MINUTES OF THE ZONING COMMITTEE
Thursday, March 12, 2020 - 3:30 p.m.
City Council Chambers, 3rd Floor
City Hall and Court House
15 West Kellogg Boulevard

PRESENT: Dejoy, Grill, Ochs, and Rangel Morales
EXCUSED: Edgerton, Baker, Hood, and Lindeke
STAFF: Anton Jerve, Samantha Langer, Allan Torstenson, and Peter Warner

The meeting was chaired by Commissioner Rangel Morales.

2225 UNIVERSITY AVE W - 20-013-859 - Conditional use permit to increase maximum height from 50 feet to 58 feet, parking variance (147 spaces required, 90 proposed), variance of minimum percentage of first floor devoted to non-residential principal use (50% required, 4.4% proposed), and variance of maximum percentage of first floor devoted to residential use (50% maximum, 95.6% proposed) at 2225 University Ave W, between Pillsbury Street and Hampden Avenue

Anton Jerve presented the staff report with a recommendation of approval with a condition for the conditional use permit and variances. He said that District submitted a letter of approval, and there were 3 other letters in support and 93 in opposition of the parking variance and 1 with concerns of the height and distance between buildings and potential conflicts with the commercial use and the new residential use.

Mr. Jerve provided a handout, Recent Development and Parking Context for 2225 University, the table outlines residential projects that have been built in the Raymond Station Area and the off-street parking spaces per unit. He noted that properties in the T zone do not have required parking, but given that this property is zoned IT, it does have required parking despite its proximity to the Raymond Station Area. He also noted that the Green Line started running in 2013.

In response to Commissioner Grill, Mr. Jerve confirmed that if this property wasn't zoned industrial, and like most of the station area zoned T, they would not need variances for parking or commercial area.

In response to Commissioner Ochs, Mr. Jerve said that they are required to have one commercial parking space per 400 square feet, which amounts to four commercial parking spaces for the proposed 1,300 square foot commercial area.

There was discussion regarding parking for the development and the handout titled Recent Development and Parking Context for 2225 University Avenue. There was also concern noted for the lack of commercial space.

In response to Commissioner Ochs, Mr. Jerve said reduced parking can help provide affordability by reducing development costs and allowing residents to live without the expenses related to owning a car.

Sheldon Berg, DJR Architecture, 333 Washington Avenue N, Minneapolis, MN, said that there are 173 bedrooms in the development. Most of the units are 1 bedrooms, studios, and alcove

units. There are some 2-bedrooms and 3-bedroom units at the corners of the building. They have found that along transit corridors there is a great deal of response to limited parking. People are making the choice not to have a car and like the alternate modes of transportation. Having fewer parking spaces is more affordable because it brings some of the project costs down. Regarding height, the only portions of the building that don't meet the 50-foot requirement are two corners on University Avenue and the front canopy. They do meet the requirement on Charles Avenue because there is an eight-foot grade change.

Robb Lubenow, Yellow Tree, 4624 Park Avenue, Minneapolis, MN, provided a brief introduction to what Yellow Tree does and explained that they are the owner, builder and developer to this project. It is their motivation to provide entry point market rate housing. The affordable piece is important because they don't go after subsidies to do low-income, but they also don't do high-end luxury projects. They are gearing towards people who make between $32,000 - $60,000, and building to that segment of the market, which largely isn't being built to, even though it is the largest segment. Doing that cost and affordability for the end user is very important. Matching the parking need to the availability is something they aim for in every project. This will attract people that don't have cars. They also want to attract people that have, but do not want, a car. They are pursuing options for rideshare programs and electric vehicles that can be provided to tenants.

In response to Commissioner Grill, Mr. Lubenow said that parking is uncoupled from the price of rent.

In response to Commissioner Ochs, Mr. Berg said that when they looked at expanding the commercial footprint they would need additional access off University Avenue. As they moved further into the design of the project, they thought the project was best served to have access come off Pillsbury and reduce the commercial footprint both in terms of how the building is accessed and number of required parking stalls. They thought it was still important to have some active uses on the first floor which is why the amenities are placed in front.

In response to Commissioner Ochs, Mike Sturdivant, Paster Properties, 5320 West 23rd Street, St. Louis Park, MN, said that the parking spaces for the 1,300 square feet of commercial space will likely be on surface lot on the eastern leg of the property. That space will either be office space or commercial space.

In response to Commissioner Ochs regarding adding more commercial space that faces the street, Mr. Lubenow said there are complexities with the shape of the lot, and they believe that University Avenue is the most convenient for the tenants. There will be amenity areas for working spaces, bike lounges and fitness areas.

Mr. Lubenow added that people's situations differ from 15 years ago. A lot of people have more flexibility with work schedules and work from home. The amenity spaces will be accessed continually throughout the day.

In response to Commissioner Grill, Mr. Sturdivant said that they most likely would not have entertained more commercial space if parking wasn't a requirement for the project. He said no,

but they may have if the building was more oriented towards a hard corner that had a better retail presence.

No one spoke in favor of the application.

John O'Brien, 675 Goodrich Avenue, Saint Paul, MN, spoke in opposition. He is the building manager of the Wright Building located directly to the west. Mr. O'Brien submitted a letter in opposition (attached).

In response to testimony, Mr. Berg said that the current design of the building does consider some of the aspects Mr. O'Brien was concerned about. They intentionally decided to pull the building back on the Wright Building side reducing available parking. Previously they had sizable underground parking, but relative to the Wright Building being on the property line they held their building back and kept their parking a little bit smaller than what they could have done.

In response to Commissioner DeJoy, Mr. Lubenow said it is difficult to determine if the parking is fully utilized in the area. He doesn't believe its practical to look at strictly at how many parking spaces you have per unit. They can have less units and it will appear on paper that they are closer to some parking ratio, but they have more people in the building.

Commissioner Grill moved approval with a condition of the conditional use permit and variances.

The motion failed for lack of a second.

Commissioner Ochs voiced concerns with the lack of commercial space. The amount of commercial space on University is important both in terms of people in the neighborhood and the residents. It would be ideal if they could increase the amount of commercial space and reduce the number of units to allow for a more viable and usable option to the neighborhood and to the residents.

In response to Commissioner DeJoy, Mr. Jerve said that he is not aware of any "permit parking areas" on Charles Avenue. He said the applicant is in the process of trying to vacate a rail spur to potentially allow for more street parking on the south side, but there are a lot of unknowns to this process.

There was discussion on possibilities of permitted parking and finding out how the parking in the area is currently utilized.

Commissioner Grill explained her reasoning for supporting the application. She said this is one of the best transit accessible neighborhoods in the City and having the uncoupled pricing for the parking is a great option for people without a car. The added cost of additional structured parking eventually will increase housing costs for tenants even if they are not paying for a space because they are paying for a more expensive building. It would also be odd to treat this building different just because of its former industrial status than the other projects on University.

In response to Commissioner Rangel Morales, Mr. Jerve stated that if this building was zoned in a T district no commercial space would be required. It is only required for projects with residential uses and industrial zoned areas.

Commissioner DeJoy stated her concerns with parking, but she also agrees that it is close enough to transit to be considered transit-oriented and possibly treated like the other developments in the area.

Mr. Jerve stated that part of the intent of the handout, Recent Development and Parking Context for 2225 University, is to look at it chronologically. The buildings with the highest parking requirement were built before the Light Rail was even constructed. Generally, there is a trend downward in parking that is consistent with other projects along the Green Line. Typically, residential projects are being built at roughly .7 spaces per unit.

No one spoke in support. The public hearing was closed.

Commissioner Grill renewed her motion to move approval with a condition of the conditional use permit and variances. Commissioner Dejoy seconded the motion.

The motion passed by a vote of 3-1-0.

Adopted Yeas - 3 Nays - 1 (Rangel Morales) Abstained - 0

Drafted by:
Samantha Langer
Recording Secretary

Submitted by:
Anton Jerve
City Planner

Approved by:
Luis Rangel Morales, Chair

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PRESENT: DeJoy, Grill, Ochs, and Rangel Morales
EXCUSED: Baker, Edgerton, Hood, and Lindeke
STAFF: Menaka Mohan, Luis Pereira, Samantha Langer, Allan Torstenson, and Peter Warner

The meeting was chaired by Commissioner Rangel Morales.

Ford Districts Zoning Code Amendments - 20-009-995 - Zoning Code amendments pertaining to Ford Districts, including district boundary adjustments to match platted streets and regulations for townhouse and multi-family building medium types, supportive housing, religious institutions, lot coverage and signs., 2192 Ford Parkway et al, SE corner of Ford Parkway and Mississippi River Blvd.

Ford Site Master Plan Amendments - 20-010-013 - Ford Site Master Plan amendments pertaining to townhouse and multi-family medium building type, supportive housing, religious institutions, minimum commercial in F6, lot coverage, and the Woodlawn roadway section., 2192 Ford Parkway et al, SE corner of Ford Parkway and Mississippi River Blvd.

Ford Site Master Site Plan - 20-011-817 - Ford site master site plan as required by Zoning Code § 66.953 to demonstrate general compliance with the Ford site master plan, including the required mix of uses within each of the Ford districts., 2192 Ford Parkway et al, SE corner of Ford Parkway and Mississippi River Blvd.

Menaka Mohan gave a PowerPoint presentation on the staff reports (attached) for the Ford Districts Zoning Code Amendments and Ford Site Master Plan Amendments with a recommendation of approval with conditions and exceptions. She presented the Ford Site Master Plan staff report with a recommendation for approval with conditions.

She stated District 15 made no recommendation, and there were no letters in support, and 15 letters in opposition. Public comment was generally opposed to rooftop space above the third floor counting towards the minimum open space requirement, a reduction in the F6 commercial percentage from 10% to 0%, an increase for the 95% lot coverage for certain building types, decrease in setbacks for certain streets, and an increase of the number of units. She said Ryan is not proposing an increase of units.

In response to Commissioner Grill, Ms. Mohan said that the City Council approved a curb and parking on Woodlawn Avenue in 2019. She said the pedestrian plan was passed in 2019 that included policies that new streets have sidewalks on both sides of the street. She said the way that parking worked, was that the door swing was going onto private property, which is why they are proposing the easements on either side for the cars. It is still a very narrow street with 14 feet of through travel for two lanes. It still achieves the small residential feeling.

Commissioner Grill stated concerns about reducing commercial. She said that originally there had been a commercial requirement across most of the districts. At some point it started to be removed from F3 and F4. Now we have F5 the commercial zone and no other commercial requirements throughout the site, particularly on the far south side by the ball field. The residents on that side are going to have very little access to commercial. She is concerned that residents will not have quick access to commercial amenities.

Ms. Mohan said that the distance between the ball field and the lower end of where the commercial starts is a ¼ of a mile or less. She said that the adjustment to the minimum commercial to 0% in the F6 district doesn't mean it would be 0 it only reduces the minimum that they would have to build.

Commissioner Rangel Morales asked for information on the green roofs and what exactly is being proposed in 4b.

Ms. Mohan said the green roof language in the Master Plan was intended to encourage building applicants to use green roofs and to count space next to it towards the open space requirement for that specific lot only, not for the entire site. The language said they must be above the third floor, but as City staff worked with Ryan Companies and looked at the different building types, they realized that the green roof didn't need to be on the third floor or above. The green roof can be on lower floors and still count for the open space requirement to that specific lot.

Ms. Mohan said that none of the park spaces or Civic areas are changing. This is for the open space requirement of the vertical building. The Ford Master Plan already allows useable rooftop space to count toward 50% of open space requirement of the site only, but it is above the third floor only. They are proposing to remove the above third floor limitation. The open space chapter in the Master Plan does not have any amendments to change.

Commissioner Grill said that some of the opposition, particularly the letter submitted by Merritt Clapp-Smith, stated that the original intent to allow for roof top space to count for 50% of the overall open space at a site, to be at the third floor or above, was to avoid interior facing courtyards and provide no sense of open space to passersby.

Ms. Mohan said open space still needs to be on a rooftop. If it was on top of a ground level parking structure it would still need to meet the definition of functional green roof, and there would have to be a public amenities space next to it, and then that could count towards 50% of the 25% requirement of open space.

Tony Barronco, 2192 Ford Parkway, Saint Paul, MN, gave a presentation (attached) on the Ford Districts Zoning Code, Master Plan Amendments and Master Site Plan.

In response to Commissioner Ochs, Mr. Barronco said that they are not recommending changes to setbacks in most of the corridor areas. They agree that along the central water feature plaza area that the seventeen-foot setbacks should be maintained. On Beechwood which is the northern most of the streets, setbacks in the current Master Plan are at 20 feet and they are requesting 14 feet in that area. In the areas to the south the setbacks are currently 16 feet and they are requesting 10 feet. On Yorkshire in the south setbacks are 16 feet and they are

requesting 10 feet. Their goal throughout the zone with the exception of on Beechwood and on Central Parkway is that they have 10 feet setbacks consistently throughout the entire corridor.

Commissioner Rangel Morales asked if the amendments requested were for the entire street, from east to west, not just in certain areas.

Mr. Barronco said that the adjustments they are requesting would be on the east and west stretch of each of the three roadways, Beechwood, Saunders and Yorkshire. It is specifically for those areas that encounter the pedestrian/bike corridor.

In response to Commissioner Ochs, Mr. Barronco explained stormwater management for the site. It will all be collected within the body of the project and feed through central storm traps that are public assets in public rights of way then they will feed into the water feature and exit into Hidden Falls.

Mr. Barronco addresses some of the comments that came up related to retail in the F6 district. This is an unusual district because it is bifurcated into a few areas. All of the other districts are contiguous. With F6 they have two different nodes; a node in the northwest corner of the site which is incredibly distinct from the area in the southeast corner of the same site, and both have the same zoning classification. The design for the northwest corner and programming has advanced a lot further than in the southeast corner since the Master Plan was approved and a redevelopment agreement came through. Affordable housing has been added to that area as part of the City's goal to have affordable housing throughout the site. It's difficult for affordable housing providers to finance retail as part of their projects. These areas allow for office, civic, senior living, and affordable housing. He said they are not opposed to retail, but they are concerned that certain areas won't lease, and it would add to a vacant
first floor which detracts from walkability and the public realm. Active civic spaces and residential uses will build that. In terms of the development plan on the northwest corner he said that the Block 1 site plan is currently a medical office building along with two different affordable housing buildings. A workforce building and second building with supportive services. They also intend to have a senior housing on that block that would include a full suite of services from independent living, memory care and assisted living. They also intend to have an office building site. Each of the uses could have uses like a coffee shop, but it isn't seen as a primary use because there are financing challenges. For that reason, they have requested to reduce the minimum commercial in this district to zero. Mr. Barronco said that the area in the southeast corner of the site they have plans for two affordable housing buildings, one to be developed by CommonBond and one by PPL. The plans are to also build an office building or civic use too. This is one of the latest development sites and they don't have plans beyond what is entitled in the zoning district. They are not saying that retail is not a possibility, but based on the use types within the district they would like the flexibility to put it in if it would work, but not required to put it in if it would have difficulty leasing. He is said representatives from PPL and CommonBond are available to explain the difficulties with financing retail in their projects.

