



CITY OF SAINT PAUL
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Date: June 17, 2016

To: Comprehensive Planning Committee

From: Donna Drummond (266-6556) and Kady Dadlez (266-6619)

Re: Snelling-Midway Master Plan, Stadium Site Plan Review, and Zoning Clarification
Amendment - Summary of Public Hearing Testimony and Staff Recommendations

This memo provides a summary of the testimony from the June 10, 2016 public hearing and written comments received. It also includes staff recommendations for additional master plan standards and design guidelines to supplement the guidelines required by T4 zoning. Finally, this memo provides an update on the status of the stadium site plan review.

Summary of Public Hearing Testimony

Dr. William McGuire and Rick Birdoff, applicants, and stadium architect Bruce Miller addressed the commission and responded to questions raised in the staff report. Four people testified in support and four in opposition. Testimony in support expressed enthusiasm for the transformative nature of the proposed stadium and master plan vision. The enthusiasm was tempered by outstanding concerns related to parking, pedestrian safety and accessibility, gentrification, and the ability of the master plan to deliver on its vision in terms of mix of uses and intensity of development. Testimony in opposition expressed concerns about parking, traffic, construction disruption, and questioned the use of public funds for the project. It also included concern and frustration that the planning process was rushed and did not provide adequate public engagement or transparency and openness.

Twenty-nine written comments were received (four from individuals who also testified in person at the public hearing). Of the 29 written comments received, 17 were in support, 6 in opposition, and 6 providing comment but not expressing outright support or opposition. The nature of support and opposition in the written comments was similar those expressed in the comments at the public hearing.

Detailed Public Hearing Summary

Dr. William McGuire and Rick Birdoff, applicants, and stadium architect Bruce Miller addressed the commission. In response to the staff report and a question raised earlier in the Planning Commission meeting about a water feature in the proposed green space, Dr. McGuire stated that water features can be costly and can take up a lot of space. He would like to see mostly grass in the open space area. The team plans to construct and maintain the green space but it will be publicly accessible. He has met with the Parks and Recreation Department. No determination has been made yet on tree trenches and water features. He added that he has ten years of experience with Gold Medal Park in Minneapolis (publicly owned and privately maintained). Regarding stormwater management, Dr. McGuire stated that the stadium site plan only focuses on the stadium as an initial first step.

Rick Birdoff talked about the transformative investment of the soccer stadium and the potential for the mixed use redevelopment on the remainder of the site, especially given the recent investments in LRT and BRT. The timing for redevelopment and the mix of uses will be market driven. He noted that the shopping center has always been financially successful. Though the only development moving forward at this time is the stadium he fully expects there to be additional new development on the site in 2018. Existing leases with tenants will be honored; this will influence when individual sites become available for redevelopment.

Bruce Miller stated that the soccer stadium will be a catalytic development. He has seen other stadia around the country spur nearby development. The stadium will feature active year-round uses.

Commissioner Oliver asked why green space isn't proposed at the Snelling-University corner. Rick Birdoff responded that Snelling-University is a "hot corner" and that the highest and best use is for commercial development. He added that balancing needs is an important consideration at this income-producing site. Bruce Miller added that the north-south orientation of the stadium relates to the proposed green spaces in the master plan.

Commission Ward asked about displacement of businesses and workers as well as gentrification and affordable housing. Is the little guy being left behind with this development? Rick Birdoff responded that change is always unsettling. Compromise is needed. The best design can incorporate all needs. He referenced the involvement of the Snelling-Midway Community Advisory Committee and the importance of listening to the community and talking to people. Dr. McGuire added that the intent of the stadium and site redevelopment is to improve the neighborhood and the City.

Public Hearing Speakers

1. Eric Molho spoke in general support of the master plan but noted that there are many outstanding issues that need to be resolved. The master plan is a concept and not an actual development proposal so there is an element of risk that the aspirations of the master plan are not borne out by its implementation.

2. Mark Doneux, Capitol Region Watershed District, spoke in support of a comprehensive approach to stormwater management for the entire redevelopment site rather than a parcel by

parcel approach. The District is committed to continuing a public-private approach to stormwater management. Such an approach is innovative and cost-effective. A visible water feature would bring water to this part of Saint Paul.

