

**FORD SITE**

ALTERNATIVE URBAN  
AREAWIDE REVIEW (AUAR)



**WELCOME TO THE  
FORD SITE AUAR  
OPEN HOUSE #1**

**Tuesday, August 20, 2019**

**6:00 – 8:00 p.m.**

**\*PRESENTATION AT 6:30 P.M.**



# FORD SITE

## ALTERNATIVE URBAN AREAWIDE REVIEW (AUAR)

### Project Overview and Study Area

- The AUAR study area encompasses four parcels totaling approximately 139 acres.
  - One 122-acre parcel referred to as the Ford Site
  - One 4-acre parcel referred to as the Burg & Wolfson (Lunds & Byerlys) property
  - Two parcels totaling 13 acres referred to as the Canadian Pacific Railway property
- Ryan Companies US, Inc. is proposing to redevelop the 122-acre Ford Site, the location of a former Ford Motor Company assembly plant.
- There are no existing proposals for the Burg & Wolfson (Lunds and Byerlys) property and Canadian Pacific Railway property.

Area C is a 22-acre parcel located west of the Ford Site, along the Mississippi River and up to the bluff edge of Mississippi River Boulevard. Area C is not part of the AUAR study area or the Ford Site Zoning and Public Realm Master Plan.



#### AUAR STUDY AREA





# FORD SITE

## ALTERNATIVE URBAN AREAWIDE REVIEW (AUAR)

### Development Scenarios

- Two development scenarios were studied in the AUAR. These scenarios are consistent with the Ford Site Zoning and Public Realm Master Plan