Upon questions from the Commissioners, Mr. Barronco said that the characteristics of the southernmost portion of the site are less intuitive for retail. A requirement of a significant amount of square footage is difficult for them because they are concerned that it will not lease. If they are not able to get tenants, it won't help with the walkability and viability of the site. Mr. Barronco

said that this area was one of the original zoning districts of the site. It was thought that it could be the area of the site that could accommodate light office or manufacturing. One of the things less obvious with the balance of the development plan is where that job creator area would go. This is the potential area to do that based on the amount of land, but the office uses and commercial uses like visibility and traffic. There is north and south traffic on Cleveland, but not the benefit of east and west traffic like on Ford Parkway. Mr. Barronco said they would be more receptive to a lower requirement of commercial, but their goal is zero. Mr. Barronco said they don't believe it is a solid plan to build commercial space with the hope that it can be there and then it not be active as opposed to having office, civic space or residential come to the first floor and bring activity to the corridor.

In response to Commissioners questions regarding the townhomes amendment, Mr. Barronco said that their intent had always been that rowhomes would occupy the east half of the block and the one to six-unit homes would occupy the west half of the block. They did not include that in the original submittal. The rowhomes would be purchased and owned. They would be 20 to 24 feet in width to allow more density in those areas and allow for price points to be more attainable for buyers. He said their goal in this area is to form a three story with a four-story pop-up brownstone type of neighborhood. They want to hold the street face where they can so there is a consistent edge from corner to corner. He can't quantify the block lengths, but certainly they would like the aesthetic of those blocks to look like they are a continual rowhome. Even though they are individually owned the building would stretch from the corner of one end to the other corner. He said that all of the lot widths in the F1 district and setbacks would remain the same. The lots are 60-foot lots and can be developed with duplexes, condominiums, single-family or single-family with an accessory dwelling unit.

In response to Commissioners questions regarding the amendment 3b to allow religious institutions in F1, Mr. Barronco said that they have a requirement to add 50,000 square feet of institutional space to the project and they are looking at unique ways to do that. They don't have any particular plans, but they thought a place of worship was an interesting idea. They would like the flexibility of allowing it in the F1 district. It is currently allowed in all other districts.

In response to Commissioners questions regarding the amendment 3a to adjust minimum commercial in F6 to 0%, Mr. Barronco said that they would promote for commercial development. They want to set it up for the best success possible. In the event that they aren't able to get certain use types in there, in particular retail uses, they would like flexibility. It is zoned for commercial use including civic space and office space and that is how they intend to market it, but in their development plan they don't have development happening on that site for 8 to 10 years. If they aren't successful in finding an opportunity to do that, they would look at the rest of the zoning district to determine what could be done.

Merritt Clapp-Smith, 228 E 8th Street, Saint Paul, MN said that she was a former staff person for Planning and Economic Development and worked on the Master Plan. She shared some perspective on some of the intent of the original Master Plan. She submitted a letter stating opposition and support for each amendment (attached). She explained her opposition to amendments 3a, 5a, and 4b.

In response to testimony, Mr. Barronco said they liked the original Woodlawn road section plan, but are proposing some parking for rideshare, delivery and guests. As design advanced and they worked with City staff this proposal of Woodlawn functioning more as a street seemed more adequate in order to meet safety concerns. They are open to working on language regarding building types requirements. They want to have buildings of varying masses and designs to activate streets and embed parking.

No one spoke in support. The public hearing was closed.

Commissioner Grill moved to approve the staff recommendation to the modifications to the Ford Site Master Plan and Ford Districts Zoning Code Amendments with the exception of amendments 3a, 4b, and 5 listed in Exhibit A- Summary of Ford Master Plan and Zoning Text Amendments. She proposed amending 3a to allow for minimum commercial requirement in the F6 district to be 5%, rather than 10%, that 4b have amended language by staff to allow for approval with a condition for visability from public right of way, and to deny recommendation of 5 the adjustments to Woodlawn Ave roadway section. Commissioner Grill cited the 2030 Comprehensive Plan Land Use Sections 148,149 and 152 as well as the guiding principles listed in the Ford Site Master Plan for her recommendation. Commissioner DeJoy seconded the motion.

Ms. Mohan said that the Woodlawn redesign reflects current converstations with Public Works staff, current land use policies of the pedestrian plan, current conversations with Fire and Safety and the adopted Plat.

Luis Pereira, Planning Director, added that in the last set of Master Plan Amendments, Amendment 23 read, amend Woodlawn Avenue configuration with the addition of on-street parking to Woodlawn Avenue. That was a formal decision made and approved by the Commission and City Council.

Commissioner Ochs said he disagrees with amendments 1a and 3b because the F1 district should remain neutral and preserve the park like character. Allowing townhomes or religious institutions would deter from the original intent. He also would like clarification on 4a to allow more amenable language to take into consideration the type of building that is being placed there and whether or not that should count towards the max lot coverage.

Commissioner Ochs offered a friendly amendment on these items and Commissioner Grill declined. She has concerns about disallowing a religious institution in any of the zoning districts, and that there would need to be more clarification of 1a from Commissioner Ochs regarding the friendly amendment.

After discussion the motion failed by a vote of 2-2-0.

Yeas - 2 Nays – 2 (Ochs and Rangel Morales) Abstained - 0

After discussion regarding some confusion on why some of the items were before the Committee, Ms. Mohan stated that there are four affordable housing buildings in the F6 district and twelve within the entire site. She stated that there is a development agreement that has

been approved by the City Council that identifies the sites as the affordable housing locations. She said the zoning still applies, but the locations of these buildings were identified prior and adopted as part of the redevelopment agreement between the City and Ryan Companies, but after amendments were past to the zoning and Ford Master Plan in April of 2019. These amendments allowed housing in the F6 district, so when Ryan Companies was working with the affordable housing partners, PPL and CommonBond, the shapes of the buildings started to become more of a reality in the F6 District. They realized having a supportive housing project in the F6 district was not currently allowed. She said as they have been working through the plan the last few months staff has been collecting a list of Master Plan Amendments and Zoning Amendments to reflect the work that led up to the redevelopment agreement. Ms. Mohan said that in the 2019 amendments that went through Planning Commission and City Council, multi-housing as a use was added to the F6 district in the Master Plan prior to the redevelopment plan.

Commissioner Rangel Morales voiced his concerns on some amendments being proposed. He said it seems to undermine the intent and goal of the Master Plan, and he understands the perspective of a lot of people who are in opposition to a lot of the amendments.

Commissioner Grill renewed her motion. Commissioner DeJoy seconded the motion.

Commissioner Grill stated she believed that some of the issues may need more conversation with the full Planning Commission and some additional clarification by staff.

The motion failed by a vote of 2-2-0.

Yeas - 2 Nays – 2 (Ochs and Rangel Morales) Abstained - 0

After discussion it was decided to vote individually on the summary of Ford Master Plan and Zoning Text Amendments listed in Exhibit A.

	Description	Staff Recommendation	**Zoning Committee Recommendation**
1a	Addition of Townhome to the Allowable Building Type in the F1 Zoning district	Recommend	**Recommend approval of staff recommendation** **3-1 (Ochs)**
1b	Adjust Townhome minimum lot width from 30’ to 20’	Recommend with new footnote that it’s a per unit figure	**Recommend approval of staff recommendation** **4 - 0**
1c	Adjust Townhouse maximum building width from 150’ to 350’	Recommend	**Recommend to adjust Townhouse maximum building width from 150’ to 350’ only on the Woodlawn side**

			4 - 0
1d	Adjust Townhouse Maximum lot coverage by building from 50% to 60%	Lot coverage increase not needed; add note that it applies to the entire parcel, not lot under each unit	**Recommend approval of staff recommendation with added language from footnote b on page 2 in staff report** **4 - 0**
1e	Adjustments to the Townhouse minimum setbacks, for properties only adjacent to the shared bike/ped paths, from 10' to 4'	Recommend against	**Recommend approval of staff recommendation** **3-1 (Ochs)**
2a	Adjustment to allow Multi-Family Medium building types in the F2 zoning district	Recommend-eliminating Multi-Family Medium Low and Medium with Multi-family	**Recommend approval of staff recommendation** **4 - 0**
2b	Adjustment to allow Multi-Family Medium building types in the F5 zoning district	Recommend- eliminating Multi-Family Medium Low and Medium with Multi-family	**Recommend approval of staff recommendation** **4 - 0**
2c	Adjustment to allow Supportive Housing in the F6 zoning district	Recommend	**Recommend approval of staff recommendation** **4 – 0**
3a	Adjustment to the minimum commercial in the F6 zoning district to 0%	Recommend	**Recommend approval of adjustment to minimum commercial in the F6 zoning district to 5%** **3-1** **(Rangel Morales)**
3b	Adjustment to allow Religious Institution, Place of Worship in the F1 zoning district.	Recommend	**No recommendation to Planning Commission**

4a	Adjustment to the Maximum Lot Coverage by Buildings allowed from 70% to 95% for all applicable building types listed in Table 6.2	Recommend against; add underground parking exclusion instead	**Recommend approval of staff recommendation** **4 - 0**
4b	Adjustment to allow all usable rooftop space to count towards the Minimum Lot Coverage for Open Space.	Recommend	**Recommend approval of staff recommendation with amended language** **4 - 0**
5	Adjustment to the Woodlawn Ave roadway section.	Recommend	**Recommend denying adjustment to the Woodlawn Ave roadway section** **4 - 0**
6	Addition of F Districts to Section 64.502 of the Zoning Code	Recommend	**Recommend approval of staff recommendation** **4 - 0**
7	Adjust Lot District Boundary Adjustments to Match Platted Streets	Recommend	**Recommend approval of staff recommendation** **4 - 0**

Commissioner Grill made a motion to approve the Ford Site Master Site Plan with a change to the reduction of the minimum commercial requirement from 10% to 5%. Commissioner DeJoy seconded the motion.

The motion passed by a vote of 4-1-0.

Yeas - 3 Nays – 1 (Rangel Morales) Abstained - 0

Drafted by:
Samantha Langer
Samantha Langer
Recording Secretary

Submitted by:
Menaka Mohan
City Planner

Approved by:
Luis Rangel Morales, Chair

FORD SITE

A 21st Century Community

March 12, 2020

Zoning Committee

Ford Districts Zoning Code/Master Plan Amendments/Master Site Plan

- Project Paul (Ryan Companies) and MN Ford Site Apartment Land (Weidner) applied to amend the F Zoning Districts and the *Ford Site Zoning and Public Realm Master Plan* (Ford MP) as owners of more than 67% of the property to be rezoned
- Project Paul (Ryan Companies) applied for a master site plan to meet the requirements of § 66.953 which requires the master developer to prepare a master site plan to meet the land use mix requirements in the Ford MP

FORD SITE
A 21st Century Community

SAINT PAUL

FILE #20-009995 | AERIAL MAP

0 120 240 480 720 960 Feet

Public Comment Received

- Twelve (12) comment letters received to date, a mix of supportive and opposed based on the amendments
- Opposed to
  - rooftop space above the third floor to count towards minimum open space,
  - reducing of commercial percentage in F6 to 0%
  - Reconfiguration of Woodlawn Ave
  - Lot coverage increase to 95% for certain building types
  - Decrease in setbacks
  - Increase in number of units **(note Ryan is not proposing an increase in the number of units)**
- Supportive of
  - Townhouse and affordable housing amendments

FORD SITE
A 21st Century Community

Staff Recommendations-Townhomes

	Description	Code Section	Ford MP Pages	Recommendation
1a	Add townhouse to the allowable building type in F1 zoning district	66.912, 66.931	31, 34, 72, 92	Recommend
1b	Adjust townhouse minimum lot width from 30’ to 20’	66.931	93, 97	Recommend with new footnote that it’s a per unit figure
1c	Adjust townhouse maximum building width from 150’ to 350’	66.931	93, 97	Recommend
1d	Adjust townhouse maximum lot coverage by buildings from 50% to 60%	66.931	93, 97	Lot coverage increase not needed; add note that it applies to the entire parcel, not lot under each unit
1e	Adjust townhouse minimum setback from shared bike/ped paths from 10’ to 4’	66.931	93, 97	Recommend against

Staff Recommendations-Townhomes

Staff Recommendations-Townhomes

Staff Recommendations-Affordable Housing

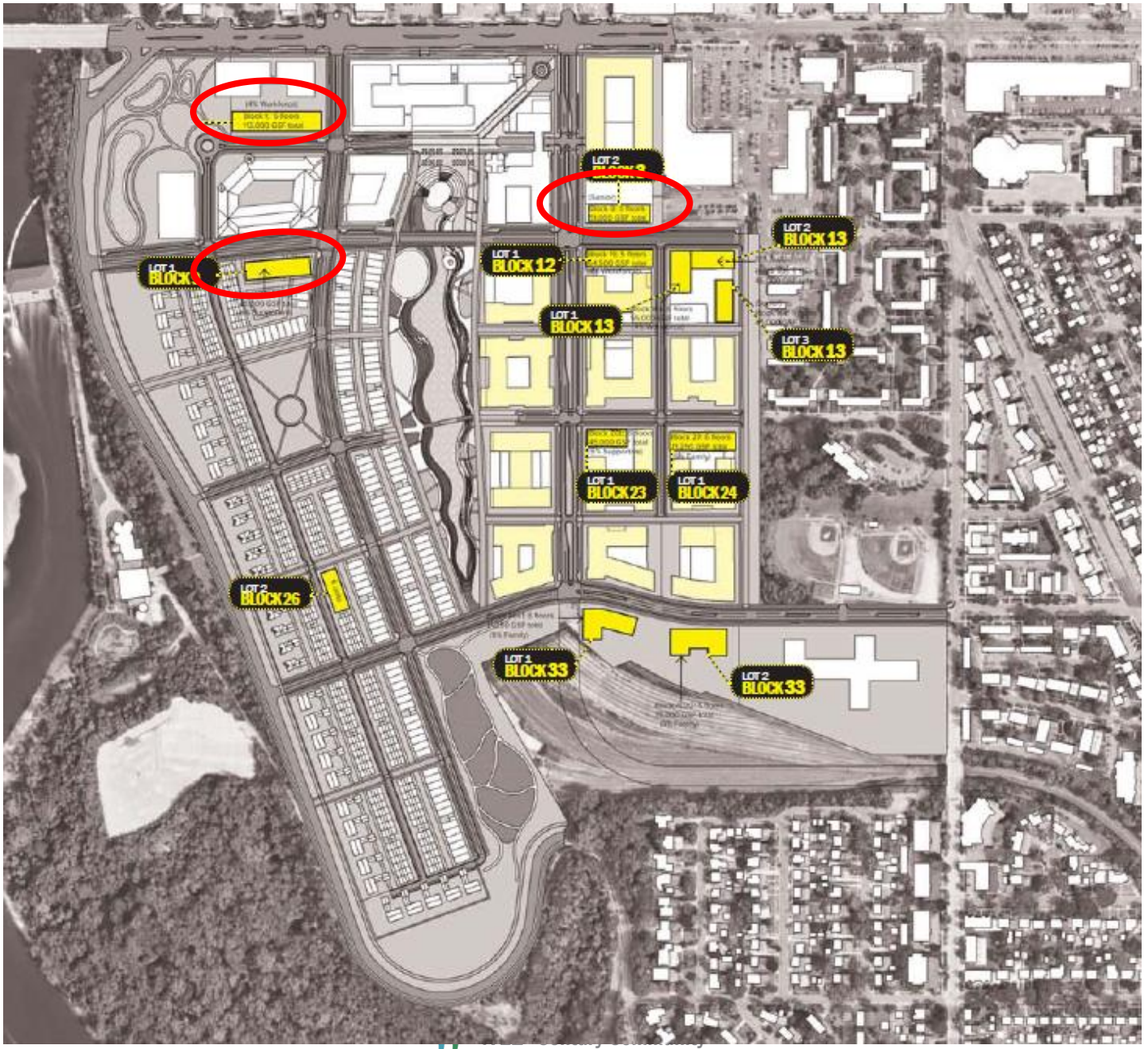
	Description	Code Section	Ford MP Pages	Recommendation
2a	Adjustment to allow Multi-Family Medium building types in the F2 zoning district	66.913, 66.931	75, 92	Recommend, Combine Multi-Family Low and Medium to Multi-Family
2b	Adjustment to allow Multi-Family Medium building types in the F5 zoning district	66.916, 66.931	80, 92	Recommend, Combine Multi-Family Low and Medium to Multi-Family
2c	Adjustment to allow Supportive Housing in the F6 zoning district	66.921	42, 84	Recommend

