the neighborhood, assure access to environmental resources, and promote changes in the design and use of the built environment.

Environment Objectives and Strategies

- E 1 Encourage best practices in stormwater management, especially for public facilities, and promote stormwater education. 🚶🌿
- E2 Support reduction of point and non-point air pollution emissions, including support for changes to the built environment that encourage walking, cycling, and other forms of transportation that eliminate or reduce emissions. 🚶🌿
- E3 Support prohibition on garbage burning as an energy source.*
- E4 Support and promote maintenance of healthy urban forest on both private and public property.
- E5 Work with railroad to address neighborhood noise concerns.
- E6 Advocate for changes to the waste management system to minimize waste collection traffic, provide for safe disposal of hazardous and electronic waste, provide organics collection and support for composting, and provide for safe and easy disposal of large items, metals, construction debris, and other materials.* 💰🌿



** Policies E3 and E6 are representative solely of Hamline Midway Coalition identified priorities. Adoption of this plan by the City of Saint Paul does not constitute endorsement nor official or unofficial adoption of these policies.*



Environment

- E7 Provide resources to homeowners for alternative energy and energy efficiency projects. 
- E8 Encourage reduction of business energy use and development of new businesses focused on energy use reduction or alternative energy sources. 
- E9 Support the development of a strong local foods systems including food production at community and home gardens, food preservation education, and local markets for locally produced foods. 
- E10 Support home water supply testing and seek funding for lead water service and pipe replacement. 
- E11 Encourage rain and gray-water harvesting for landscape use. 
- E12 Advocate for park facilities to serve full spectrum of recreation needs regardless of age, disability status, geography, passive/active activities, or season. 
- E13 Support projects to improve parks, the connectivity of urban green spaces, and tree diversity. 
- E14 Discourage use of chemical treatment for weeds or pests. 



Housing

Introduction

The Hamline Midway Community Plan seeks high quality housing of diverse character and densities by encouraging maintenance and improvement of existing homes while embracing new higher-density housing development. This plan also envisions a healthy balance between owner-occupied and rental properties.

Housing Objectives and Strategies

H 1. Encourage the maintenance and improvement of existing housing stock. 

H 1.1 Support funding assistance to help homeowners with housing maintenance, repairs, and remodeling.

H 1.2 Support targeted home remodeling programs that have a broad community impact and/or public health benefits (e.g. exterior repairs, lead window replacement, lead water line replacement, etc.).

H 1.3 Promote a contracting co-op where homeowners with similar repair needs can receive a volume discount by providing a certain amount of work to a contractor.

H 2. Maintain sustainable rental opportunities. 

H 2.1 Foster relationships between rental property owners and the neighborhood to improve the condition and aesthetic of properties.

H 2.2. Create a marketing strategy to promote the “Hamline-Midway” neighborhood on rental property listings.

H 2.3 Explore senior housing options, such as a senior housing co-op or assisted living rental buildings.

H 3 Provide a variety of new housing options, particularly near the Green Line LRT. 

H 3.1 Prioritize redevelopment on University Avenue and Snelling Avenue for high density housing or mix-used development that includes housing. Such development should be appropriate to an urban setting with an emphasis on transit-oriented design.



Historic Preservation

Introduction

The Hamline Midway Community Plan seeks to preserve the historic resources of the Hamline Midway neighborhood including its housing stock, churches, local businesses, and industries. These historic resources define and anchor the Hamline Midway, particularly along Snelling and University Avenue. Hamline Midway residents have long embraced the values of historic preservation by maintaining their properties, keeping obtrusive development to a minimum, and fighting for the retention of neighborhood landmarks. The Hamline Midway Community Plan also views historic preservation as a strategy for sustainability and an important economic development tool.

Historic Preservation Objectives and Strategies

HP1 Facilitate neighborhood preservation activities through information and logistical support. 🚶

HP2 Coordinate preservation activities between neighborhood groups, the City of Saint Paul, and preservation interest groups (e.g. Historic Saint Paul). 🚶

HP3 Identify potential historic sites and districts in the neighborhood and develop local contexts for review. 🚶

HP4 Encourage a repository for existing historical information; forward information on to other public repositories as appropriate. 🚶

HP5 Work with city to educate property owners regarding affordable preservation, and develop strategies for private maintenance and improvement initiatives. 💰🚶

HP6 Develop design guidelines for commercial and industrial development that are mindful of historic preservation. 💰🚶

HP7 Promote the use of historic tax credits and develop strategies for economic development through historic preservation. 💰🚶

HP8 Promote preservation-related education, including tours, forums, and workshops. 💰🚶