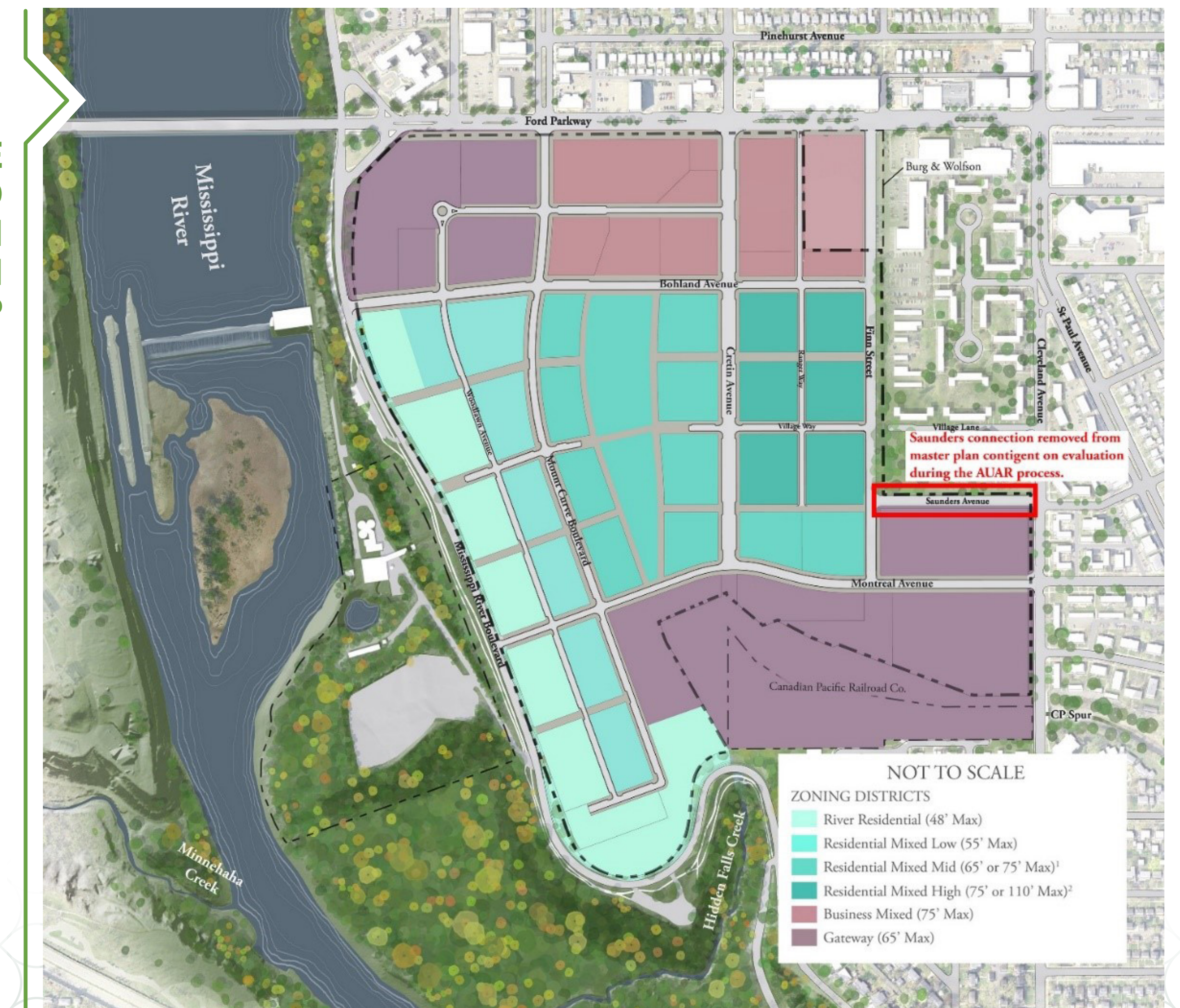


Land Use	Ryan Development	Master Plan Max Development
<b>Residential</b> (dwelling units)	3,800	4,000
<b>Retail and Service</b> (sq ft of gross floor area)	150,000	300,000
<b>Office and Employment</b> (sq ft of gross floor area)	265,000	450,000
<b>Civic and Institutional</b> (sq ft of gross floor area)	50,000	150,000

RYAN  
DEVELOPMENT  
SCENARIO



FORD SITE  
ZONING AND  
PUBLIC REALM  
MASTER PLAN  
ZONING MAP





### AUAR Topics

#### ■ What is the purpose of an AUAR?

- Understand how different development scenarios will affect the environment
- Analyze cumulative impacts of anticipated development scenarios within a given geographic area
- Inform local planning and zoning decisions based on environmental analysis

#### ■ What is studied in an AUAR?

- Fish, wildlife, plant communities, and sensitive ecological resources (rare features)
- Historic properties
- Visual
- Air
- Noise
- Transportation
- Cumulative potential effects
- Utility capacity
- Land use
- Geology, soils, and topography/land forms
- Water resources
- Contamination/hazardous waste



## Potential Environmental Impacts and Mitigation

\*Mitigation is the same for both the Ryan Development Scenario and the Master Plan Maximum Development Scenario unless noted otherwise



### NOISE

#### POTENTIAL IMPACTS

- Normal construction activities may result in temporarily elevated noise levels.

#### MITIGATION STRATEGIES

- Normal construction activities (i.e., blasting, pile-driving, crushing, and grading activities) will be conducted in compliance with the City of Saint Paul Noise regulations to minimize noise levels and nighttime construction activities.
- Permits related to construction noise will be obtained from the City prior to the start of construction.



### AIR

#### POTENTIAL IMPACTS

- Like typical construction projects, the proposed development will generate temporary fugitive dust emissions during construction.

#### MITIGATION STRATEGIES

- Temporary dust emissions will be controlled by sweeping, watering, sprinkling, or applying calcium chloride, as appropriate or as prevailing weather and soil conditions dictate.
- In accordance with Saint Paul City Ordinances (Section 221.02), during construction of the proposed development contractors will maintain streets, alleys, sidewalks, or other public places adjacent to construction, demolition, or building sites free from dust, litter, or other matter originating from their construction, demolition, or building sites, including that effected by erosion and landslides.



## Potential Environmental Impacts and Mitigation

\*Mitigation is the same for both the Ryan Development Scenario and the Master Plan Maximum Development Scenario unless noted otherwise



### LAND USE

#### POTENTIAL IMPACTS

- Both development scenarios are consistent with the adopted Ford MP.
- The dimensional standards for building heights stated in the Ford MP and underlying zoning districts (F2 Residential Mixed Low, F3 Residential Mixed Mid, F5 Business Mixed, and F6 Gateway) potentially exceed the Mississippi River Corridor Critical Area (MRCCA) requirements related to building heights.
- A portion of the AUAR study area is within the Minneapolis-St. Paul airport restriction zones.

#### MITIGATION STRATEGIES

- Any zoning inconsistencies for either development scenario, such as floor area ratio or building height, will be addressed through the City's variance and/or conditional use permit process.
- The developer must submit an aeronautical study (Form 7460-1) with the FAA for the proposed development within the airport restriction zones.