Multi-Family~~, Low~~

Dwelling units	~~6-40 units per building~~ 6 or more
Lot width, minimum	~~60 feet~~ n/a
Building width, maximum	~~200 feet~~ n/a
Lot coverage by buildings, maximum	70%
Lot coverage by open space, minimum	25%
Building height	Determined by zoning district
Setbacks	
Public Right-of-Way	Minimum 10 feet; maximum 20 feet
Interior Lot line	Minimum 6 feet, except as noted in Table 5.2, Building Type Standards Summary Table, footnote (c)
Parking requirements	Minimum .75 spaces per dwelling unit, maximum 2.0 spaces per dwelling unit; except as noted in Chapter 4, Parking
Accessory buildings allowed	Up to 2 per main (principal) building

Definition: A ~~small, to medium sized~~ building with multiple dwelling units~~, occupying a portion, but not all of, a city block~~. The dwelling units may be of mixed sizes (number of bedrooms) and styles to encourage mixed-income development and to meet the needs of families of all sizes. This building type allows for different types of housing arrangements besides single family, such as senior housing or congregate living. The building may include other uses, such as local office and commercial.

Access: Entry to individual units on the ground floor may be shared through one exterior entry, or units may have individual entries along the front facades. Ground level non-residential units may have individual access on front facades. Upper floor units may be accessed through common exterior entries. Vehicular access shall be confined to side and rear streets.


LOT 1
BLOCK 12
LOT 2
BLOCK 13
LOT 1
BLOCK 13
LOT 3
BLOCK 13
LOT 1
BLOCK 23
LOT 1
BLOCK 24
LOT 2
BLOCK 26
LOT 1
BLOCK 33
LOT 2
BLOCK 33

Staff Recommendations-Land Use

	Description	Code Section	Ford MP Pages	Recommendation
3a	Adjustment to the minimum commercial in the F6 zoning district to 0%	NA	40	Recommend
3b	Adjustment to allow religious institution, place of worship in the F1 zoning district	66.921	42	Recommend

FORD SITE
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Staff Recommendations-Land Use

TABLE 4.2 REQUIRED MIX OF USES; PG 40 OF FORD MP							
		F1-River Residential	F2-Residential Mixed Low	F3-Residential Mixed Mid	F4-Residential Mixed High	F5-Business Mixed	F6-Gateway
RESIDENTIAL	Min	90%	60%	50%	40%	20%	10%
	Max	100%	100%	100%	100%	75%	50%
COMMERCIAL	Min	0%	0%	0%	0%	20%	10%
	Max	0%	20%	20%	30%	50%	50%
EMPLOYMENT	Min	0%	0%	0%	0%	0%	40%
	Max	0%	10%	10%	20%	50%	85%
CIVIC/INSTITUTIONAL	Min	0%	0%	0%	0%	0%	0%
	Max	10%	10%	10%	10%	10%	30%

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Staff Recommendations-Building Type

	Description	Code Section	Ford MP Pages	Recommendation
4a	Adjust the maximum lot coverage by buildings from 70% to 95% for all applicable building types	66.931	93, 98-104	Recommend against; add underground parking exclusion instead
4b	Allow all usable rooftop space to count towards minimum open space	NA	57	Recommend

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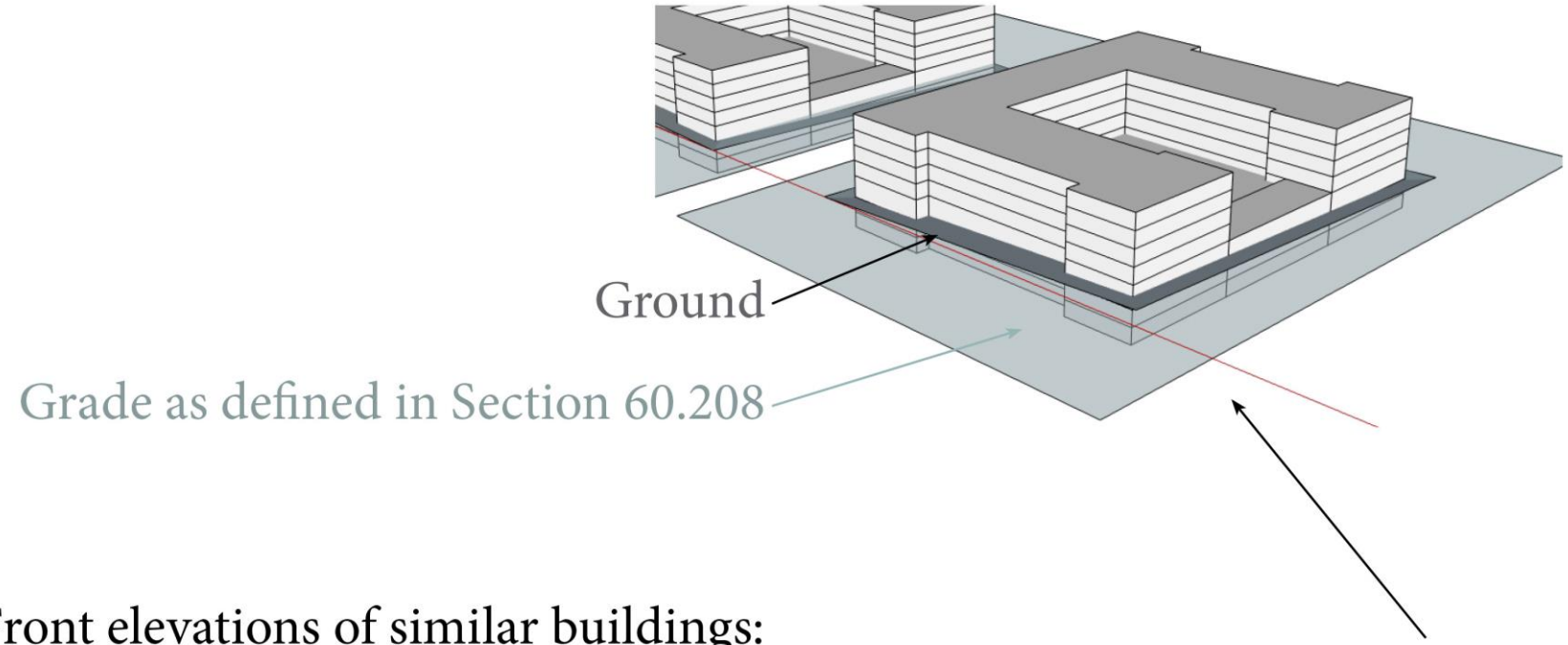
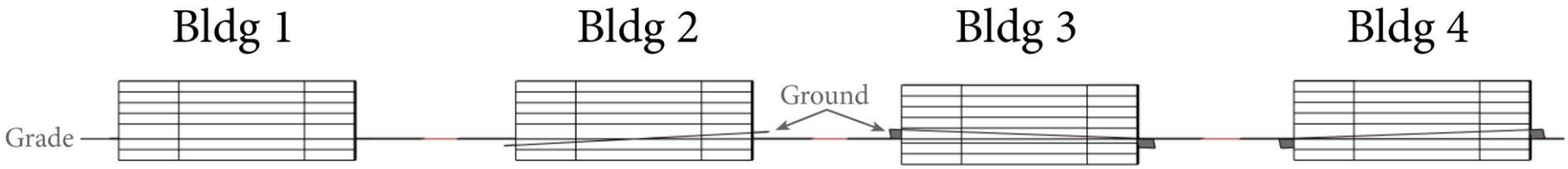
“Portions of an underground parking structure that is above grade due to a slope, where the top serves as an amenity space and is less than eight (8) feet above the adjacent grade, shall be excluded from lot coverage by buildings.”

Proposed footnote (f) to 66.931:
Portions of a parking structure that are less than one story above grade, as defined in Section 60.208, and serve as amenity space shall be excluded from lot coverage by buildings in lot coverage calculations.

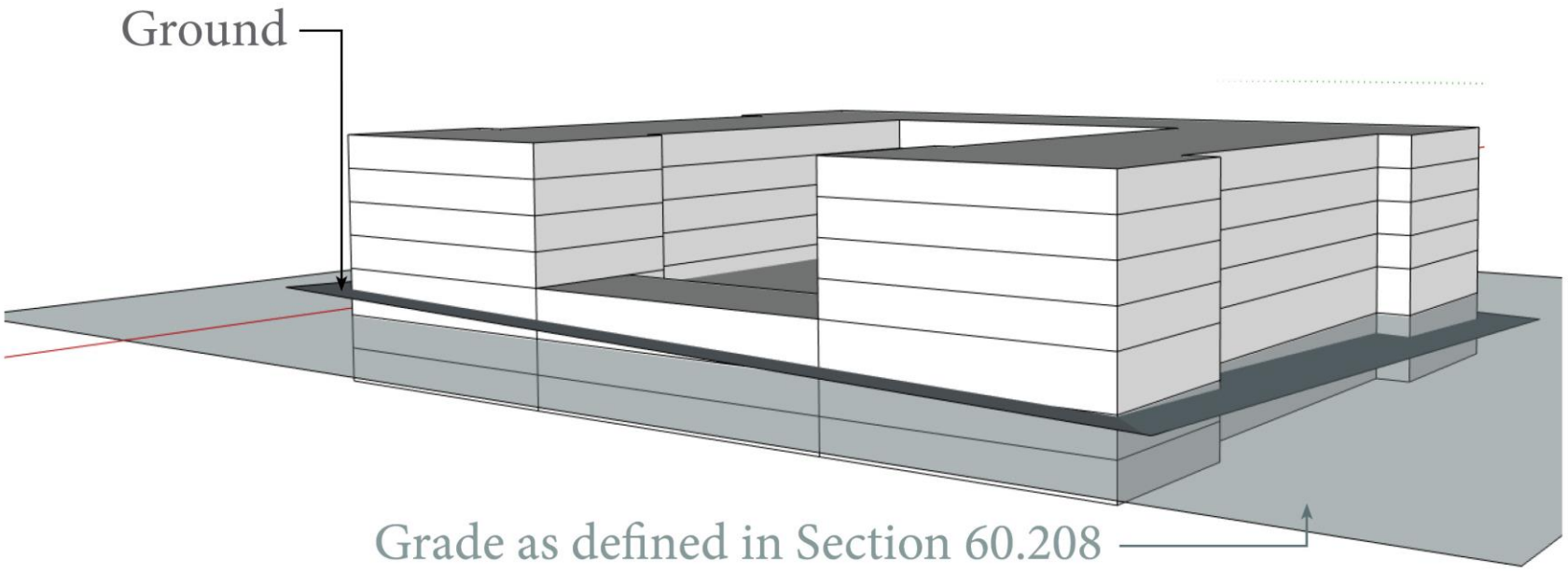


Front elevations of similar buildings:

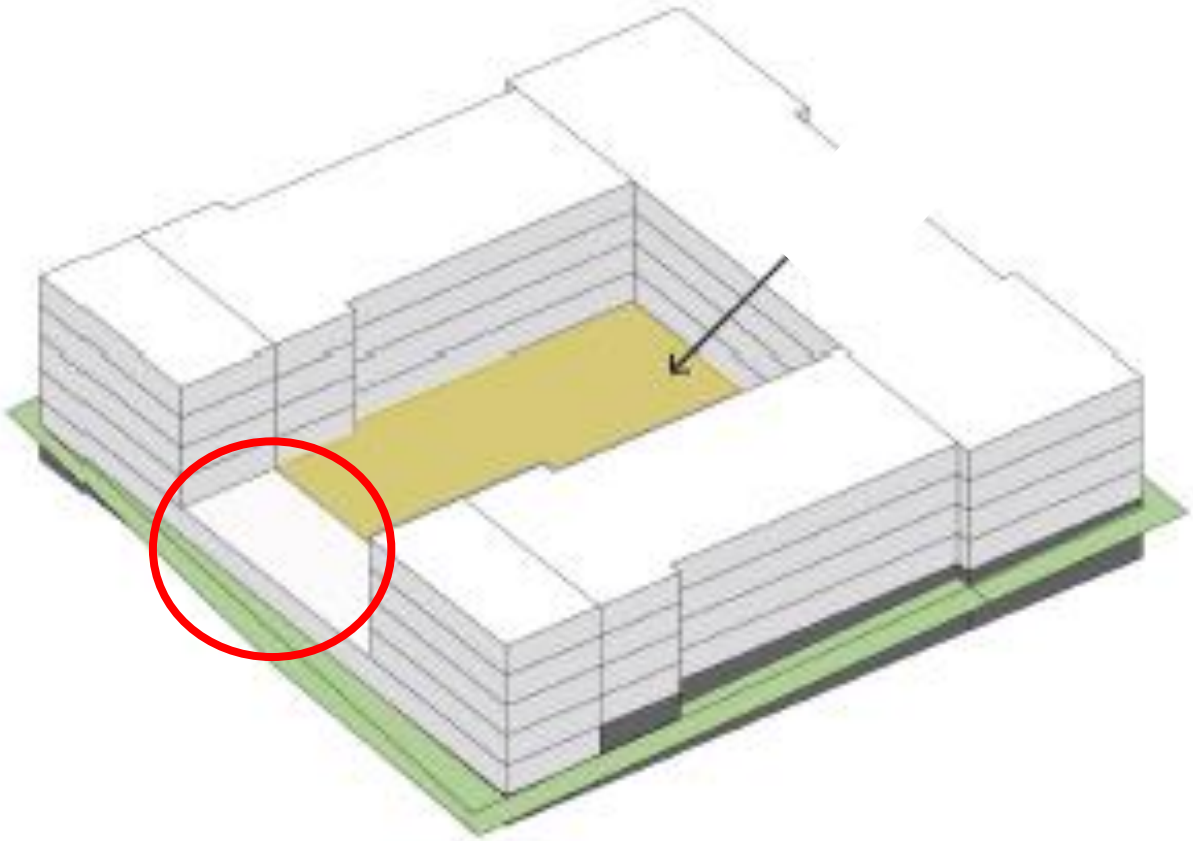


Grade is same in Bldgs 1-4, even though ground changes

Proposed footnote (f) to 66.931:
Portions of a parking structure that are less than one story above grade, as defined in Section 60.208, and serve as amenity space shall be excluded from lot coverage by buildings in lot coverage calculations.