Implementation

Land Use Strategies			
#	Strategy Summary	Responsible Parties	Time Frame or Community Priority for Implementation
LU1	Encourage better utilization of land, mixed-use	PED, HMC	
LU2	Encourage pedestrian scale development	PED, HMC	
LU3	Encourage building for multi-modal transportation	PED, HMC, PW	
LU4	Encourage new public spaces	PED, Parks, HMC	
LU5	Encourage appropriate land-use transitions	PED, HMC	
LU6	Encourage shared parking	PED, HMC	
LU7	Promote “green”, sustainable design	PED, HMC	
LU8	Encourage a greater range of housing types	PED, HMC	
LU9	Develop neighborhood identity with gateways, art	PED, PW, HMC	

Note: HMC=Hamline Midway Coalition, PED=Saint Paul Planning and Economic Development, PW=Public Works

Transportation Strategies			
#	Strategy Summary	Responsible Parties	Time Frame or Community Priority for Implementation
T1	Complete the sidewalk network, improve walkability	PW, PED, HMC, utility companies	
T2	Create safe routes to schools, parks, libraries	PW, PED, HMC, Parks	
T3	Support traffic calming measures	PW, HMC	
T4	Support pedestrian and transit friendly public realm	PW, PED, HMC	
T5	Support completion and expansion of bike network	PW, PED, HMC	
T6	Support future development of transit system	PW, PED, HMC	
T7	Support pedestrian and bike access to LRT	PW, PED, HMC	
T8	Advocate for transit shelters	PED, PW, HMC, Met Council	
T9	Support shared and structured parking	PED, HMC	

Implementation

Transportation Strategies			
#	Strategy Summary	Responsible Parties	Time Frame or Community Priority for Implementation
T10	Maintain current truck routes, limit cut-through truck traffic	PW, HMC	
T11	Advocate for northern alignment of Red Rock Corridor	HMC	
T12	Study reuse of former Amtrak station	PED, PW, HMC, Port Authority	
T13	Support innovative solutions to residential/commercial interface problems	PED, PW, HMC	
T14	Support neighborhood schools	HMC	
T15	Support efforts to limit waste-removal traffic	HMC	
T16	Support best practices for pedestrian, bike safety on bridges, at intersections	PW, HMC	
T17	Support implementation of MnDOT Snelling Multi-Modal Plan	PW, Mn/DOT, PED, HMC	
T18	Support continued development of car, bike sharing	PED, HMC	

Note: HMC=Hamline Midway Coalition, PED=Saint Paul Planning and Economic Development, PW=Public Works

Environment Strategies			
#	Strategy Summary	Responsible Parties	Time Frame or Community Priority for Implementation
E1	Encourage stormwater management best practices	PED, PW, DSI, HMC	
E2	Support reduction of pollution emissions	PED, PW, HMC	
E3	Support prohibition on garbage burning for energy	HMC	
E4	Support a healthy urban forest	HMC, Parks	
E5	Work with railroad to address noise issues	HMC	

Implementation

Environment Strategies			
#	Strategy Summary	Responsible Parties	Time Frame or Community Priority for Implementation
E6	Advocate for changes to waste management collection; provide for composting/organics collection and disposal of large/metal items, hazardous materials, construction debris	HMC	
E7	Provide resources for energy efficiency/alternative energy home improvement	PED, HMC	
E8	Encourage reduction of business energy use, development of energy-related businesses	PED, HMC	
E9	Support development of local food system	PED, HMC	
E10	Support home water testing, seeks funds for lead pipe replacement	HMC, SPRWS	
E11	Encourage rain and gray-water reuse	DSI, PED, HMC	
E12	Advocate for equal access park facilities	HMC, Parks	
E13	Support park improvement and connectivity, tree diversity	HMC, Parks, PED	
E14	Discourage use of chemical weed/pest control	HMC	

Note: DSI=Department of Safety and Inspections, HMC=Hamline Midway Coalition, PED=Saint Paul Planning and Economic Development, PW=Public Works, SPRWS=Saint Paul Regional Water Services

Housing Strategies			
#	Strategy Summary	Responsible Parties	Time Frame or Community Priority for Implementation
H1	Encourage maintenance of the housing stock	PED, HMC, SPRWS	
H2	Maintain sustainable rental opportunities	HMC, PED	
H3	Provide a variety of housing options	PED, HMC	

Note: HMC=Hamline Midway Coalition, PED=Saint Paul Planning and Economic Development, PW=Public Works, SPRWS=Saint Paul Regional Water Services