3. Nathan Roisen, spoke in general support of the master plan vision but noted four concerns: 1) making sure that the open space is free of charge and open to the public; 2) the density as proposed is supported and new structures be 4-6 stories; 3) pedestrian access and safety should be a priority and parking should be provided in structures with active uses below on the first floor; and 4) the impact of the redevelopment on the surrounding area should be positive and property owners and developers should be responsive to neighborhood concerns (trash, noise, etc.).

4. Danette Lincoln expressed some support for the redevelopment but noted she has concerns relating to parking and traffic that do not seem to be addressed yet. She also expressed frustration that construction and its disruptive impacts including noise could be ongoing in the area for 10 years. She noted that public funds were going into the redevelopment and that the MnDOT-owned parcel on the west side of Snelling Avenue needs to be better taken care of and litter removed.

5. Renee Spillum spoke in support of the vision for the site but also talked about implementation and her concern that the vision could be compromised if the density of development isn't high enough. She supports a higher floor area ratio (3.0) than the 1.0 called for by T4 zoning. She also expressed a desire for Hamline Midway Coalition (District 11) to be involved going forward even though the redevelopment site is not technically located in District 11, but the district is directly across University Avenue to the north. She also believes that the small east-west street parallel to University Avenue just north of the proposed green space should be removed from the plan if its intention is to be used for general traffic. Finally, she expressed concerns about gentrification.

6. Phil Krinke spoke in opposition to the redevelopment and does not support public funds for future redevelopment projects. He stated that there is no evidence that stadia produce economic benefits to surrounding areas. He asked whether the stadium project will even go forward given that the property tax exemptions were not approved.

7. Tom Goldstein spoke in opposition to the redevelopment noting that this has been a rushed process. He referenced a City Council resolution stating that there needed to be clear and convincing evidence of additional development accompanying the stadium but there is no development beyond the stadium proposal. Whether economic development will occur as a result of the stadium is speculative. He stated that the stadium plan violates the master plan and the Snelling Station Area Plan because the stadium disrupts the grid block pattern that the master plan attempts to mend and the Snelling Station Area Plan does not reference a sports stadium as a future use. He noted that the analysis in the AUAR is not credible because of the short time frame in which it was prepared and is not evidence based. The public process for developing plans was not open enough; only one hour of public testimony was allowed in the process. Finally, he expressed concern that public funds are being used to clean up privately-owned property.

8. Dennis Hill spoke in opposition to the redevelopment plans stating that the vision does not represent the hopes of the neighborhood. He stated that the plans were developed behind closed doors and referenced page two of the Snelling-Midway Community Advisory Committee report noting that there wasn't enough public engagement in the process. He expressed concern about traffic and pedestrian safety noting that the Snelling-St. Anthony intersection is one of the most dangerous intersections in the City with 65 pedestrian-car collisions in 2016 and three fatalities. Accommodating 20,000 people with transit is unrealistic.

The applicants took the opportunity rebut testimony. Dr. McGuire stated that as it relates to the timing issue, MLS has imposed deadlines on the team and they are reacting to those. He disagreed that there has been inadequate outreach and also noted that outreach will be ongoing. The plans attempt to lay out a master plan that is feasible and what people want to see, and that requires a balance. The City is not paying for the stadium to be built so the comments about the economic benefits of stadia are not relevant. The economics of the project call for taller buildings on the site than single story construction; single story buildings are not economically feasible. The team is moving forward with its plans, assuming that the legislature will take action and that its requests will be signed by the Governor (noting that the team request was passed with broad support). The team needs to keep moving forward to stick to the MLS deadlines. He noted that about 50 percent of Portland fans arrive at their stadium by transit and the percentage is even higher in New York City. The stadium will provide construction jobs. His hope is to see the entire superblock redeveloped but he can't dictate private development. The master plan provides the framework for that. The site was chosen for the stadium because it is an optimum location for fans to get there by transit, car, walking, and biking. It would be cheaper to build in Blaine but there is no public transportation to get people there. He noted that the stormwater approach is limited to just the stadium due to schedule constraints. A water feature requires more study. A water feature also takes up a lot of space and would compromise the amount of available grass. He reiterated his connection with Gold Medal Park in Minneapolis and noted that park maintenance is expensive.

Rick Birdoff noted that many of the uses contemplated in the master plan would not be viable without the stadium component, especially office uses. He emphasized the economic need for higher density development within the redevelopment site. If single story shopping center buildings are demolished, they need to be replaced with high density development to be economically feasible. No one has a greater economic incentive for high density than he does.