Could not build a full story above this elevation.
(or, could only build a ceiling above this, not a floor.)



FORD SITE

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Staff Recommendations-Roadways

	Description	Code Section	Ford MP Pages	Recommendation
5	Adjustment to the Woodlawn Ave. roadway section	NA	120	Recommend

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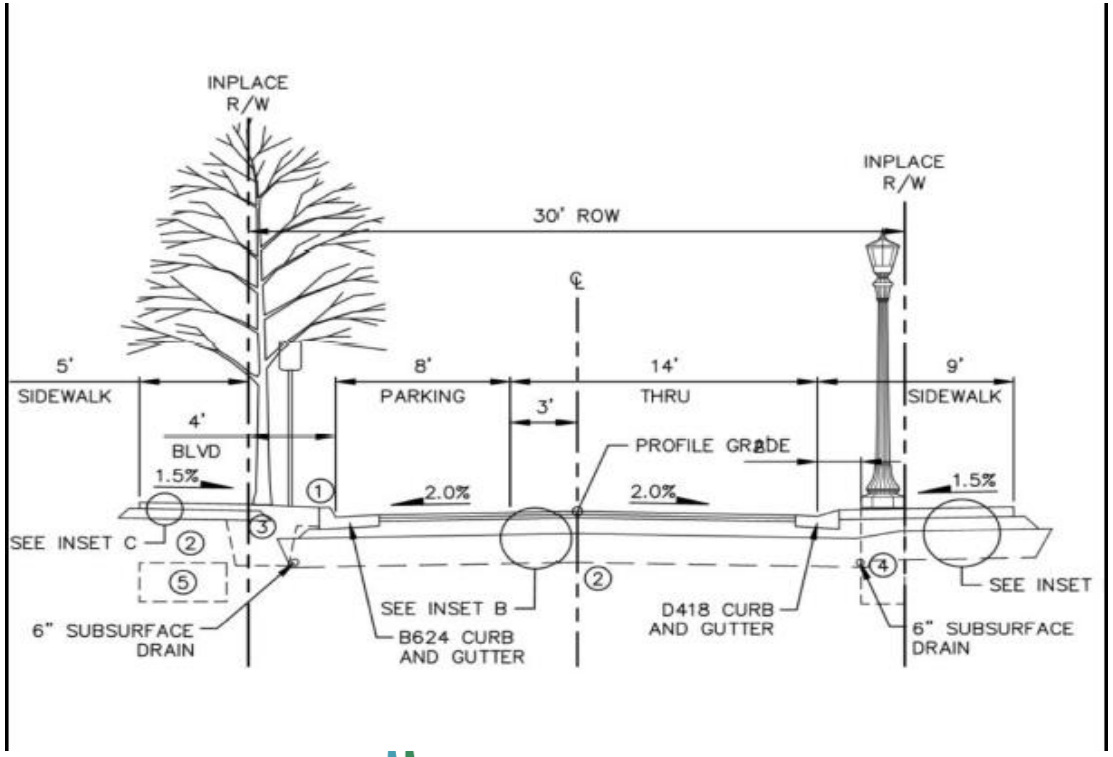
Staff Recommendations-Roadway



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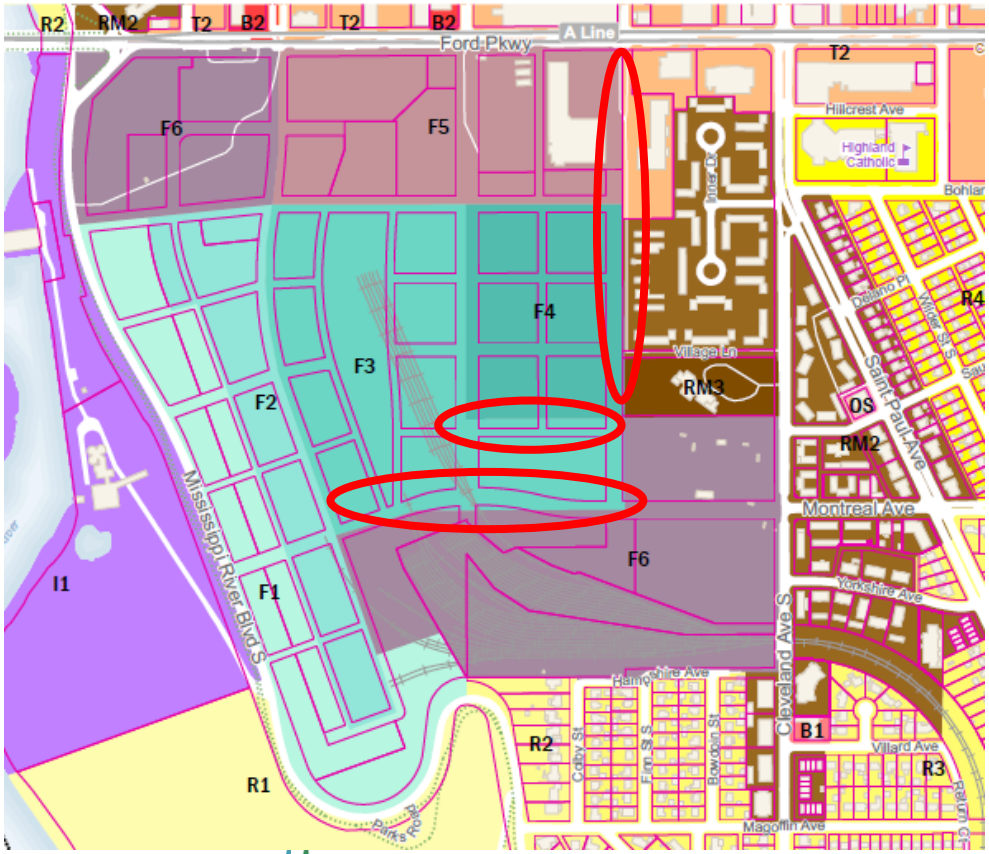
Staff Recommendations-Signage

	Description	Code Section	Ford MP Pages	Recommendation
6	Addition of F Districts to Zoning Code § 64.502	64.502	NA	Recommend

FORD SITE
A 21st Century Community

Staff Recommendations-adjust Zoning Map

7. Adjust zoning district boundaries to match platted streets



FORD SITE

A 21st Century Community

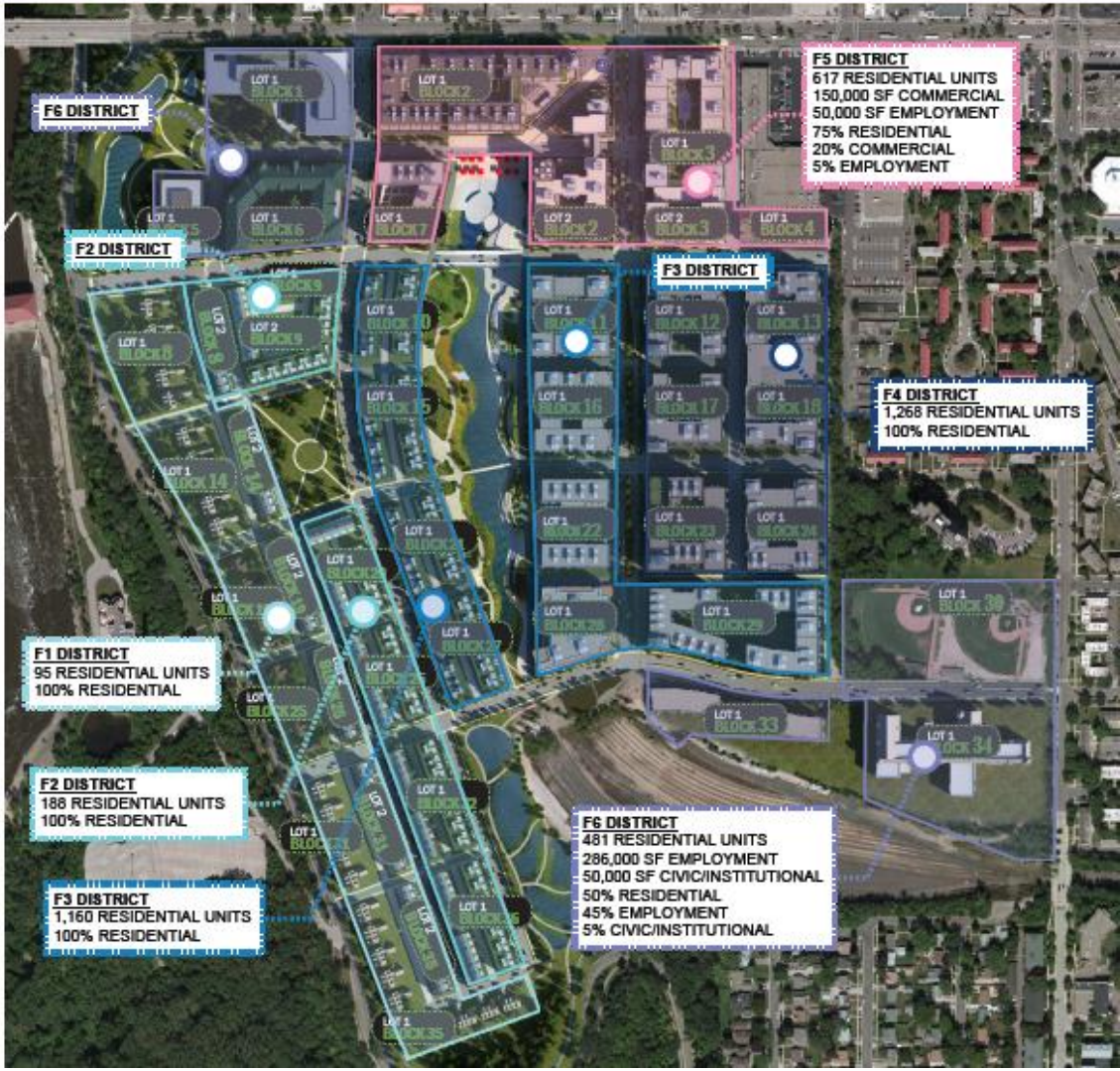
Ford Master Site Plan

- Required to meet Land Use Mix Requirements in the and the development range in the Ford MP

FORD SITE
A 21st Century Community

Ford Site Redevelopment Summary						
Block/Lot	Plat Parcel Area (approximate)	Future Lot Split	Buildable Acres (approximate)	Anticipated Vertical Improvement	Anticipated Project	Anticipated Construction Start Year
1/1	2.29	a	1.51	Medical	75K SF of Medical Office	2021
		b	0.78	Affordable Housing	129 Units Affordable	2021
2/1	3.40	-	3.40	Mixed-Use	Mixed Use (83K SF Retail/149 Units MF)	2021
2/2	2.37	-	2.37	Mixed-Use	Mixed Use (20K SF Retail/139 Units MF)	2021
3/1	2.85	-	2.85	Mixed-Use	Mixed Use (50K SF Retail/203 Units MF)	2021
3/2	0.53	-	0.53	Affordable Housing	82 Units Affordable	2021
4/1	0.83	-	0.83	None	None	2020
5/1	1.13	-	1.13	Office	111.4K SF of Office	2024
6/1	2.30	-	2.30	Senior Living	242 Units Senior Living	2020
7/1	1.30	-	1.30	Condominiums	60 Units Condominiums	2022
8/1	1.94	a-e	1.94	1-6 Unit Homes	5 1-6 Unit Homes	2021
8/2	0.74	a-b	0.74	Rowhomes	12 Rowhomes	2021
9/1	0.58	-	0.58	Affordable Housing	59 Units Affordable	2023
9/2	1.53	a-c	1.53	Rowhomes	21 Rowhomes	2021
10/1	1.07	a-d	1.07	Rowhomes	18 Rowhomes	2021
11/1	1.47	-	1.47	Multifamily	170 Units MF	2021
12/1	1.43	a	0.51	Affordable Housing	59 Units Affordable	2020
		b	0.92	Multifamily	149 Units MF	2024
13/1	1.43	a	0.77	Affordable Housing	65 Units Affordable	2020
		b	0.32	Affordable Housing	66 Units Affordable	2020
		c	0.34	Affordable Housing	62 Units Affordable	2024
14/1	1.44	a-e	1.44	1-6 Unit Homes	5 1-6 Unit Homes	2021
14/2	0.76	a-b	0.76	Rowhomes	12 Rowhomes	2022
15/1	1.21	a-d	1.21	Rowhomes	22 Rowhomes	2022
16/1	1.49	-	1.49	Multifamily	211 Units MF	2022
17/1	1.43	-	1.43	Multifamily	192 Units MF	2024
18/1	1.43	-	1.43	Multifamily	197 Units MF	2025
19/1	0.66	a-e	0.66	1-6 Unit Homes	5 1-6 Unit Homes	2022
19/2	0.60	a-b	0.60	Rowhomes	11 Rowhomes	2022
20/1	1.21	a-d	1.21	Rowhomes	22 Rowhomes	2023
21/1	1.14	a-d	1.14	Rowhomes	20 Rowhomes	2023
22/1	1.64	-	1.64	Multifamily	129 Units MF	2025
23/1	1.70	a	0.32	Affordable Housing	59 Units Affordable	2023
		b	1.38	Multifamily	205 Units MF	2027
24/1	1.70	a	0.51	Affordable Housing	55 Units Affordable	2025
		b	1.19	Multifamily	159 Units MF	2027
25/1	0.79	a-e	0.79	1-6 Unit Homes	5 1-6 Unit Homes	2023
25/2	0.60	a-b	0.60	Rowhomes	11 Rowhomes	2023
26/1	1.21	a-d	1.21	Rowhomes	22 Rowhomes	2024
27/1	1.21	a-d	1.21	Rowhomes	22 Rowhomes	2024
28/1	1.26	-	1.26	Multifamily	176 Units MF	2025
29/1	2.68	a	1.37	Multifamily	173 Units MF	2029
		b	1.81	Multifamily	216 Units MF	2029
30/1	5.15	-	5.15	Ballfields	Ballfields	2020
31/1	0.89	a-e	0.89	1-6 Unit Homes	5 1-6 Unit Homes	2024
31/2	0.76	a-b	0.76	Rowhomes	13 Rowhomes	2024
32/1	1.37	a-d	1.37	Rowhomes	26 Rowhomes	2025
33/1	1.75	a	0.99	Affordable Housing	55 Units Affordable	2025
		b	0.76	Affordable Housing	55 Units Affordable	2026
34/1	5.36	-	5.36	Office	103K SF Light Office	2029
35/1	2.15	a-j	2.15	1-6 Unit Homes	10 1-6 Unit Homes	2024
35/2	0.76	a-b	0.76	Rowhomes	13 Rowhomes	2025
36/1	1.37	a-d	1.37	Rowhomes	26 Rowhomes	2025

The above projects reflect proposed amounts and are not indicitive of final metrics. The Developer reserves the right to adjust these values and uses to any that are permissible in the approved Master Plan and Redevelopment Agreement.