Implementation

Historic Preservation Strategies			
#	Strategy Summary	Responsible Parties	Time Frame or Community Priority for Implementation
HP1	Facilitate neighborhood preservation	HMC, HPC	
HP2	Coordinate preservation activities	HMC, PED	
HP3	Identify potential historic sites, districts	HMC, PED	
HP4	Encourage a repository for historical information	HMC	
HP5	Educate and encourage affordable preservation	HMC, PED, HPC	
HP6	Develop commercial, industrial guidelines	HMC, PED	
HP7	Promote use of historic tax credits	HMC, PED, HPC	
HP8	Promote preservation-related education	HMC, PED, HPC	

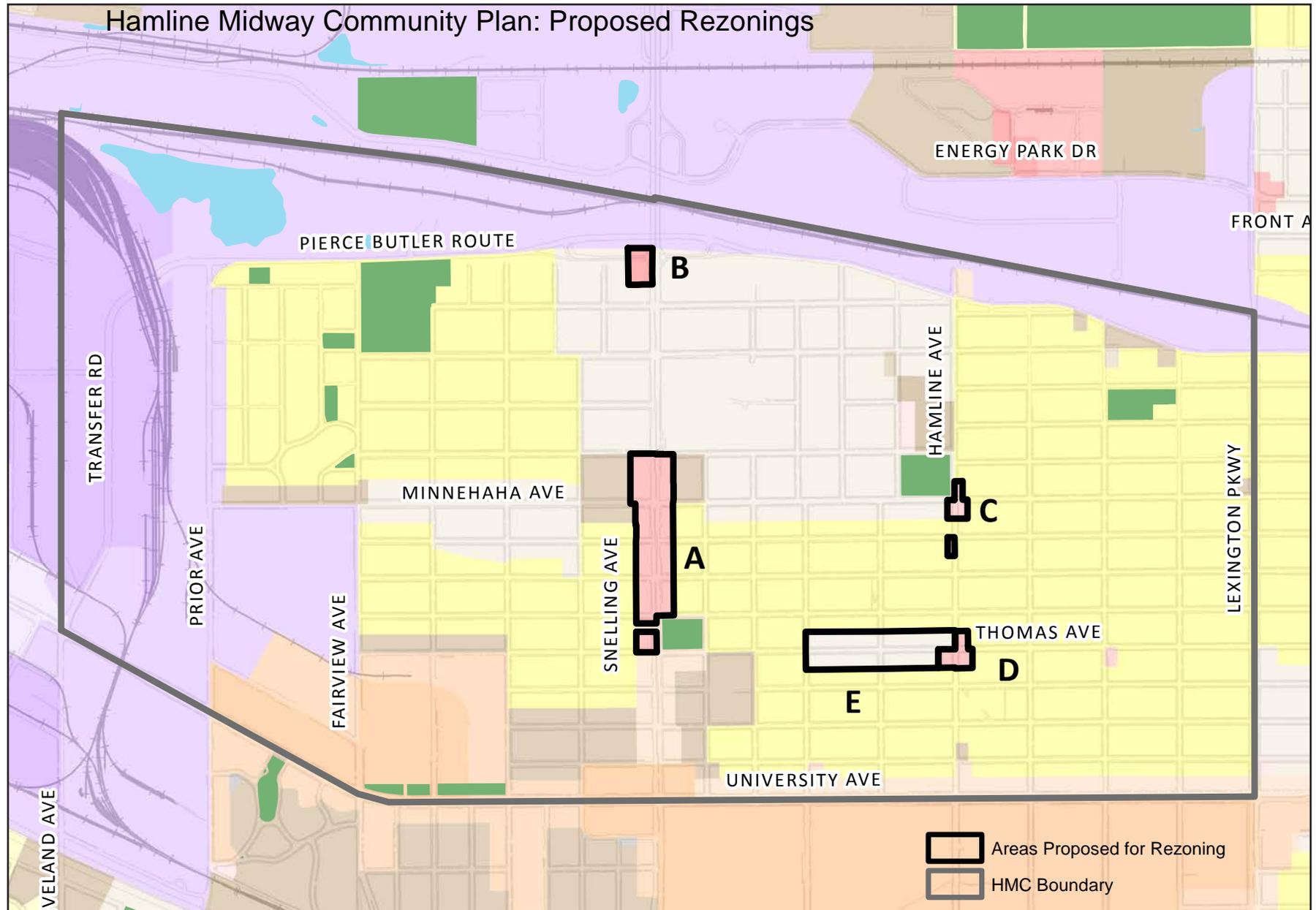
Note: HMC=Hamline Midway Coalition, HPC=Historic Preservation Commission, PED=Saint Paul Planning and Economic Development

Appendix A: Current and Proposed Zoning

Name of Location

Existing Land Use	Existing Zoning	Proposed Rezoning
A: Snelling Avenue, between Thomas and Englewood	B2	TN2
B: West side of Snelling Avenue at Pierce Butler Route	B3	TN2 or TN3
C: Hamline Avenue at Minnehaha and Van Buren	B1	T1
D: Intersection of Hamline Avenue and Thomas	B2, RT2	T2
E: Thomas Avenue between Hamline and Pascal	RT1	R4