### GEOLOGY, SOILS, AND TOPOGRAPHY/LAND FORMS

#### POTENTIAL IMPACTS

- Asphalt and concrete crushing and grading activities within the study area are anticipated to begin in early spring of 2020. These construction activities will involve moving soil and/or excavation and have potential to cause erosion and sedimentation impacts to surface waters.

#### MITIGATION STRATEGIES

- Where required, slope stabilization will be provided by means of vegetation establishment, erosion control blankets, or other standard methods of erosion and sediment control.
- The proposed development within the AUAR study area will require compliance with the Capitol Region Watershed District's and the City of Saint Paul's erosion and sediment control standards.
- The developer must acquire a National Pollutant Discharge Elimination System (NPDES) General Stormwater Permit for construction activity from the Minnesota Pollution Control Agency (MPCA) prior to initiating earthwork.



## Potential Environmental Impacts and Mitigation

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### HISTORIC PROPERTIES POTENTIAL IMPACTS

- No adverse impacts to historic properties are reasonably foreseeable.
- Due to the highly disturbed nature of the site, no archaeological resources are anticipated within the 122-acre Ford Site parcel or the Burg & Wolfson (Lunds & Byerlys) property. The only areas of the AUAR study area that contain undisturbed or minimally disturbed soils are located on the Canadian Pacific Railway property.

#### MITIGATION STRATEGIES

- An archaeological survey will be required prior to development of the Canadian Pacific Railway property



### CUMULATIVE POTENTIAL EFFECTS POTENTIAL IMPACTS

- No reasonably foreseeable future projects that may interact with the environmental effects of the Ford Site have been identified other than the Burg & Wolfson (Lunds & Byerlys) and Canadian Pacific Railway property, which are included in the AUAR study area and analyses.

#### MITIGATION STRATEGIES

- Because no reasonably foreseeable future projects have been identified, there is no known potential for cumulative effects. Impacts from future developments adjacent to the study area will be addressed via the regulatory permitting and approval processes and will be individually mitigated to ensure minimal cumulative impacts occur.



## Potential Environmental Impacts and Mitigation

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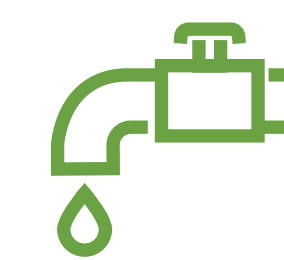


### CONTAMINATION/HAZARDOUS MATERIALS/WASTES POTENTIAL IMPACTS

- Ford completed its remediation activities in January 2019, and the MPCA issued a Certificate of Completion for the site on May 15, 2019.
- Construction of either development scenario would generate construction-related waste materials such as wood, packaging, excess materials, and other wastes, which would be either recycled or disposed in proper facilities.
- Toxic or hazardous substances may be used during project construction and operations (e.g., petroleum products, hydraulic fluid, and chemical products such as sealants).
- The proposed development would generate new demands on solid waste management and sanitation services provided in the project area.

#### MITIGATION STRATEGIES

- Products will be kept in their original containers unless they cannot be resealed. Original labels and Material Safety Data Sheets will be made available. Surplus materials will be properly removed from the property upon completion of use.
- A Construction Contingency Plan will be developed and submitted to the MPCA to address proper handling of any potential impacted soils or other regulated materials/wastes that may be encountered during construction.



### GROUNDWATER POTENTIAL IMPACTS

- The depth to groundwater within the AUAR study area is 100 to 115 feet below the surface in the St. Peter Sandstone formation (uppermost aquifer).
- There are three sealed wells and 14 monitoring wells that remain on the 122-acre Ford Site. Groundwater monitoring wells abandonment has been requested from the MPCA by Ford Motor Company.

#### MITIGATION STRATEGIES

- Groundwater monitoring wells will be abandoned and sealed prior to construction within the AUAR study area per MPCA and Minnesota Department of Health MDH well sealing requirements.



## Potential Environmental Impacts and Mitigation

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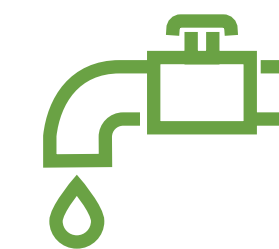


### FISH, WILDLIFE, PLANT COMMUNITIES, AND SENSITIVE ECOLOGICAL RESOURCES POTENTIAL IMPACTS

- No adverse impacts are anticipated to state-listed or federally-listed species. Species currently using the AUAR study area are adapted to a highly disturbed urban environment, and minimal impacts are anticipated to those species

#### MITIGATION STRATEGIES

- Effective erosion prevention and sediment control practices will be incorporated into any stormwater management plan and also must be implemented and maintained near the Mississippi River to protect listed mussel species in the river.
- Wildlife friendly erosion control methods will be utilized within the study area to minimize impacts to wildlife using the site during construction.



