



FORD SITE DEVELOPMENT FRAMEWORK INFORMATION

Since 2007, the City of Saint Paul has been leading a planning process to develop a framework for guiding the redevelopment of the Ford Site. Leading up to this point, over 10 years of engagement with stakeholders and 15 professional studies have helped inform the draft zoning and public realm plans as proposed in November 2016. Ongoing feedback will help to continually shape these plans before they are presented to the Planning Commission in late spring 2017 and to the City Council in summer or early fall. Outlined below are some common questions we received so far and information about the current draft plans.

WHY IS THE CITY DEVELOPING A PUBLIC REALM AND ZONING PLAN?

- The site is currently zoned primarily for industrial use.
- Ford may put the site on the market as soon as this fall. Before that point, setting the guardrails for what the future streets and public space will look like (public realm plan) and instilling guidance around development on the site (zoning plan) will help attract master developers who are responsive to the vision for the site.

UNDER THE PROPOSED PLANS, HOW MANY HOUSING UNITS CAN BE BUILT AND HOW MANY PEOPLE ARE ESTIMATED TO LIVE ON THE SITE?

- A range of 2,400 to 4,000 (maximum) housing units is being proposed.
- Actual increase in residents projected, based on draft plans = 4,320 to 7,200
- Note: The 2010 census shows that the average multi-family unit household size in Highland averages 1.8 people, which was used for this calculation*
- Currently 38% of households in Highland are made up of a single person
- City-wide plans call for added variety in housing choice, such as multi-family and townhome units
- The school district has accounted for potential growth in their recent long-term facilities plan due to new housing, including the Ford Site. Ongoing discussions between the City and school district will continue as actual development is proposed.
- After getting initial community feedback on the draft zoning plan, it was revised in March 2017 to change 25% of the highest density/110' maximum height to lower density/75' maximum height zoning.
- Current draft plan (as of March 2017) outlines less than 7% of the site as zoned for buildings with a maximum of 8 stories or taller.

HOW DID THE CITY DECIDE ON THE AMOUNT AND TYPE OF OPEN SPACE IN THE PLAN?

- Following the City's recently adopted parkland dedication ordinance, the City can only legally require 9% of property to be designated specifically as parkland during rezoning, though a developer could decide to build more parkland than required by City ordinance. *Note: Additional land can be set aside for stormwater treatment (with park-like qualities) and public right of way (roads and sidewalks) in addition to the 9%.*
- Ford Site makeup, according to current proposed draft plans:
 - 45% development opportunity
 - 21% public parks, trails, and open space
 - Remainder is transportation, right-of-way, and private recreation

FORD SITE DEVELOPMENT FRAMEWORK INFORMATION, CONTINUED

WHAT DID THE TRANSPORTATION PLAN TELL US?

- A transportation study—conducted to help inform the planning work by nationally-recognized, professional transportation analysis firms Nelson/Nygaard, SRF Consulting and Utile—shows that creating new street connections through the Ford Site will allow free-flowing auto movement through and around the site.
- Observations during the study noted that 35% of trips initiated in the vicinity stayed within 2.5 miles of the Ford Site
- Even by using the maximum possible build-out, with the maximum number of potential residents on the site, added traffic was manageable given the extension of the street grid through the site, creating better connections. More information on the study is available at stpaul.gov/FordStudies
- Transportation trends:
According to the Federal Highway Administration, 16 to 34-year-olds, from 2001 to 2009:
 - took more walking trips (16%)
 - took more biking trips (24%)
 - traveled farther on transit (40%)
 - drove fewer miles (23%)
- A household in multi-family housing takes 30% to 39% fewer car trips than a household in single-family housing, based on national weekday averages.
Source: Trip Generation Manual, 9th Edition (2012), Institute of Transportation Engineers.
- In addition, a more detailed transportation analysis will also be done as part of the full site Alternative Urban Area-wide Review (state-mandated, full environment review) once a master developer has been chosen and actual development is proposed.

WHAT IS PLANNED FOR PARKING ON THE SITE?

- Parking needs will be met on the site through structured ramps in addition to on-street and alley parking. The draft plan calls for parking maximums and minimums for each building to ensure the right balance of parking spaces on the site.

WHAT ROLES DO THE CITY AND FORD HAVE FOR THE SITE? WHO ELSE IS INVOLVED?

- **City of Saint Paul:** Establish the framework for the site (zoning and public realm plan) to serve as guardrails for future proposed development.
- **Ford (Including Ford Land, Ford Environmental Quality Office):** Property owner - managing environmental testing and remediation. Will prepare the site for sale and manage the site broker (CBRE) and will ultimately negotiate a sale to a master developer.
- **State of Minnesota:** Environmental review and high level regulatory oversight
- **Master Developer (To Be Determined):** Propose actual development on the site fitting with the established zoning.

WHEN WILL THE SITE BE DEVELOPED?

- Infrastructure work (public realm) may begin in 2020 or 2021, with development to happen in phases, based on market conditions, likely through 2035.

Visit stpaul.gov/21stCenturyCommunity for more information, to view the full draft concept plans and for information on how to reach us to share your input.