Appendix A: Current and Proposed Zoning





CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

*25 West Fourth Street
Saint Paul, MN 55102*

*Telephone: 651-266-6700
Facsimile: 651-228-3220*

DATE: December 5, 2013

TO: Neighborhood Planning Committee

FROM: Bill Dermody, City Planner

RE: Review of proposed text amendment initiated by Resolution 13-1906, amending the Zoning Code text regarding source-separated organics (Secs. 60.220 and 65.331)

ISSUE

Councilmember Russ Stark introduced Resolution 13-1906 on December 4, 2013, requesting the Planning Commission's study, report, and recommendation within 60 days regarding a proposed amendment of Zoning Code Secs. 60.220 and 65.331. The amendment would create a definition for "source-separated organics" and would allow collection and transfer of source-separated organics at municipal yard waste sites. Source-separated organic waste includes non-recyclable paper and food scraps, such as banana peels, coffee grounds, and uneaten food, which could include fruits, vegetables, meats, grains, or dairy.

The proposed text amendment has been referred to the Planning Commission for review, report, and recommendation as required by Minnesota Statutes 462.357, Subd. 4. Please see the memo attachments for a copy of the resolution.

BACKGROUND

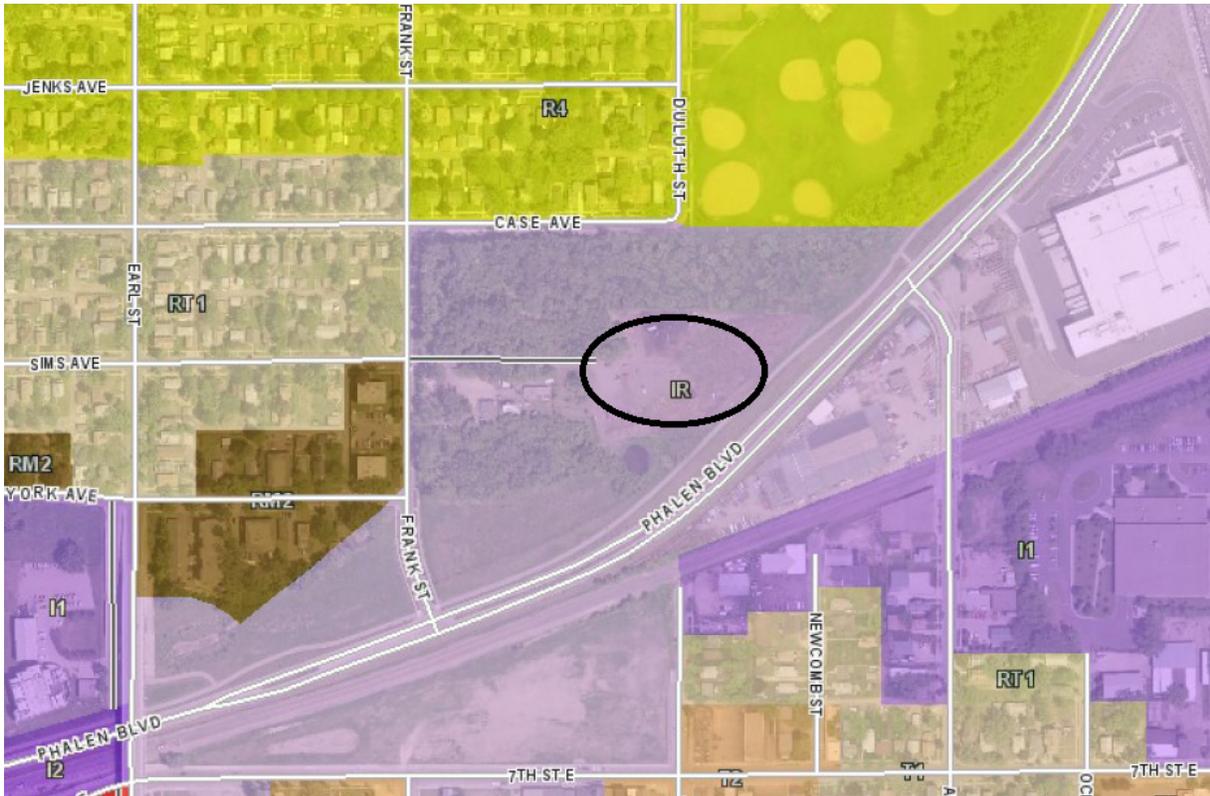
The City of Saint Paul has committed to increasing the city's organic waste recovery rate, consistent with the Minnesota Pollution Control Agency's goal for the region of increasing the rate from 4% in 2010 to 9-15% by 2030. This would present several benefits, including reduced future landfill space requirements and greater amounts of publicly available compost for landscaping or garden use. In the longer term, the City plans to study and potentially implement curbside or alleyway pickup of source-separated organics. However, the most practical short-term approach for increasing the organic waste recovery rate is to allow the organic material to be collected at the existing Ramsey County yard waste sites for transfer to organic composting facilities outside the city. Thus, the City Council has requested that a Zoning Code amendment be studied that would allow such organics collection at the yard waste sites. Currently, the Zoning Code permits only yard waste at these sites.