### SURFACE WATER POTENTIAL IMPACTS

- Wetlands may be impacted as a result of either the Master Plan Maximum Development Scenario or the Ryan Development Scenario due to building footprints and/or roadway configurations.

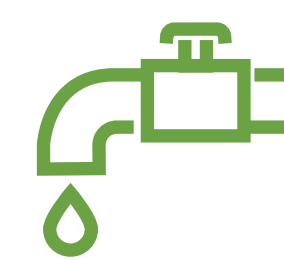
#### MITIGATION STRATEGIES

- Wetland impacts will be minimized and avoided to the extent practicable as a mass grading plan and specific development plans are created.
- Wetland impacts will be replaced at a minimum of a 2:1 replacement ratio with wetland replacement
- At minimum, a 25-foot unmanicured vegetative buffer is required around all non-impacted wetlands located within the AUAR study area. The wetland buffers will be incorporated into site design.
- The developer will apply for a Section 404 permit from the US Army Corps of Engineers for impacts to wetlands determined jurisdictional under Section 404 of the Clean Water Act.
- The developer will apply for a Wetland Conservation Act Replacement Plan Approval from Capitol Region Watershed District for wetland impacts.



## Potential Environmental Impacts and Mitigation

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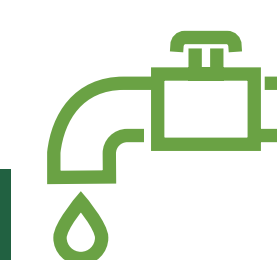


### WATER SUPPLY POTENTIAL IMPACTS

- The water supply will be obtained from the municipal water supply system operated by Saint Paul Regional Water Services (SPRWS). Installation of additional public watermain within the study area will be required.
- The Ryan Development Scenario would require 663,800 gallons per day, and the Master Plan Maximum Development Scenario would require 746,600 gallons per day. SPRWS infrastructure has the existing capacity to supply either development scenario.
- Temporary dewatering may be required for construction or on an intermittent basis with either development scenario.

### MITIGATION STRATEGIES

- The developer will apply for a permit from the Minnesota Department of Health for watermain installation.
- Construction activities associated with dewatering will include discharging into temporary sedimentation basins to reduce the rate of water discharged from the site, as well as discharging to temporary stormwater best management practices.
- The developer will apply for a Temporary Water Appropriations General Permit 1997-005 for construction dewatering from the Minnesota Department of Natural Resources (DNR) for construction dewatering.



### WASTEWATER POTENTIAL IMPACTS

- The Metropolitan Council Wastewater Treatment Plant currently treats approximately 178 million gallons per day (GPD), with a total capacity of up to 314 million GPD.
- The estimated daily flow for the Ryan Development Scenario is 0.586 million gallons per day (MGD), with an estimated peak flow of 0.072 MGD (less than 1 percent of existing capacity).
- The estimated daily flow for the Master Plan Maximum Development Scenario is 0.669 MGD, with an estimated peak flow of 0.082 MGD (less than 1 percent of existing capacity).
- The City of Saint Paul Sewer Utility Division has confirmed that the regional treatment facility and the wastewater collection system have sufficient long-term capacity to handle the additional wastewater flow generated by either development scenario.