FORD SITE

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Ford Master Site Plan Mix of Uses

TABLE 4.2 REQUIRED MIX OF USES; PG 40 OF FORD MP

		F1-River Residential	F2-Residential Mixed Low	F3-Residential Mixed Mid	F4-Residential Mixed High	F5-Buiness Mixed	F6-Gateway
RESIDENTIAL	Min	90%	60%	50%	40%	20%	50%
	Max	100%	100%	100%	100%	75%	50%
COMMERCIAL	Min	0%	0%	0%	0%	20%	0%
	Max	0%	20%	20%	30%	50%	50%
EMPLOYMENT	Min	0%	0%	0%	0%	0%	40%
	Max	0%	10%	10%	20%	50%	85%
CIVIC/INSTITUTIONAL	Min	0%	0%	0%	0%	0%	0%
	Max	10%	10%	10%	10%	10%	30%

FORD SITE
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Ford Master Site Plan- Development Range

	DEVELOPMENT RANGE FOR MASTER PLAN		
LAND USES	MINIMUM	MAXIMUM	RYAN PLAN
HOUSING	2,400 Dwelling Units	4,000 Dwelling Units	3,800 Dwelling Units
RETAIL & SERVICE	150,000 Sq. Ft. GFA	300,000 Sq. Ft. GFA	150,000 Sq. ft GFA
OFFICE & EMPLOYMENT	200,000 Sq. Ft. GFA	450,000 Sq. Ft. GFA	265,000 Sq. Ft. GFA
CIVIC & INSTITUTIONAL	50,000 Sq. Ft. GFA	150,000 Sq. Ft. GFA	50,000 Sq. Ft. GFA

GFA: Gross Floor Area

FORD SITE
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Ford Master Site Plan-Conditions for Approval

- Reduction in the minimum commercial requirement from 10% to 0% is dependent on the approval of Ford Site Zoning and Public Realm Master Plan amendment in the F6 Gateway District for this.

- The Ford Site Master Site Plan shall be updated every 5 years during the development of the Ford site with dwelling units and GFA for retail & service, office & employment, and civic & institutional uses in coordination with the environmental review (AUAR) update.

- The Ford Site Master Plan shall be updated every 5 years during the development of the Ford site with percentages of housing, retail & service, office & employment, and civic & institutional by zoning district, in coordination with the environmental review (AUAR) update.

FORD SITE
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FORD SITE ZONING AND PUBLIC REALM MASTER PLAN

Why are these changes being requested?

Our core plan is not changing. Land uses, zoning districts, and densities remain consistent from the approved Master Plan.

These amendments intend to align design standards, adjust zoning districts to match now platted streets, clean up inconsistencies, and to update certain parameters that have been realized after initial infrastructure design and the completion of the Redevelopment Agreement.

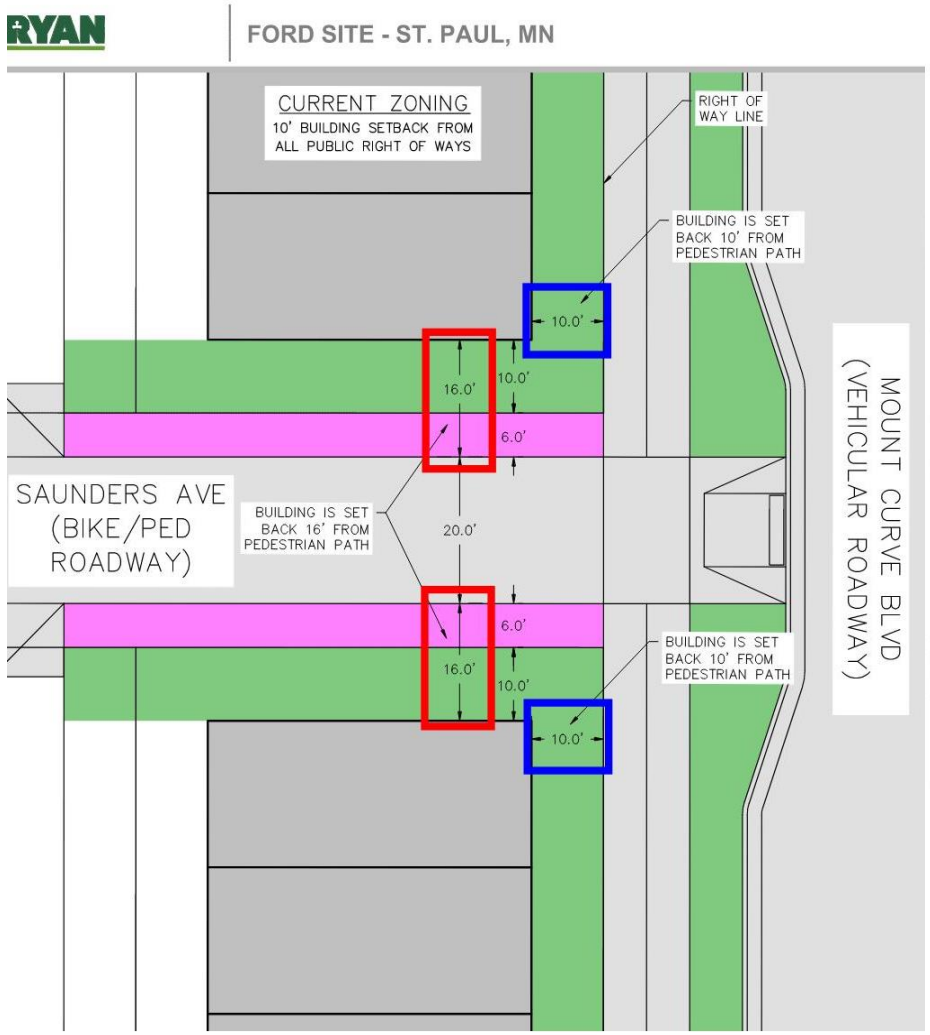
Aerial of Ryan Plan

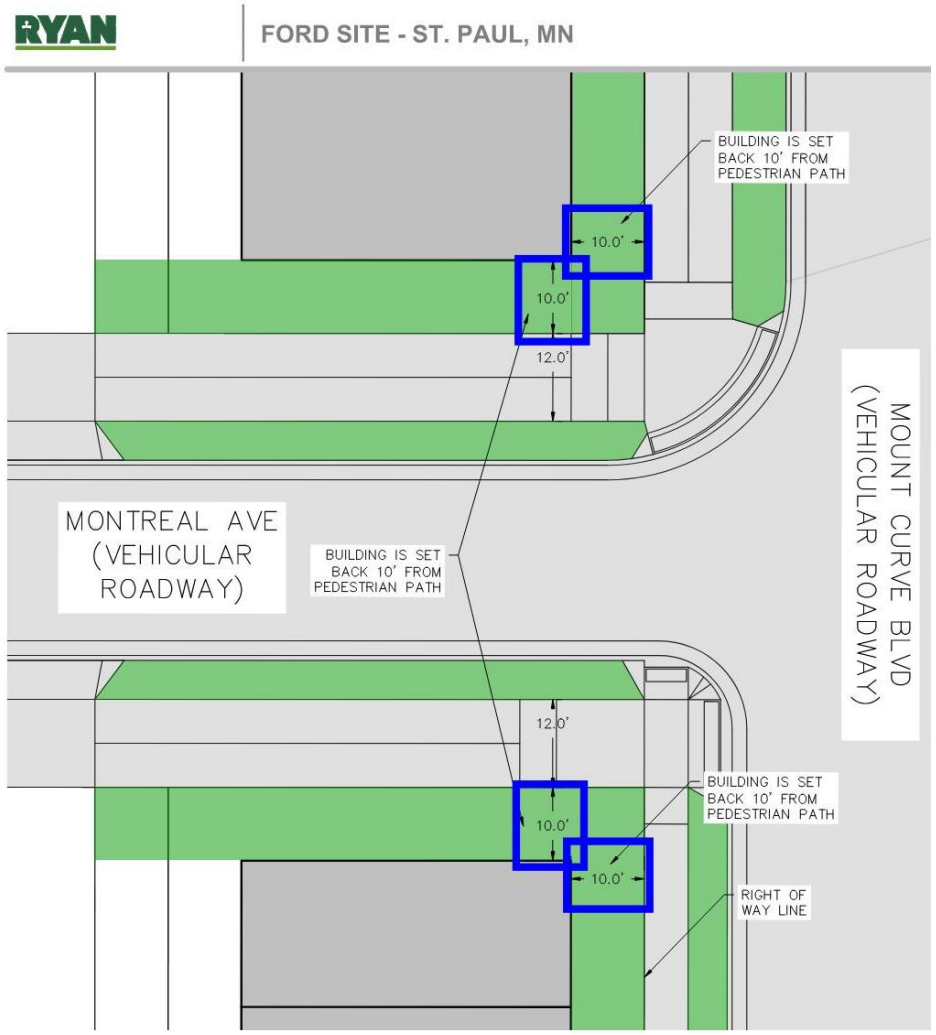
Setbacks on Beechwood, Saunders, Yorkshire

RYAN

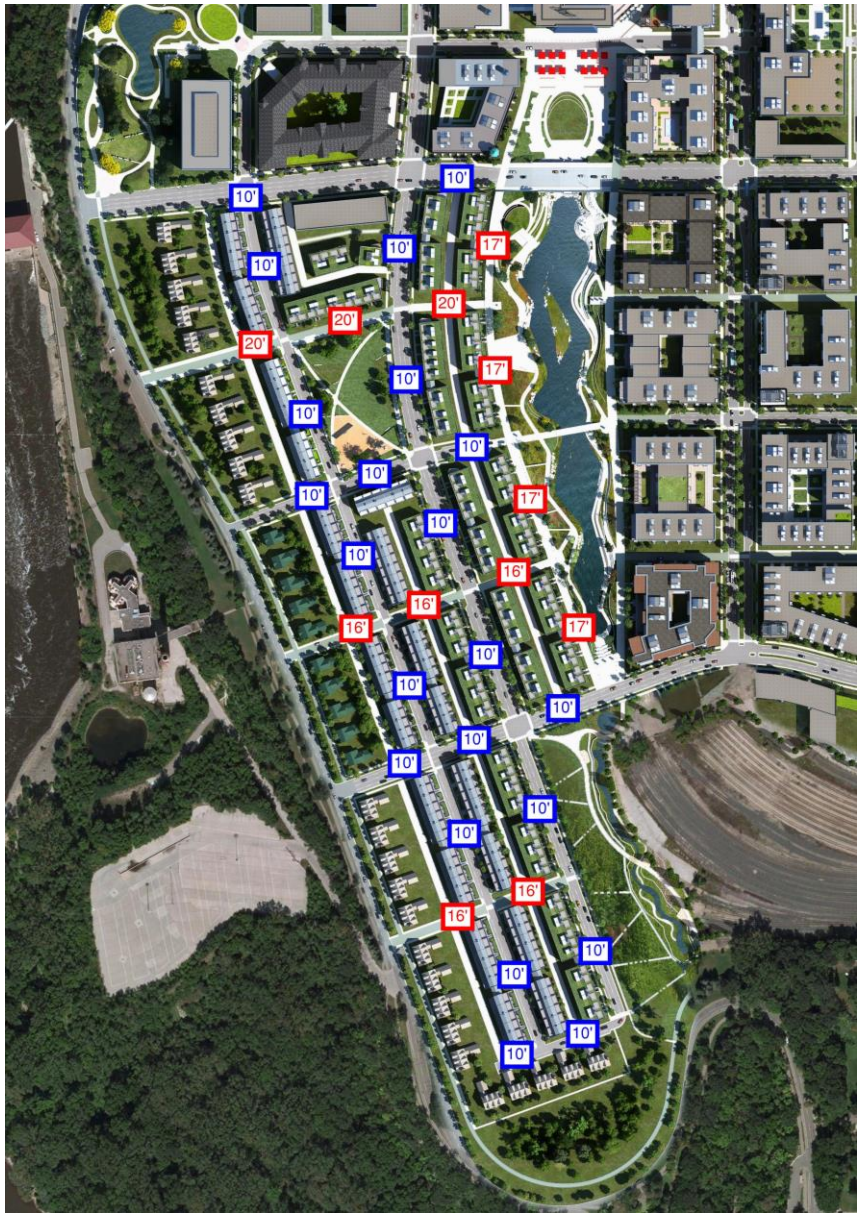
Adjustments to the Rowhouse minimum setbacks from 10’ to 4’ (only adjacent to the shared bike/ped paths)