Saint Paul has four (4) yard waste sites that would be affected by this Zoning Code amendment, all of them owned and operated by Ramsey County. The sites are located at 389 Winthrop Street

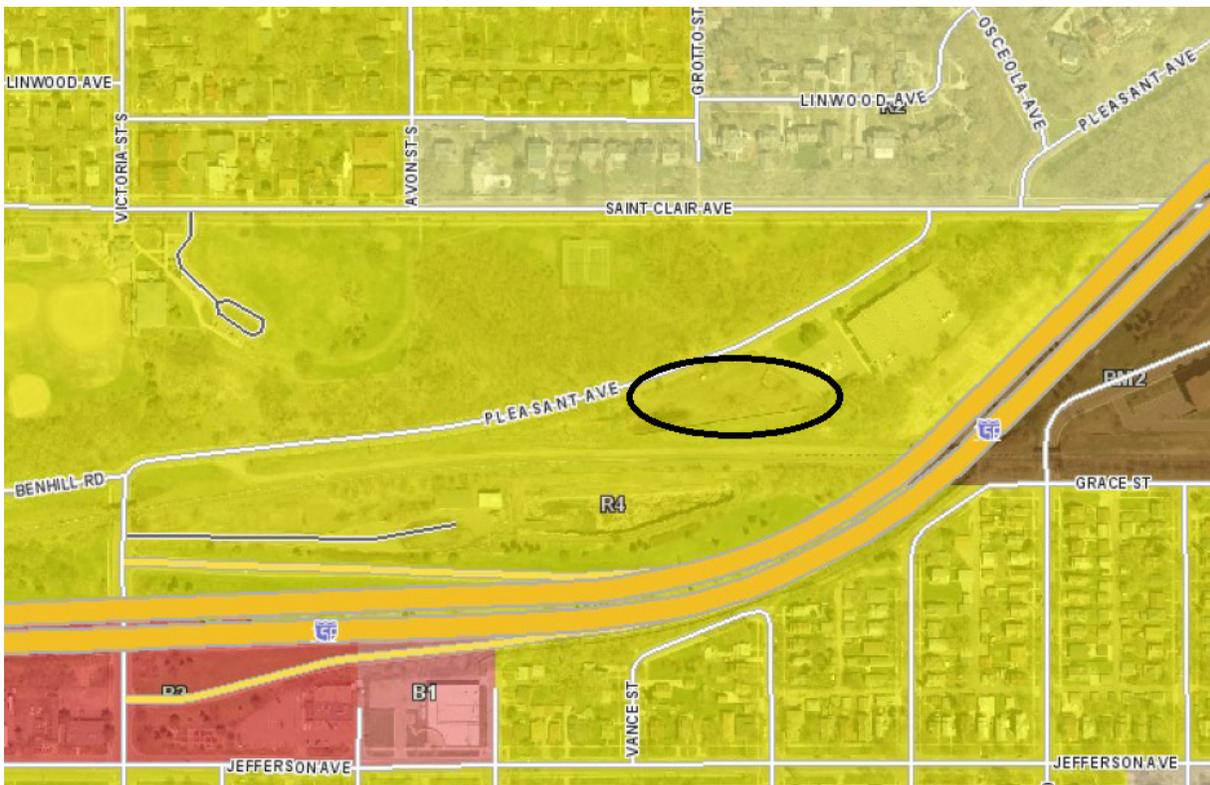
(“Battle Creek” site), 1150 Sims Avenue (“Frank & Sims” site), 1943 Pierce Butler Route (“Midway” site), and 870 Pleasant Avenue (“Summit Hill” site). Maps of each follow below.



