

# Snelling-Midway Redevelopment Site Master Plan

## Recommended Changes from the Comprehensive Planning Committee on the Master Plan Staff Report

July 6, 2016

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### J. ADDITIONAL ITEMS FOR PLANNING COMMISSION DISCUSSION

Community members, including those on the Snelling-Midway Community Advisory Committee, have articulated the desire to achieve additional goals related to the Snelling-Midway redevelopment. These are more related to the future functioning of the site than the built environment and should be the subject of ongoing community discussion as redevelopment progresses. These include:

- Residential development that is affordable to a range of incomes (see attached map of housing investments along the Green Line – what is the right mix?).
- Concerns that current residents and businesses along the corridor will be displaced by higher rents and property taxes persist.
- Business and employee retention and attraction including commercial spaces available for small and minority-owned businesses. See attached Snelling-Midway Jobs Workgroup Report
- A designated community liaison for both the stadium and the larger redevelopment.
- Local hiring (addressed in the stadium use and development agreements summary attached to the staff report).
- Public use of the stadium and affordable ticket prices (addressed in the stadium use and development agreements summary attached to the staff report).
- Ensure the Snelling-Midway urban village is a broadband ready community.
- A community fund, which would provide small grants to community organizations to address neighborhood livability issues such as litter and abandoned shopping carts.

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K. **STAFF RECOMMENDATION:** Based on the above findings, staff recommends approval of the Snelling-Midway Redevelopment Site Master Plan, subject to the following conditions:

1. Require a minimum floor area ratio of 2.0 for new development within the master plan boundary. The stadium and single story buildings planned for the “Shops in the Green” are part of the master plan and an exception to the FAR requirement.
2. Require a minimum of 250,000 square feet of office uses, 168,400 square feet of retail uses, and 248 residential units at maximum build out.
3. Require all new buildings within the master plan boundary to have a primary pedestrian building entrance on arterial, collector, and/or local streets. For all new commercial and civic buildings, require that window and door openings comprise at least 50 percent of the length and at least 30 percent of the

area around the ground floor along arterial, collector, and/or local street facades.

4. Residential buildings should be allowed without retail on the first floor provided first floor residential units have exterior entrances along the street.

5. Surface parking should not exceed 20 spaces per development block, except for the surface lot at the southeast corner of the site. Allow structured parking to be located all underground (in addition to being split below and above retail). No free standing parking ramps should be allowed unless wrapped with first floor active uses on all street frontages. The interim parking lot west of the stadium should be removed within five years of establishment. Only minimal improvements to the lot should be allowed to discourage significant investment and justification for long term use.

6. The master plan design guidelines and stadium design proposal shall take precedence over the following traditional neighborhood design standards as provided §66.343(a): §66.343(3) block length; §66.343(13)b, c, and d window design, glass, shape, size, and pattern; §66.343(14)a, materials and detailing; and §66.343(18)b surface parking in proximity to a corner.

7. Include the additional design guidelines attached to this staff report.

8. Public realm - the street pattern, block layout, and park or open spaces should be as shown on the master plan. New public streets or removal of a public street segment, park or open space, or entire block shall be considered a major modification of the master plan and shall require amending the master plan.

9. An open space plan, including a preliminary design treatment for open space, should be included in the master plan when an open space agreement is negotiated in conjunction with meeting the City's parkland dedication requirements. The open space should be publicly accessible even if privately developed and maintained.

10. A preliminary landscape plan indicating street trees and landscape treatment of streets, public spaces should be provided in the master plan.

11. A preliminary stormwater plan identifying preliminary locations of structures and methods to be used in managing stormwater and surface water on the site should be provided in the master plan.

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In addition to these recommendations for the master plan, staff recommends the Planning Commission make the following recommendations to the Mayor and City Council:

- a) **Affordable housing.** Outside of downtown, all of the new construction housing units built or proposed along the Green Line east of Snelling Avenue have been affordable. The only market rate units that have been constructed are west of Snelling Avenue. It is important for the Snelling-Midway development to demonstrate the success of market rate residential units in the Midway area, but also recognize the importance of including housing affordable to a mix of incomes. The Housing Chapter of the City's Comprehensive Plan states that for City/HRA-

assisted new rental units, at least 30 percent will be affordable to households earning 60 percent of the AMI, of which at least one third will be affordable to households earning 50 percent of the AMI, and at least one third will be affordable to households earning 30 percent of the AMI. For City/HRA-assisted new ownership units, at least 20 percent will be affordable to households earning up to 80 percent of the AMI, and an additional 10 percent will be affordable to households at 60 percent of AMI. These are calculated on a citywide basis. City/HRA assisted housing developed at Snelling-Midway should strive to meet the City's affordability goals.

- b) **Displacement.** The proposed urban village should be a place where all people can live, work, and play. It should have high quality architecture, well-designed public spaces, diverse housing opportunities, and a vibrant local economy. It should be a place that integrates a broad mix of people and cultures into a vibrant mixed use community. It should also be a model for economic, environmental, and social sustainability.
- c) **Business and employee retention and attraction.** The Snelling-Midway Jobs Working Group final report is attached and includes specific strategies designed to address this goal.
- d) **Community liaison.** Minnesota United FC and the master developer should each designate a community liaison that can serve as a single point of contact for community members who have questions or concerns during and after construction.
- e) **Community Fund.** Establish a community fund with contributions from Minnesota United FC and RK Midway to support and address neighborhood issues arising from stadium events and operations at the Snelling-Midway site.
- f) **Broadband capability.** Require that conduit be installed during construction of new public streets to ensure the Snelling-Midway site is ready for installation of fiber optic cable.