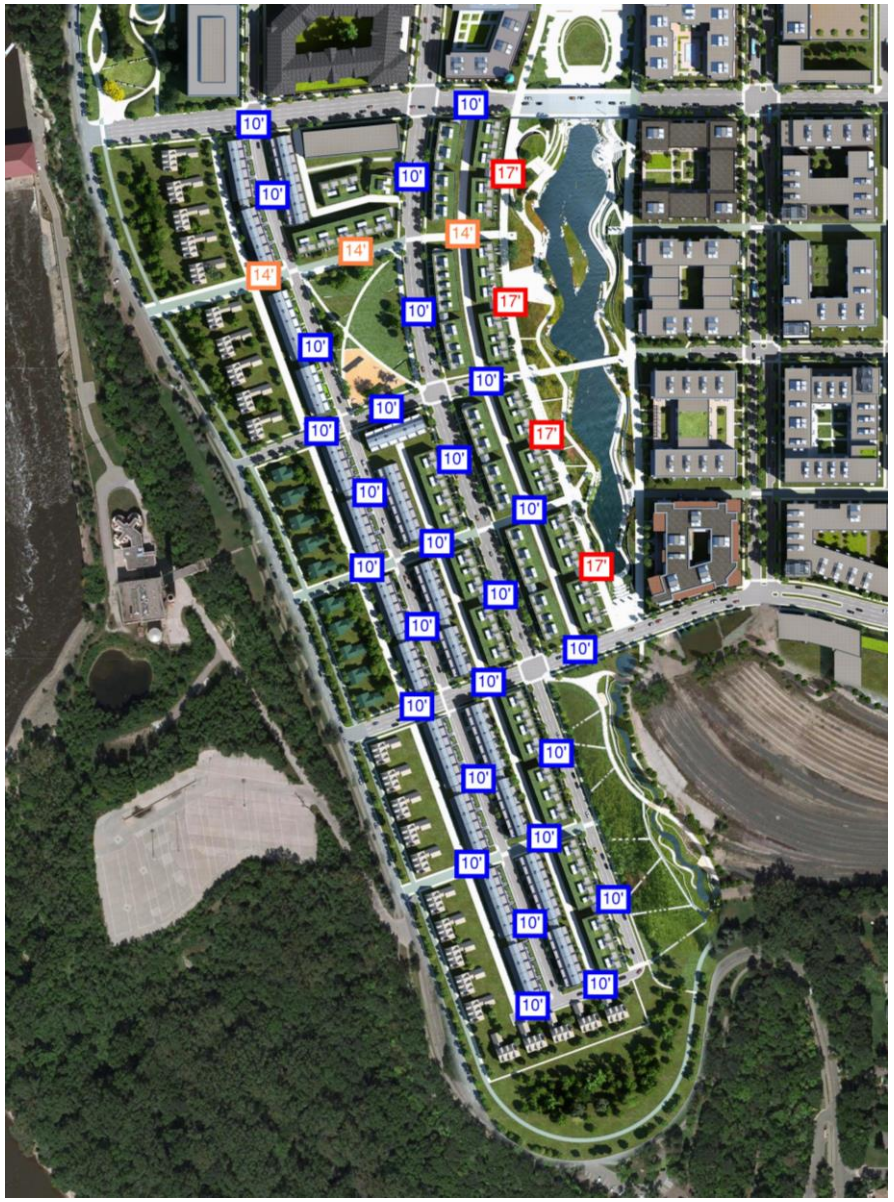
- Only applicable to Rowhome setback in shared bike/ped locations – which is only 15 of over 100 corner conditions.
- Consistent 10 foot setback from pedestrian pathway from other streets
- Better aesthetic to hold consistent side-yard edge condition





Rowhome District Setbacks





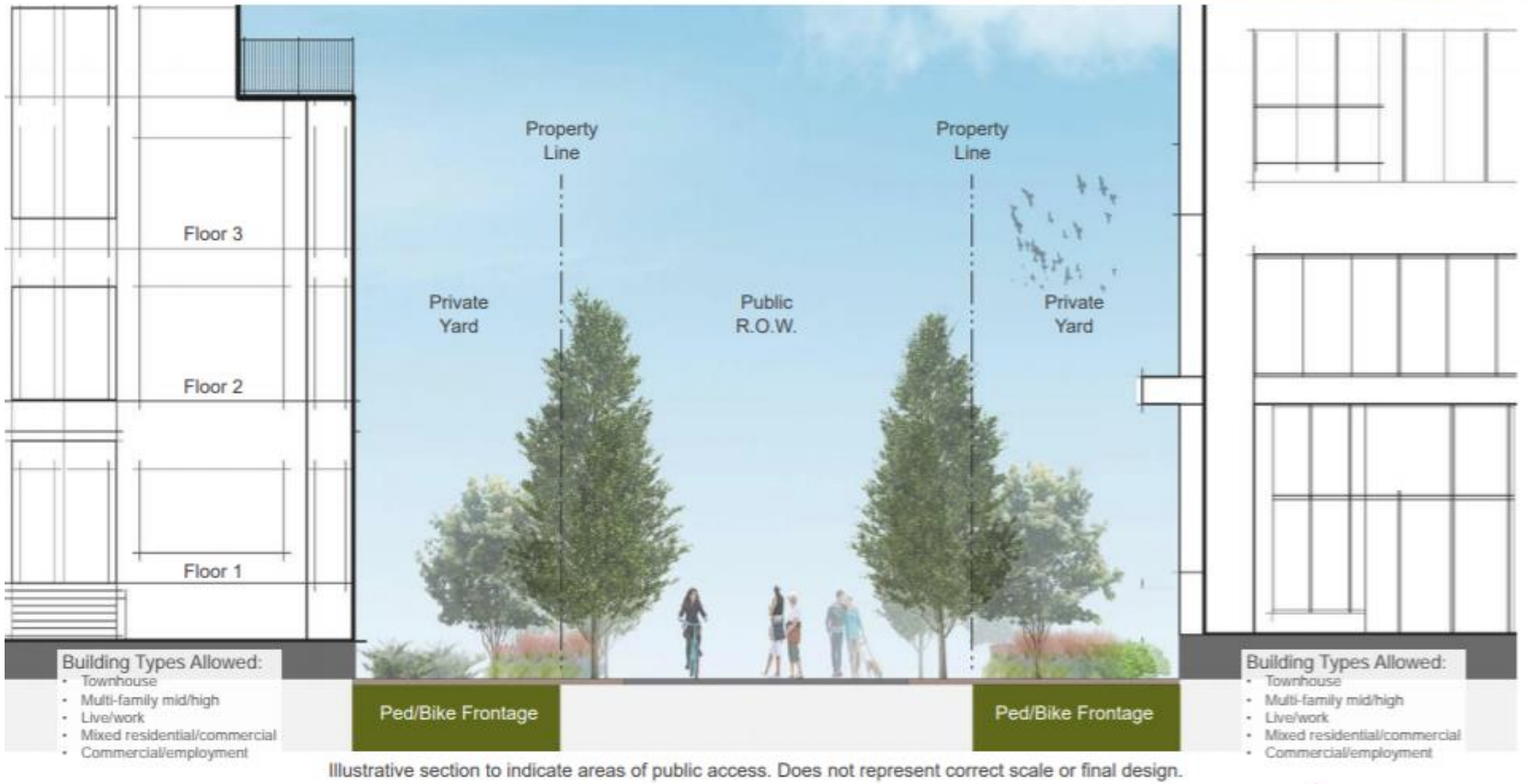
Adjustments to the Rowhouse minimum setbacks from 10’ to 4’ (only adjacent to the shared bike/ped paths)

- Only applicable to Rowhome setback in shared bike/ped locations – which is only 15 of over 100 corner conditions.
- Consistent setback from pedestrian pathway from other streets
- Better aesthetic to hold consistent side-yard edge condition

Ped/Bike Street Frontage Standards

S10. Buildings shall step-back at least six feet (6') at the fourth floor or below if built to less than the ten-foot (10') setback.

S11. Grass turf is not allowed in the private yard.

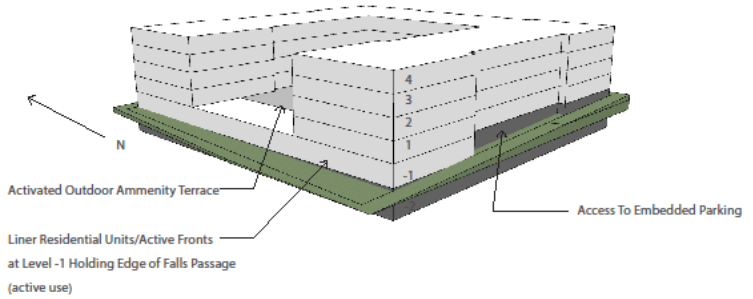


Illustrative section to indicate areas of public access. Does not represent correct scale or final design.

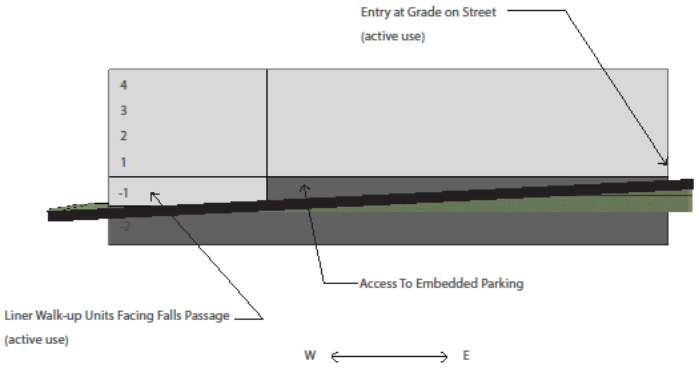
Building Type Requirements

Adjustment to the Maximum Lot Coverage By Buildings allowed from 70% to 95% for all applicable building types listed in Table 6.2

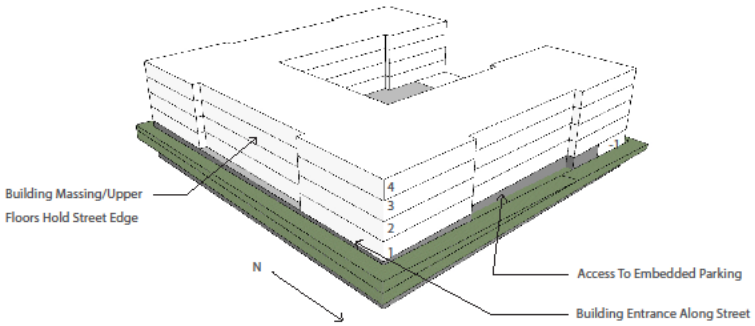
- Building massing remains the same as our plan.
- Hold building edges to the public right of way areas to hold street form
- 4 sided active uses as much as possible.
- Works with slope of sites to screen embedded underground parking.
- We have been working with staff on the best way to work with these conditions, particularly on sloped blocks.



Perspective Looking SW



Elevation Looking North



Perspective Looking NE

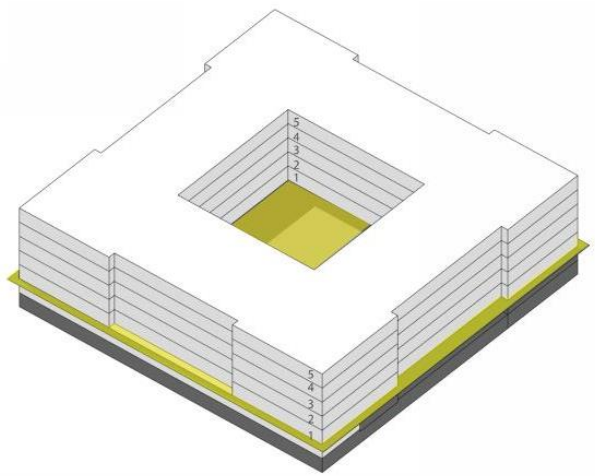
- Multi-story residential designed to hold street edges and corners of the site to frame the public ROW and maximize active use as much as possible.
- Typical grade change across the F3 and F4 districts east of the Central Water Feature is approximately 10-12' east to west.
- Liner residential units placed to hold the edge of the site while hiding the structured parking.
- City code calculations would count the podium cap towards the lot coverage, where on a flat site this would not be counted.

Lot Coverage Diagrams

Adjustment to allow all usable rooftop space to count towards the Minimum Lot Coverage for Open Space

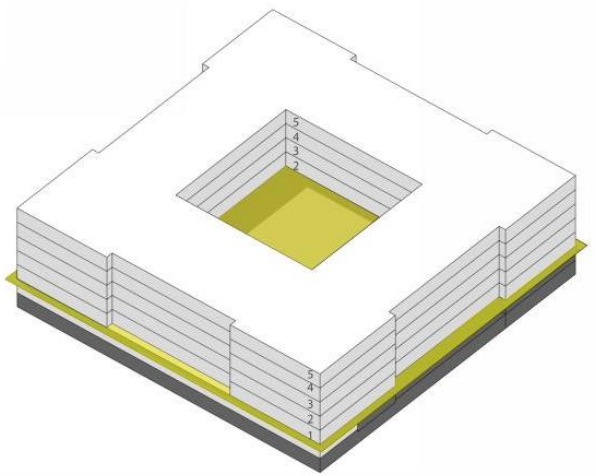
- Building massing remains the same as our plan.
- Hold building edges to the public right of way areas to hold street form
- 4 sided active uses as much as possible.
- Works with slope of sites to screen embedded underground parking.
- We have been working with staff on the best way to work with these conditions, particularly on sloped blocks.

Meets Lot Coverage Requirements



1st Floor Courtyard

Does NOT Meet Lot Coverage Requirements



2nd Floor Courtyard

Land Uses

Adjustment to allow Religious Institution, Place of Worship in the F1 zoning district

1. Only district where it is not allowed.
2. Looking at interesting ways to incorporate worship space.

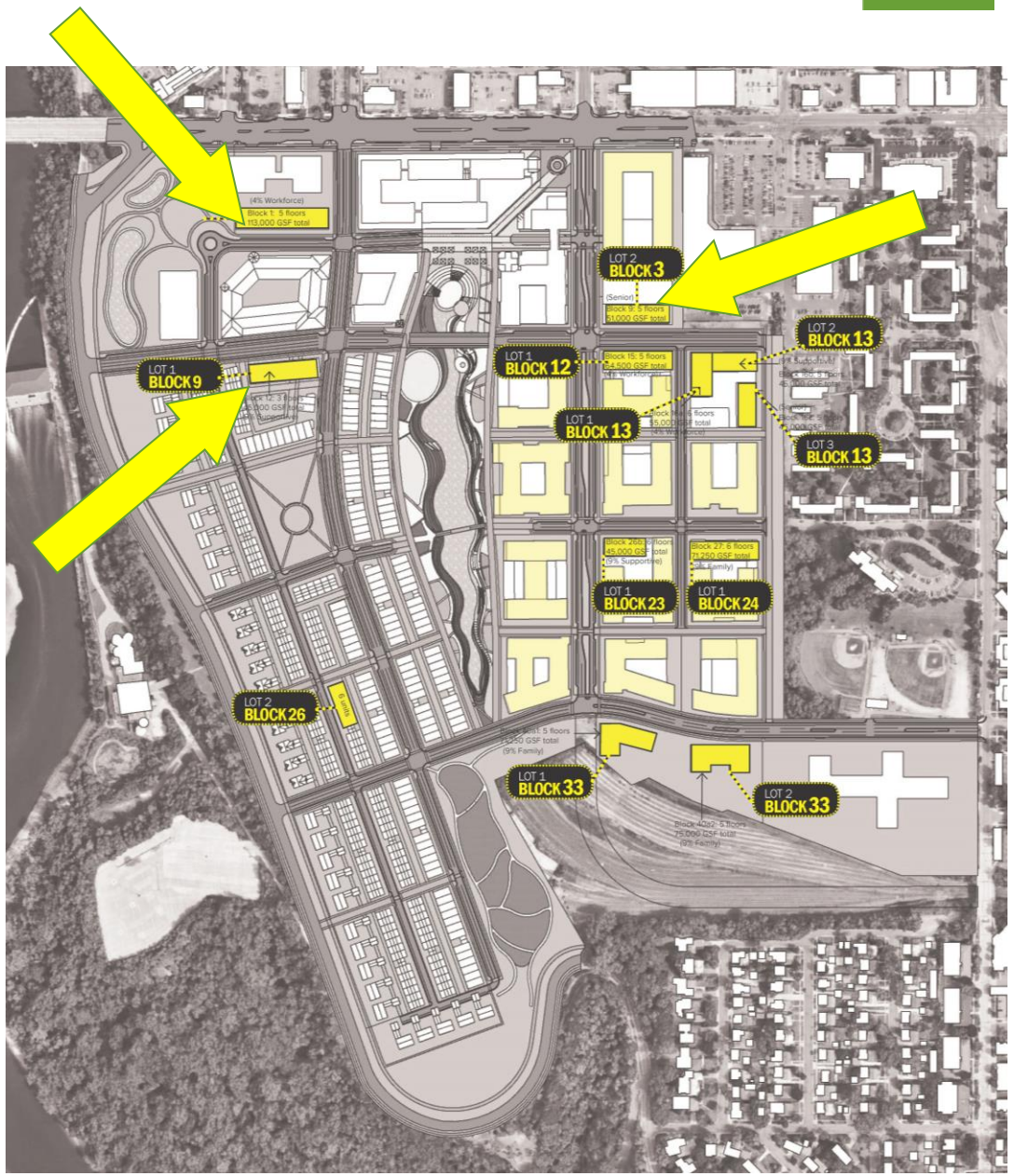
Affordable Housing

Adjustment to allow Multi-Family Medium building types in the F2 zoning district

Adjustment to allow Multi-Family Medium building types in the F5 zoning district

Adjustment to allow Supportive Housing in the F6 zoning district

- This proposed development is in alignment with the affordable housing plan and provisions contained in the RDA, including a Deed restriction for AH.