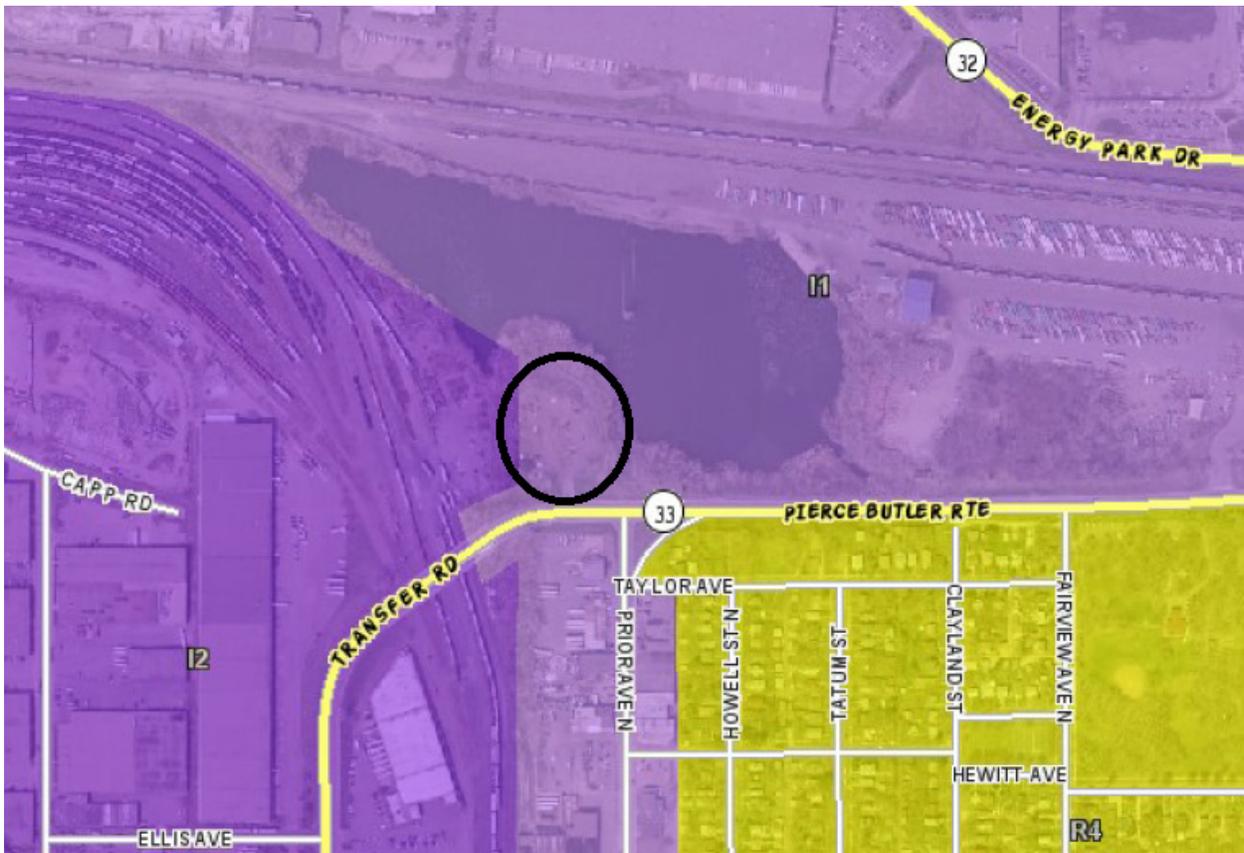
Battle Creek site (in circle)



Frank & Sims site



Summit Hill site



Midway site

Ramsey County currently accepts residential yard waste such as leaves, grass, pumpkins, garden wastes, and non-woody plants at all four (4) sites, as well as branches, trees, and shrubs at the Frank & Sims and Midway sites. The yard waste is composted or mulched on-site and made available to residents in the spring.

Of the Ramsey County sites, Battle Creek and Summit Hill conform with zoning regulations and would continue to conform if source-separated organics collection and transfer were added as an accessory use. Though current regulations would require Conditional Use Permit (CUP) approvals at Battle Creek and Summit Hill, the sites were legally established before the CUP requirement was enacted. The Midway and Frank & Sims sites would require modifications to their previous CUP approvals (through new CUP applications) in order to allow source-separated organics collection and transfer. The Frank & Sims site was rezoned in 2006 from I1 Light Industrial District to IR (now known as IT Transitional Industrial District), which does not permit yard waste sites. However, the existing CUP conditions may be modified. Additionally, Zoning Code Sec. 62.106(q) specifically allows expansion for of existing yard waste sites in IT through the CUP process.

ANALYSIS

The Comprehensive Plan includes the theme of Environmental Sustainability. The proposed text amendment furthers that theme by providing for a practical option to reduce the amount of residentially generated organic waste ending up in landfills.