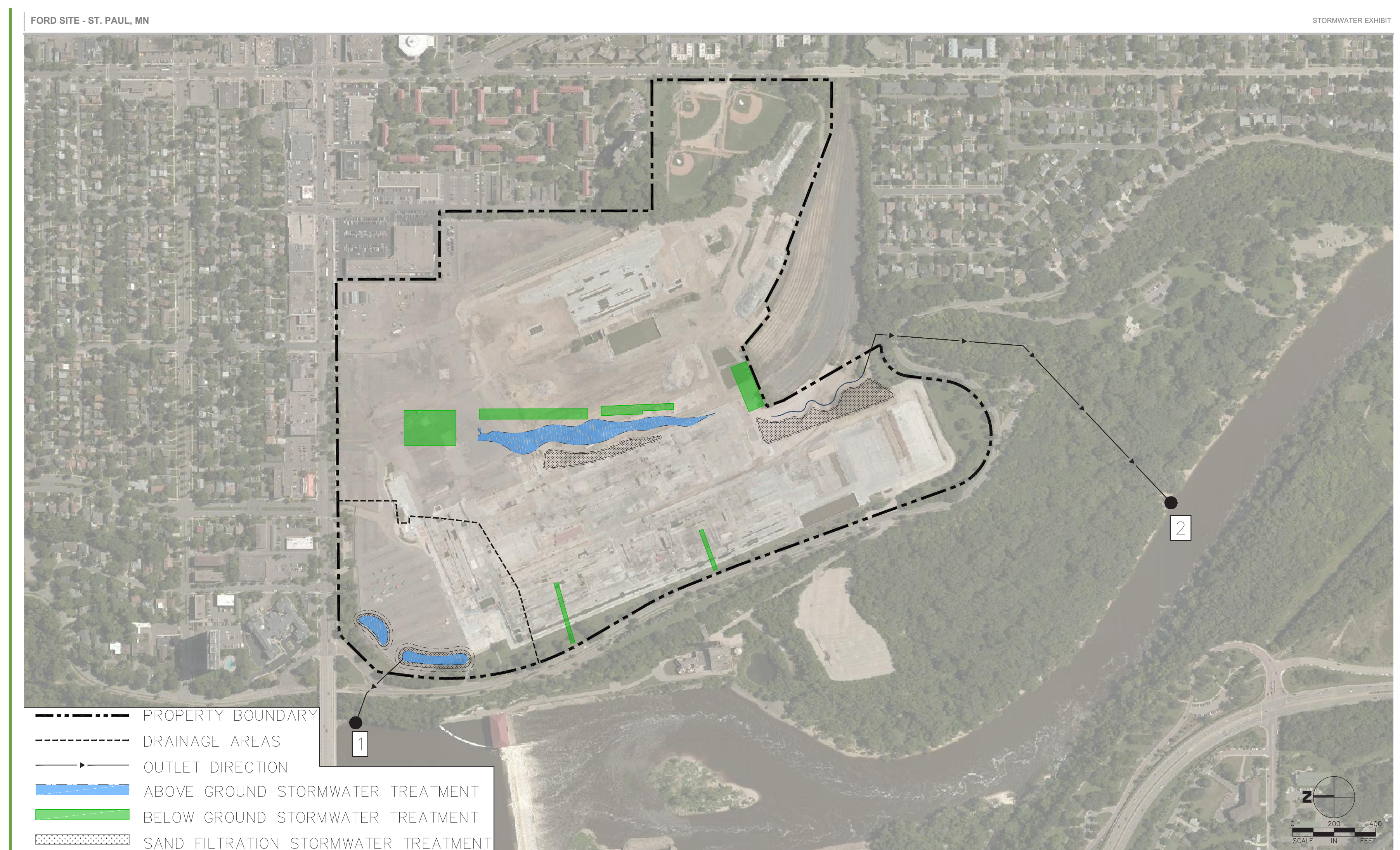
### MITIGATION STRATEGIES

- The developer will apply for a permit from the Metropolitan Council for a sanitary sewer extension and permit to connect.



### **STORMWATER MANAGEMENT**

- **Existing Drainage Conditions**  
(currently no treatment)
- **Proposed Stormwater Management for the AUAR Study Area**
  - Central Stormwater System
  - Filtration basins
  - Restoring the flow to Hidden Falls
- **Stormwater Management for the Burg & Wolfson (Lunds & Byerlys) and Canadian Pacific Railway properties** will be required to meet the same regulatory requirements as the Ford Site parcel and the design of the stormwater management for these parcels will be identified at the time of redevelopment of those properties.