Retail in F6 District

FORD SITE DEVELOPMENT PLAN | Saint Paul, Minnesota

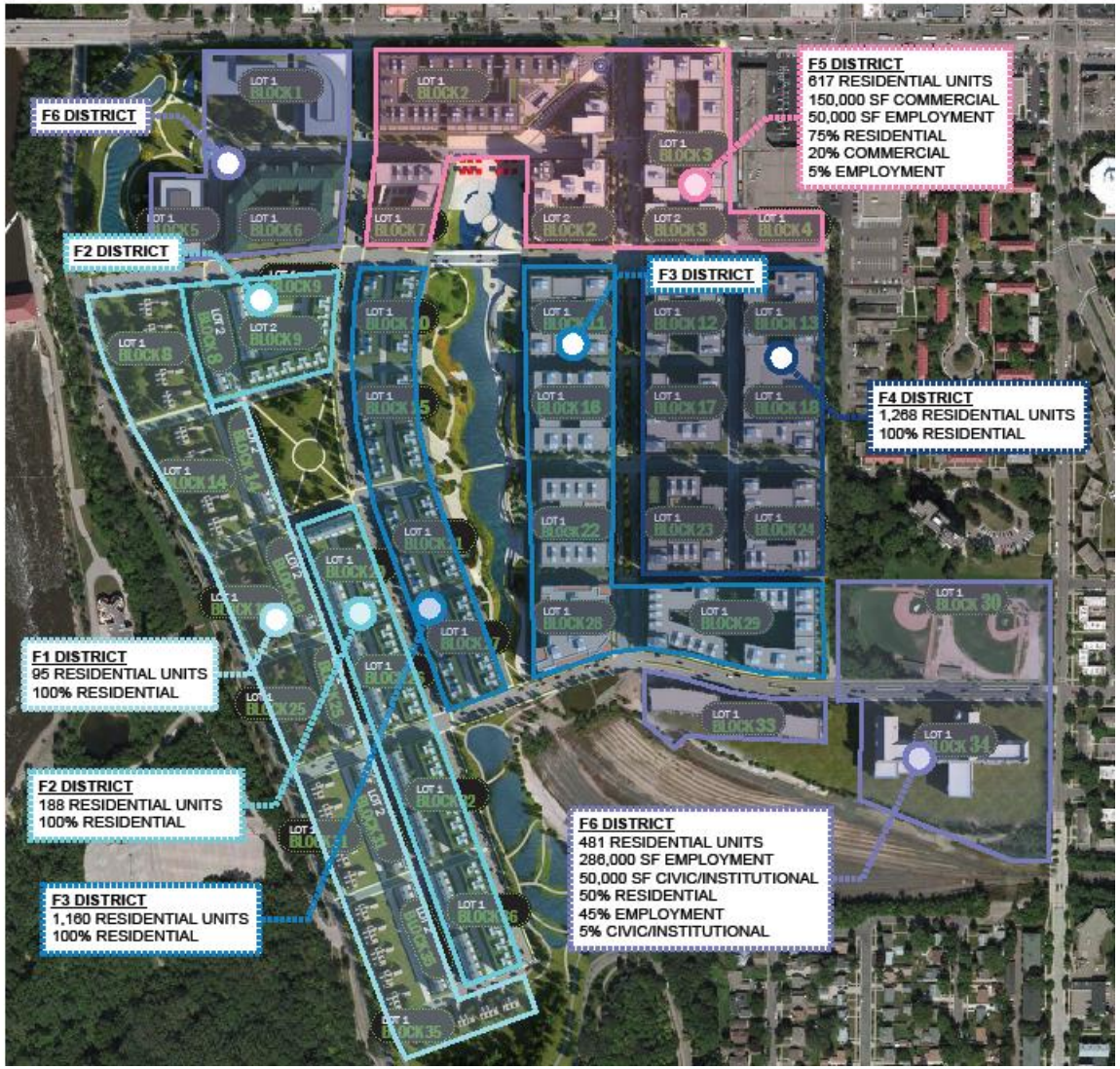
The Most Livable City in America

RYAN

Ford Site Redevelopment Summary

Block/Lot	Plat Parcel Area (approximate)	Future Lot Split	Buildable Acres (approximate)	Anticipated Vertical Improvement	Anticipated Project	Anticipated Construction Start Year
1/1	2.29	a	1.51	Medical	75K SF of Medical Office	2021
		b	0.78	Affordable Housing	129 Units Affordable	2021
2/1	3.40	-	3.40	Mixed-Use	Mixed Use (80K SF Retail/149 Units MF)	2021
2/2	2.37	-	2.37	Mixed-Use	Mixed Use (20K SF Retail/138 Units MF)	2021
3/1	2.65	-	2.65	Mixed-Use	Mixed Use (50K SF Retail/200 Units MF)	2021
3/2	0.53	-	0.53	Affordable Housing	62 Units Affordable	2021
4/1	0.83	-	0.83	None	None	2020
5/1	1.13	-	1.13	Office	111.4K SF of Office	2024
6/1	2.30	-	2.30	Senior Living	242 Units Senior Living	2020
7/1	1.30	-	1.30	Condominiums	68 Units Condominiums	2022
8/1	1.94	a-e	1.94	1-8 Unit Homes	5 1-8 Unit Homes	2021
8/2	0.74	a-b	0.74	Rowhomes	12 Rowhomes	2021
9/1	0.58	-	0.58	Affordable Housing	59 Units Affordable	2023
9/2	1.53	a-c	1.53	Rowhomes	21 Rowhomes	2021
10/1	1.07	a-d	1.07	Rowhomes	18 Rowhomes	2021
11/1	1.47	-	1.47	Multifamily	170 Units MF	2021
12/1	1.43	a	0.51	Affordable Housing	59 Units Affordable	2028
		b	0.92	Multifamily	149 Units MF	2024
13/1	1.43	a	0.77	Affordable Housing	85 Units Affordable	2030
		b	0.32	Affordable Housing	66 Units Affordable	2030
		c	0.34	Affordable Housing	62 Units Affordable	2034
14/1	1.44	a-e	1.44	1-8 Unit Homes	5 1-8 Unit Homes	2021
14/2	0.76	a-b	0.76	Rowhomes	12 Rowhomes	2022
15/1	1.21	a-d	1.21	Rowhomes	22 Rowhomes	2022
16/1	1.49	-	1.49	Multifamily	211 Units MF	2022
17/1	1.43	-	1.43	Multifamily	192 Units MF	2024
18/1	1.43	-	1.43	Multifamily	197 Units MF	2025
19/1	0.86	a-e	0.86	1-8 Unit Homes	5 1-8 Unit Homes	2022
19/2	0.68	a-b	0.68	Rowhomes	11 Rowhomes	2022
20/1	1.21	a-d	1.21	Rowhomes	22 Rowhomes	2023
21/1	1.14	a-d	1.14	Rowhomes	20 Rowhomes	2023
22/1	1.64	-	1.64	Multifamily	129 Units MF	2025
23/1	1.70	a	0.32	Affordable Housing	59 Units Affordable	2032
		b	1.38	Multifamily	205 Units MF	2027
24/1	1.70	a	0.51	Affordable Housing	55 Units Affordable	2035
		b	1.19	Multifamily	159 Units MF	2027
25/1	0.79	a-e	0.79	1-8 Unit Homes	5 1-8 Unit Homes	2023
25/2	0.68	a-b	0.68	Rowhomes	11 Rowhomes	2023
26/1	1.21	a-d	1.21	Rowhomes	22 Rowhomes	2024
27/1	1.21	a-d	1.21	Rowhomes	22 Rowhomes	2024
28/1	1.28	-	1.28	Multifamily	178 Units MF	2025
29/1	2.98	a	1.37	Multifamily	173 Units MF	2029
		b	1.61	Multifamily	219 Units MF	2029
30/1	5.15	-	5.15	Ballfields	Ballfields	2030
31/1	0.89	a-e	0.89	1-8 Unit Homes	5 1-8 Unit Homes	2024
31/2	0.76	a-b	0.76	Rowhomes	13 Rowhomes	2024
32/1	1.37	a-d	1.37	Rowhomes	26 Rowhomes	2025
33/1	1.75	a	0.99	Affordable Housing	55 Units Affordable	2025
		b	0.76	Affordable Housing	55 Units Affordable	2026
34/1	5.36	-	5.36	Office	100K SF Light Office	2028
35/1	2.15	a-j	2.15	1-8 Unit Homes	10 1-8 Unit Homes	2024
35/2	0.76	a-b	0.76	Rowhomes	13 Rowhomes	2025
36/1	1.37	a-d	1.37	Rowhomes	26 Rowhomes	2025

The above projects reflect proposed amounts and are not indicative of final metrics. The Developer reserves the right to adjust these values and uses to any that are permissible in the approved Master Plan and Redevelopment Agreement. Denotes Weidner parcel



Adjustment to the minimum commercial in the F6 zoning district to 0%

- F6 is a bifurcated district with NW corner design further advanced
- Affordable Housing has been added since 2018/19 Ryan Plan Amendments
- Affordable Housing finance is difficult with retail.
- We will have office/civic/senior living /affordable housing in the F6 district
- We are not opposed to retail, but do not want retail as mandatory for fear that it does not lease.
- Vacant retail will detract more from environment than active civic, office, or residential use.

Woodlawn

Original plan was 23’ of ROW. Ryan liked the road section, but requested some parking for guests, rideshare, package delivery etc. as we felt that was necessary.

Ryan has provided 30 feet of ROW, along with sidewalk easements on the adjacent private property for a total of 40’ usable width, for additional benefit to the public.

As design and engineering advanced, we responded to public works, fire, and other department concerns related to design and operations of the section.

The resulting section is from a lot of time and hard work between City staff, Ryan, and engineering teams.

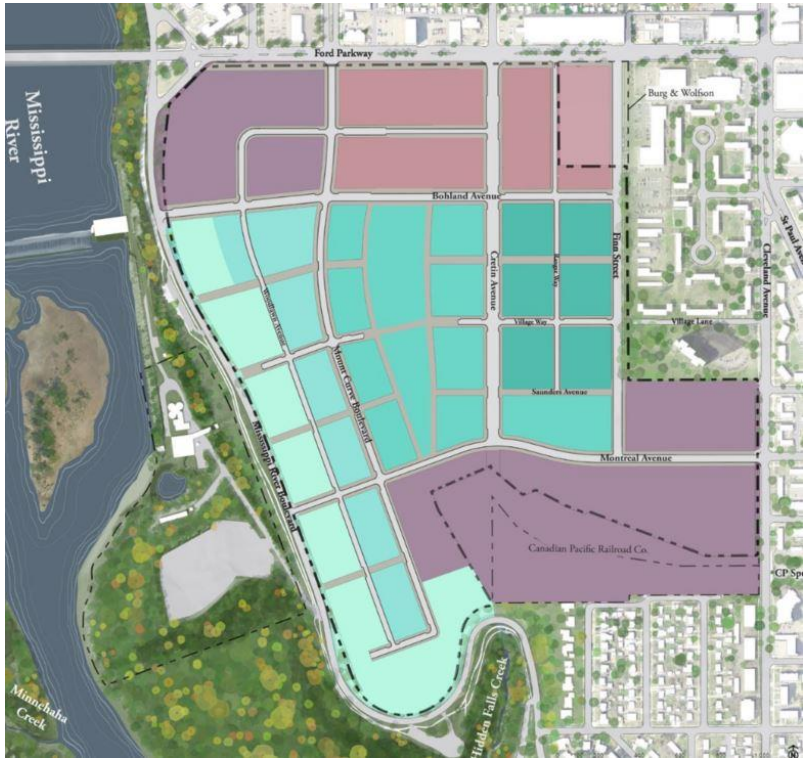
Woodlawn Lane (South)

Woodlawn Lane is a shared lane for local travel only to the adjacent blocks and residences with one side of on-street parking. There is no demarcation within the ~~23~~ 30 foot wide right-of-way to separate cars, pedestrians and bicycles. All users will share the lane and travel speeds will be very low. Since pedestrians and bicyclists are intended to use the lane for travel, there is no adjacent boulevard or sidewalk space. A private setback for vegetation and driveways will separate buildings from the roadway.

Rowhomes

Addition of Townhouses to the allowable building types in the F1 zoning district.

- Ryan plan remains the same as it has been; there was an oversight in allowing this use within the F1 district.



Adjustments to the Townhouse maximum building width from 150’ to 350’.

- Hold consistent appearance
- Frame street edge

Adjustments to the Townhouse minimum lot width from 30’ to 20’.