Meanwhile, the proposed text amendment does not contradict any Comprehensive Plan goals relating to protection of neighborhoods. Traffic generation is expected to be similar to existing yard waste site traffic. Of greater concern is controlling potential negative externalities such as odor or vermin, which can sometimes result from food waste. This concern is mitigated by the proposal to limit the use to collection and transfer of source-separated organics, with all composting occurring at off-site facilities. Furthermore, the requirement to keep the source-separated organics in closed, leak proof containers that are removed regularly is expected to effectively control such negative effects and differentiate it from an open air solid waste facility. Also, limiting the users to residents, rather than institutions or businesses, will keep the source-separated organics quantities to manageable levels.

STAFF RECOMMENDATION

Staff recommends that the NPC recommend approval of the proposed amendments to Secs. 60.220 and 65.331, which would allow for source-separated organics collection and transfer at municipal yard waste sites.

Attachments

1. City Council Resolution 13-1906
2. Proposed Zoning Code Amendment

Resolution 13-1906

Initiating a study of zoning regulations pertaining to source-separated organics.

WHEREAS, the Council of the City of Saint Paul is committed to making Saint Paul the most livable city in America; and

WHEREAS, providing options for composting source-separated organics enhances livability in Saint Paul and furthers the Comprehensive Plan theme of Environmental Sustainability; and

WHEREAS, the Minnesota Pollution Control Agency has set a goal for the Twin Cities Metropolitan Area of a 9-15% organics recovery rate from municipal solid waste by 2030, as compared to the 2010 rate of 4%; and

WHEREAS, the City is committed to increasing the amount of organic material that is composted outside of landfills and is exploring long-term options for collecting such material; and

WHEREAS, a practical short-term approach to increasing the organics recovery rate in Saint Paul is to utilize existing Ramsey County yard waste sites for source-separated organics collection; and

WHEREAS, the Saint Paul Zoning Code currently forbids yard waste sites from accepting any types of solid waste other than yard waste;

THEREFORE, BE IT RESOLVED, that that the Council of the City of Saint Paul hereby refers the proposed amendments to Leg. Code §§ 60.220 and 65.331 as set forth below to the planning commission for study, and to receive from the commission a report and recommendation on the amendments, and any other zoning code amendments that the commission believes may facilitate the Council's intentions, all in accordance with Minn. Stat. § 462.357, Subd. 4:

Sec. 60.220. S.

Source-separated organics. Food scraps and non-recyclable paper that is separated at the source of its creation for the purpose of composting.

Sec. 65.331. Yard waste site, municipal.

A site owned or leased by a governmental entity and approved by the city, the county and the state pollution control agency for the storage, transfer or composting of yard waste.

Standards and conditions:

(a) Only yard waste and ~~no other types of solid waste~~ source-separated organics shall be accepted.

(b) The municipal yard waste site shall be located no closer than three hundred (300) feet from any residentially used property as measured from the edge of the nearest compost pile to the nearest residentially used property.

(c) The municipal yard waste site shall be enclosed by fencing or shall limit vehicular and pedestrian access through the use of berms, trees or other means. In industrial districts, the site may have greenhouses for composting yard waste.

(d) The height of the compost pile shall be limited to no higher than fifteen (15) feet above grade. In residential districts, the size of the municipal yard waste site shall be limited to no more than three thousand (3,000) cubic yards of material per acre.

(e) The site shall be maintained cleanly including the immediate removal of waste materials deposited on or near the site which cannot be composted.

(f) Source-separated organics shall be for collection and transfer only, with no on-site composting of material. All source-separated organics shall be residentially generated and kept within leak-proof, closed containers while on the site, and shall be removed regularly.

AND, BE IT FINALLY RESOLVED, that the Council requests the Commission's review, report, and recommendation on the proposed text amendments to Leg. Code §§ 60.220 and 65.331 no later than 60 days from the date of reference of this resolution to the commission, as provided under Minn. Stat. § 462.357, Subd. 4.

Draft Zoning Code Amendments

Sec. 60.220. S.

Source-separated organics. Food scraps and non-recyclable paper that is separated at the source of its generation for the purpose of composting.

Sec. 65.331. Yard waste site, municipal.

A site owned or leased by a governmental entity and approved by the city, the county and the state pollution control agency for the storage, transfer or composting of yard waste.

Standards and conditions:

(a) Only yard waste and ~~no other types of solid waste~~ source-separated organics shall be accepted.

(b) The municipal yard waste site shall be located no closer than three hundred (300) feet from any residentially used property as measured from the edge of the nearest compost pile to the nearest residentially used property.

(c) The municipal yard waste site shall be enclosed by fencing or shall limit vehicular and pedestrian access through the use of berms, trees or other means. In industrial districts, the site may have greenhouses for composting yard waste.