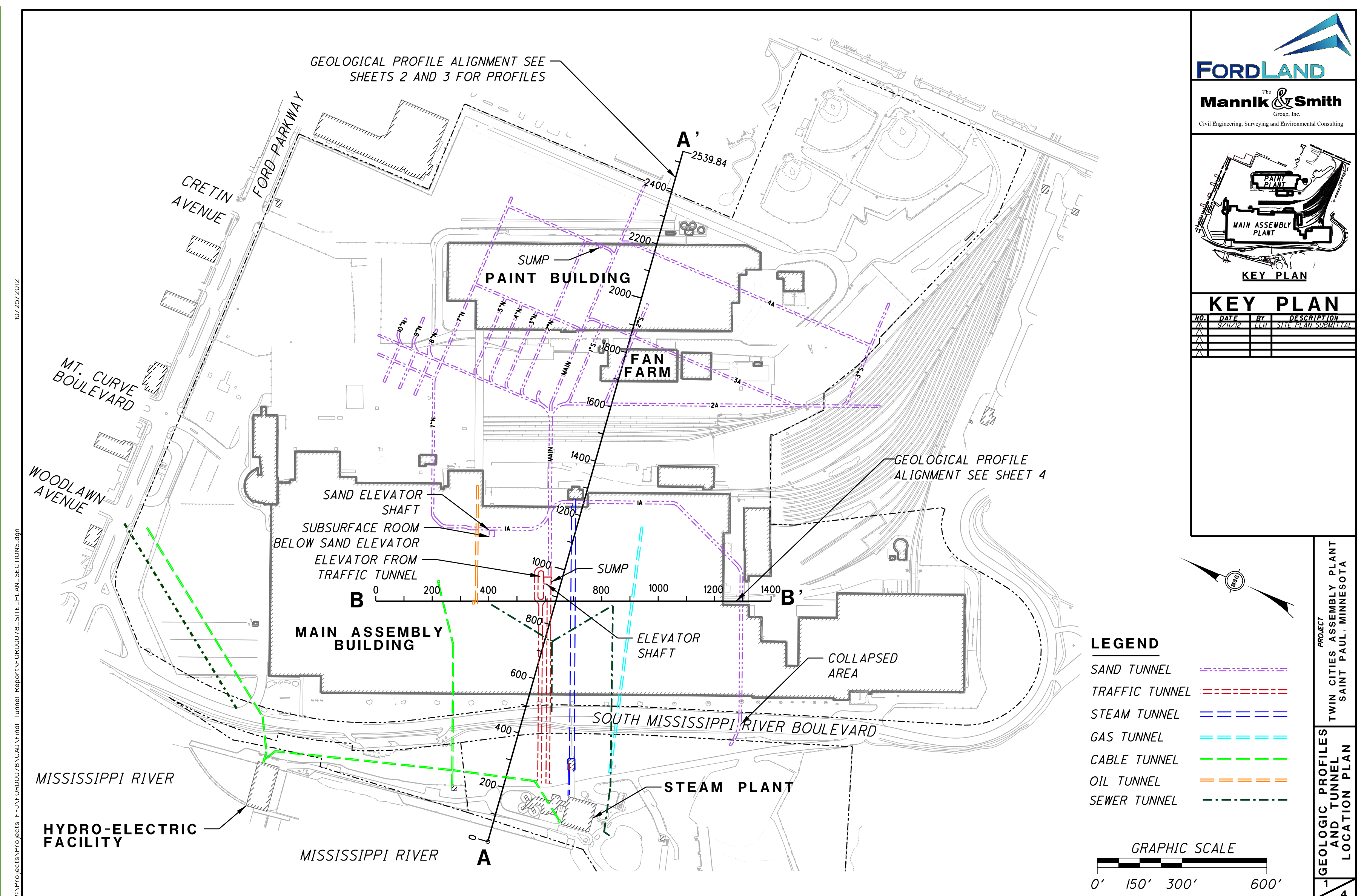


**FORD SITE – STORMWATER EXHIBIT**



### Mined Spaces and Utility Tunnels

- Various mined spaces/utility tunnels are located over 75 feet below the ground surface under the AUAR study area
- They have been sealed and due to the depth of these areas, no impacts are anticipated from the future development of the AUAR study area.



**TUNNEL MAP**



### Transportation

Information on the transportation section of the AUAR will be available at the next open house on

**Tuesday, August 27, 6:00 to 8:00 p.m.**

Highland Park Community Center,  
1978 Ford Parkway

The complete traffic study (Appendix D in the Draft AUAR and Mitigation Plan) can also be found on the City's website:

**[www.stpaul.gov/Ford-auar](http://www.stpaul.gov/Ford-auar)**



# FORD SITE

## ALTERNATIVE URBAN AREAWIDE REVIEW (AUAR)

### Next Steps/Schedule





# FORD SITE

## ALTERNATIVE URBAN AREAWIDE REVIEW (AUAR)

### Renderings of the Site





### Environmental Remediation

- Environmental remediation activities across the site began in 2013
- Ford completed its remediation activities in January 2019
- Minnesota Pollution Control Agency (MPCA) issued a Certificate of Completion for the site on May 15, 2019

RIVER PARCEL –  
AREA C



For more information visit:

<https://www.pca.state.mn.us/waste/saint-paul-ford-site>