- Flexibility in housing options
- Reach more attainable price points
- Consistent with other zoning districts within the city

FORD

Date: March 8, 2020
From: Merritt Clapp-Smith, former Saint Paul City Planner and resident at 228 East 8th St, 55101
To: Zoning Committee of the Saint Paul Planning Commission

RE: Ryan Companies proposed amendments to the Ford Site Zoning and Public Realm Master Plan

Dear Zoning Committee Members,

Thank you for taking the time to read the following comments which I humbly submit on the proposed changes to the Ford Site Zoning and Public Realm Master Plan. As the project lead for the Ford Site Planning at the City of Saint Paul for a decade, I have a keen interest in any change to the Ford site plans. This said, I sat out commenting on the first round of amendments, to give needed space to myself and to others. There is nothing quite like the designer of a car sitting in the back seat and judging people for how they are driving it. Now that more time has passed, I wish to provide comments on this round of amendments. I speak from the perspective of knowing exactly why things were written as they were in the original Ford Site Zoning and Master Plan.

1. TOWNHOMES

1a) Addition of Townhouses to allowable building types in F1 zoning district. **OKAY**

My Comment: The original intent of the F1 district was 1-6 unit residential buildings facing MRB and Carriage houses facing the eastern side of the block on Woodlawn Ave. The lots of the block would extend from MRB to Woodlawn and share parking. No alley was envisioned. The previously amended F1 is 1-6 unit homes along MRB, an alley and then townhomes. This creates two parcels between MRB and Woodlawn instead of one parcel, making it a traditional 2-sided block. This change is significant from the original master plan in design, the added impervious ROW, and the residential type, but the overall density doesn't change much.

1b) Adjustments to the Townhouse minimum lot width from 30' to 20'. **SUPPORT**

My Comment: The rationale for the change is very logical and market responsive. It does not change the intent or general look of the area and may enable lower priced units which is a benefit.

1c) Adjustments to the Townhouse maximum building width from 150' to 350'. **OKAY**

My Comment: The rationale for the change is logical. The 150-foot width limit was intended to encourage design variation along the block face. However, that may now be addressed in the design standards for the site. Proposed change okay if there is some requirement for façade variation at regular intervals along the block.

1d) Adjustments to the Townhouse maximum lot coverage by buildings from 50% to 60%.

OPPOSE

My Comment: Planning staff report has alternative text change that can meet Ryan's stated interests. It is unnecessary to change in the % coverage. I support staff recommendation.

1e) Adjustments to the Townhouse minimum setbacks, for properties only adjacent to the shared bike/ped paths, from 10' to 4'.

OPPOSE

My Comment: The proposed change would create a straight edge of buildings along the path. The current plan intentionally created variable setbacks along the path to provide visual interest, and a bit more privacy between the public trail and the residential windows.

2. <u>AFFORDABLE HOUSING</u>

2a) Adjustment to allow Multi-Family Medium buildings in F2 zoning district.

SUPPORT

My Comment: The rationale for the change is logical and market responsive. It does not change the intent or general look of the area and enables more affordable housing near the national scenic riverway.

2b) Adjustment to allow Multi-Family Medium building in F5 zoning district.

SUPPORT

My Comment: Request is logical. It allows a residential only building with the district but doesn't change the base requirement for commercial across the district.

2c) Adjustment to allow Supportive Housing in F6 zoning district.

SUPPORT

My Comment: The original intent of R6 was to designate land for job-based uses, by specifically prohibiting residential. However, the City Council already approved the addition of residential uses to F6 in the last round of amendments. The current change would enable Supportive Housing as a residential type in the district, thereby enabling a good affordable housing project by Project for Pride in Living.

3. LAND USES

3a) Adjustment to the minimum commercial in the F6 zoning district to 0%.

OPPOSE

My Comment: The commercial minimum was specifically included in the district to provide at least a little bit of retail in those areas of the site. It can be hard to do retail, but not impossible. An eating spot and coffee shop would be a perfect fit in this area, adjacent to the ball fields and near many residences that don't have such a use as a neighbor. It was also thought originally, that if parents have a nice shop or two nearby, then they might stay in the area during the game, instead of driving there, leaving, then returning and leaving again. That creates a lot of trips.

3b) Adjustment to allow Religious Institution, Place of Worship in F1 zoning district.

SUPPORT

My Comment: Ryan's rationale makes perfect sense.

4. BUILDING TYPE REQUIREMENTS

4a) Adjustment to the Maximum Lot Coverage by Buildings allowed from 70% to 95% for all applicable building types listed in Table 6.2

OPPOSE

My Comment: The Ryan Co rationale seems to make sense, but it would have the impact of reducing ground level open space on the parcels. The intent of the original plan was ground level open space for shared use by residents, vegetation or other decorative features, with intended visibility from the public rights-of-way. Such space would provide greenery and openness to passersby, to offset the monolithic look of buildings with all sides up to the property lines. City staff has identified a text clarification that can address Ryan Co's stated concern. I support the staff text amendment.

4b) Adjustment to allow all usable rooftop space to count towards the Minimum Lot Coverage for Open Space.

OPPOSE

My Comment: The intent of the original zoning was to only allow "rooftop" space to count for up to 50% overall open space. We defined rooftop as "above the third floor" to ensure that it would only apply to an actual roof (top of the building). Roofs were expected to be on 4-, 5- and 6-story buildings, thus being "above the third floor". We considered if interior courtyard space elevated above underground parking should count, but based on observing other projects, we saw that this open space typically is completely privatized and provides no sense of the space to passersby -- it is open space as a building amenity, not as a community amenity. Open space visible to the public right-of-way visually breaks up the strong line of building facades, which we thought was important for creating more of a neighborhood feel within the tallest built area of the site. If "rooftop" space at lower levels counts as 50% of the open space, then these blocks will likely develop with internal, private courtyards accounting for 15% of the open space, and only 15% of the lot remaining for publicly visible open space. This is 15% of the lot for publicly visible open space as compared to 30% under the original and current zoning language.

5. ROADWAYS

5a) Adjustment to the Woodlawn Ave roadway section.

OPPOSE

My Comments: The stated reason for wanting to change the design of the right-of-way is pedestrian safety. This is silly and incorrect, because the proposed street design is generally considered to be less safe for pedestrians than the original shared lane design (which has since been amended once in the first round of amendments). The original plan intentionally designed Woodlawn Lane as a narrow, shared street design.

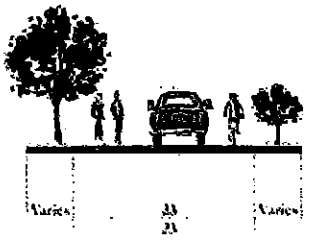
> "Low-volume residential streets, ...have the potential to be... shared streets. Shared streets can meet the desires of adjacent residents and function foremost as a public space for recreation, socializing, and leisure."
>
> - The National Association of City Transportation Officials (NACTO)

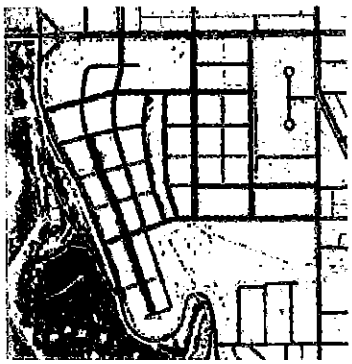
The shared lane design has been completely removed and replaced with a traditional street design over the course of the last amendments and these proposed amendments. The following images show the evolution.

Original Plan – Woodlawn as 23-foot shared ROW with no curb cuts

Woodlawn Lane (South)

Woodlawn Lane is a shared lane for local travel only to the adjacent blocks and residences. There is no demarcation within the 23 foot wide right of way to separate cars, pedestrians and bicycles. All users will share the lane and travel speeds will be very low. Since pedestrians and bicyclists are intended to use the lane for travel, there is no adjacent boulevard or sidewalk space. A private setback for vegetation and driveways will separate buildings from the roadway.



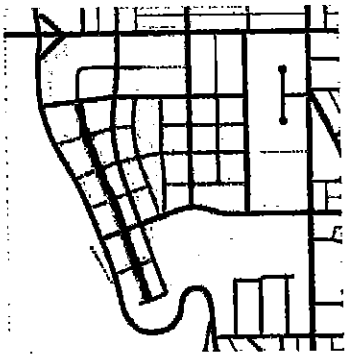


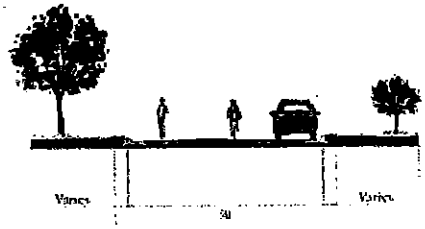
TOTAL RIGHT-OF-WAY	23
CURB TO CURB DISTANCE	23
VEHICULAR	
BIKE	Shared
PEDESTRIAN	

Ryan Amendments 1 – Woodlawn as 30-foot ROW with curbs and ped separated space (the description in the plan didn't change, but the section clearly did)

Woodlawn Avenue (South)

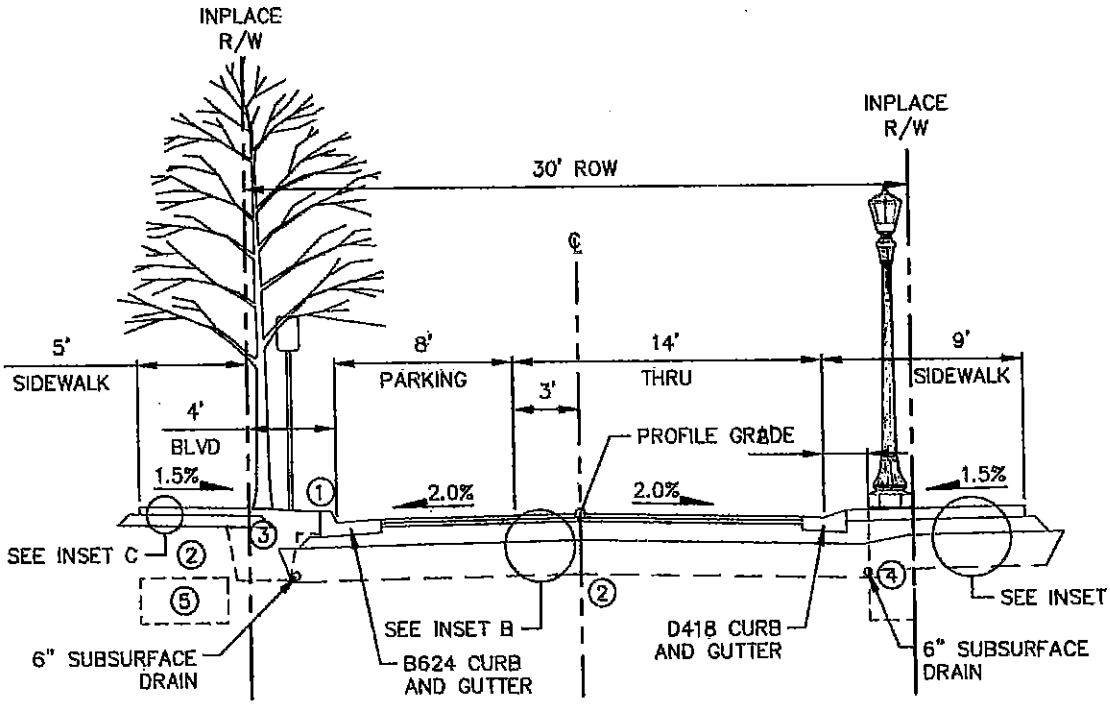
Woodlawn Avenue is a shared lane for local travel only to the adjacent blocks and residences, with one side of on-street parking. There is no demarcation within the 30-foot wide right-of-way to separate cars, pedestrians and bicycles. All users will share the lane and travel speeds will be very low. Since pedestrians and bicyclists are intended to use the lane for travel, there is no adjacent boulevard or sidewalk space. A private setback for vegetation and driveways will separate buildings from the roadway.





TOTAL RIGHT OF WAY	30
CURB TO CURB DISTANCE	25
BOULEVARD TRANSITION (Feet per side)	1
VEHICULAR	
BIKE	
PEDESTRIAN	Shared
ON-STREET PARKING	

Ryan Amendments 2 (proposed) – Woodlawn as 30-foot ROW with curbs, boulevard and then sidewalks



Comments Continued...: During preparation of the Ford Site Master Plan, Planning and Public Works staff went through extensive conversations regarding the narrow, shared lane concept. Despite being 'new' and non-traditional, the group eventually agreed to include it in the recommended Master Plan. The shared lane design was reviewed by the Ford Task Force and at numerous community meetings and was a widely embraced and supported design.

The form and feel of a lane compared to a street is very different. Lanes have no hierarchy between cars, pedestrians and bicyclists. The modes share the space and cars move more slowly and carefully as a result. Lanes can incorporate more natural and informal forms of vegetation and space between the right of way and adjacent buildings. Saint Paul has an existing lane – West Irving Avenue that runs off of Summit Avenue. It is beautiful to walk, bicycle and drive along.

The other reason for a lane design in the original plan, is that the form allows residential structures to both face it and to have their back side to it. In the original plan, the lane was an interface between townhomes on the east and hoped for carriage house garages on the west.

The type of residential to the west of Woodlawn Lane was amended in late 2019 to replace the carriage houses with townhomes, making Woodlawn a right-of-way faced by townhomes on either side. Alleys now run behind the townhomes on the east and west. However, these changes do not mean that a shared lane is no longer possible or interesting. The alleys will carry many of local trips going to rear garages, instead of Woodlawn. This will keep the vehicular volumes low and therefore Woodlawn remains suited to a shared lane design, or perhaps a bike-ped only right-of-way.

A shared lane design can accommodate parking too, as shown in the photo on the next page.

The National Association of City Transportation Officials (NACTO) has good information about shared streets and how to design them. https://nacto.org/publication/urban-street-design-guide/streets/residential-shared-street/

From the NACTO website – "Low-volume residential streets, especially in older cities, often have narrow or crumbling sidewalks. Many of these streets operate de facto as shared spaces, in which children play and people walk, sharing the roadway with drivers. Depending on the street's volume and role in the traffic network, these streets have the potential to be redesigned and enhanced as shared streets. Shared streets can meet the desires of adjacent residents and function foremost as a public space for recreation, socializing, and leisure."

Woodlawn, or at least a couple blocks of it, is a perfect place to do a lane / shared street design.

6. SIGNAGE

6a) Addition of F Districts to Section 64.502 of the Zoning Code.

SUPPORT

My Comment: Existing sign zoning in the city is pretty good and can be applied across many settings. There is nothing different about this site to necessitate unique sign standards.

In Conclusion

Thank you for reading and considering my comments. I hope that they convey the intent and reasoning on these elements of the original Ford Site Zoning and Public Realm Master Plan. We always knew that things would change as a developer came to the site. Let us just make sure that the changes that are approved, are done with knowledge and respect for the original plan, a plan that was carefully designed and reviewed by the Ford Site Task Force, the public and many stakeholders over a number of years.

Thank you,

Merritt Clapp-Smith