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Gateway Corridor Station Area Planning

Process Outline – December 4, 2013

Context

The Gateway Corridor is currently being studied for several potential alignments and modes through a Draft Environmental Impact Statement (DEIS) process. The most likely selections coming out of the DEIS Scoping decision (anticipated March 2014) are BRT or LRT along the Hudson Road alignment in Saint Paul just north of I-94. If other alignments, such as 7th/White Bear, are not eliminated through DEIS Scoping, then Station Area Planning will not occur. Both BRT and LRT along Hudson Road are anticipated to have similar station placements and similar land use impacts, which allows Station Area Planning to move forward before that final decision is made.

It is very important to the project's likelihood of receiving funding in the competitive federal grant process that station area plans be complete and zoning work commence prior to submission of the project to the FTA, anticipated in January 2015. The Gateway Corridor is projected to have up to a relatively modest 9,000 daily trips in 2030 based on current land use regulations, as compared to 25,000+ on other MSP routes that have received FTA approval to-date. However, the Gateway Corridor has substantial capacity to increase population and employment density near many of the stations, both in Saint Paul and suburbs to the east. If zoning work has commenced before FTA submission, then the new zoning controls (presumed to allow more density) can be counted in the ridership models and boost the line's competitive advantage.

Proposed Process: General Structure

There will be a Steering Committee appointed by the Planning Commission. Their role is to guide staff in transforming community input into a detailed document. To some extent they will ensure consistency between station area plans, though there will necessarily be customization for each. The Steering Committee will be generated through an application process, with recruiting to help ensure a group that is representative of the study area.

Internally, there will be a Core Team of 6-7 personnel from key departments to guide the process, meet deadlines, and create products. The Core Team will work early on to identify tasks that would benefit from outside consultant help, though it is acknowledged that most tasks must be conducted internally in order to meet the aggressive timeline.

We will have robust public involvement that includes key informant interviews, focus group discussions, large workshop events, attendance at local events, and Open Saint Paul. The public involvement plan will emphasize reaching demographically representative populations.

Part way through the public involvement process, the City Council will adopt 1 or 2 potential "station area visions" per station in order to allow the DEIS consultants,

Kimley-Horn, to begin ridership modeling. The visions will be big-picture statements regarding the intensity of planned employment and housing near each station. The visions will go directly to the Council.

The Council will adopt full Station Area Plans (SAPs) that address remaining issues in greater detail. The SAPs will go through the Neighborhood Planning Committee and the Planning Commission for analysis and recommendations.

Proposed Process: Timeline

Dec/Jan '13/14 Finalize work plan, in coordination with other city actors

Create photo inventory of existing conditions

Conduct demographic analysis of station areas

Form staff core team to meet bi-weekly, then weekly

January 2014 Create document templates

Solicit steering committee applications, relying partially on key leaders identified by FESTECC (report due Dec 31)

Create public involvement plan

February Planning Commission formally initiates planning process and zoning study for station area planning, including appointing a Steering Committee

Review and summarize existing plans

Draft basic station area backgrounds

Feb/March Steering Committee kickoff (to meet bi-weekly)

Neighborhood outreach, focusing on process and general concepts to prep them for the post-market study station area planning. *District councils, business groups, nonprofits, key leaders identified through FESTECC.*

Apr 1 Market Study complete

April Neighborhood outreach focusing on land use, density, public realm design, parking, transportation, etc. *Same groups as previous, plus focus groups, events (e.g. festivals, National Night Out), and other fine-grained and demographically focused outreach.*

May	2 workshop events with 2 to 3 station areas per event Begin drafting plans
June	Submit draft plans to steering committee for at least 1 SAP
July	Submit remaining draft plans to steering committee
Jul-Aug	Revise draft plans for presentation to NPC
Aug 27	Neighborhood Planning Committee recommends release of SAPs for public hearing, with staff presentation of draft SAPs
Sep-Nov	Intended time period for ridership modeling by DEIS consultants
Sep 5	Planning Commission releases SAPs for public hearing, with staff presentation of draft SAPs
Oct 17	Planning Commission public hearing
Nov 5	Neighborhood Planning Committee forwards SAP recommendations
Nov 14	Planning Commission forwards SAP recommendations
Dec 17	City Council adopts SAPs by resolution, SAPs incorporated as addenda to Comp Plan
Jan-Feb 2015	Zoning studies advanced to Planning Commission and its committees; Met Council reviews for Comp Plan addenda

Differences from Central Corridor

- More compressed timeline (CC had been in the works for decades)
- Not an established "mixed use corridor" like University Avenue had been – more of a frontage road with adjacent residential in most stretches
- No "development strategy" already existing
- No LPA selected yet
- Fewer stations
- Less change anticipated, at least at some stations
 - Radius of plans could vary
 - Topics of plans could vary (e.g. connections important at Mounds station, but not land use change)