Discussion of Additional Potential Master Plan Standards

While the master plan has much of the detail needed to establish a framework for new development, staff recommends that additional information and standards be considered to supplement the master plan. By defining certain required minimums, acceptable changes or variations, and design guidelines the master plan will be a more useful document to guide future development.

1. Floor Area Ratio (FAR)^a

Staff believes it is important to consider requiring a FAR greater than the 1.0 required by T4 zoning for the redevelopment site (development shown in the master plan vision ranges from 4.1 to 5.2 FAR). Given the public investment in infrastructure at the redevelopment site, the site's transit oriented development potential, and the catalytic potential of the stadium, a FAR of 2.0 should be considered. The FAR of recent developments along the Green Line and throughout the City vary, according to the list below.

- Western Bank (St. Albans/University) - 0.40 FAR
- United Family Medicine (7th/Randolph) - 0.53 FAR
- Trader Joe's site (Randolph/Lexington) - 0.60 FAR
- Frogtown Square (Dale/University) - 1.00 FAR
- League of MN Cities (Rice/University) - 1.00 FAR
- Grand Cambridge Apartments (Grand/Cambridge) - 1.50 FAR
- Oxford Hill (Grand/Oxford) - 2.40 FAR
- Lyric (Hampden/University) - 2.60 FAR
- Emerald Gardens (Franklin/Emerald) - 2.80 FAR
- CVS (Snelling/University) - 0.33 FAR
- 2700 University (University/Emerald) - 4.20 FAR
- 2323 Charles (Charles/Carleton) - 2.49 FAR (proposed)
- 2300 Territorial (Territorial/Hampden) - 2.20 FAR (proposed)
- Habitat for Humanity (Prior/University) - 1.10 FAR
- Prior Crossing (Prior/University)- 1.25 FAR
- Episcopal Homes (Fairview/University) - 4.10 FAR
- Hamline Station (Hamline/University) - 2.17 FAR
- Brownstone (Victoria/University) - 2.12 FAR (proposed)
- Goodwill store - (Griggs/University) - 1.17 FAR
- 411 Lexington -Wilder Site, by Michaels Group - 2.05 (proposed)
- Western U - new construction addition - 1.42 FAR
- The Vintage (Selby/Snelling) - 5.00 FAR

2. Program of Uses

The master plan vision calls for a mix of uses and a maximum amount of development for each. What is actually built will be determined by market forces and interest. Staff recommends, at a minimum, the mix and amount of uses in the table below. This would establish the minimums to ensure a true mix of uses are developed on the entire superblock site.

Land Use Program	Maximum Allowed	Minimum Required	Percentage of Maximum
Office	1,000,000 sq. ft.	250,000 sq. ft.	25%
Retail – includes cinema, bowling, fitness club	421,100 sq. ft.	168,440 sq. ft.	40%
Residential	620 units	248 units	40%

^a Floor Area Ratio (FAR) is the total floor area of all buildings or structures on a zoning lot divided by the area of the lot. FAR is a measurement of density. Higher FARs equate to more dense development of a parcel.

A lower percentage of office use is recommended because new office space has historically been difficult to develop, particularly outside of the downtown area. There must be sufficient demand by a large enough office tenant to economically justify constructing a new office building.

3. Building Entrances

The Traditional Neighborhood district design guidelines call for there to be a primary pedestrian building entrance on all arterial or collector streets. Staff believes it is important to require a primary pedestrian entrance on all streets in the master plan boundary, not just along arterial and collector streets.

4. First Floor Uses

While the master plan calls for retail and service uses on the first floor of every building, residential buildings should be allowed without retail on the first floor provided first floor units have exterior entrances along the street.

5. Parking

No permanent surface parking, except for the lot at the southeast corner of the site, is proposed in the master plan. Staff believes it is reasonable to allow a modest amount of surface parking on each development block for convenience and handicap purposes. The master plan calls for one level of parking underground and additional parking on floors two and above. The master plan should allow structured parking to be located all underground (instead of split below and above retail). No free standing parking ramps should be allowed unless they are wrapped with active first floor uses along all street frontages.

The proposed interim parking lot located west of the stadium is not part of the master plan; the site is planned for office, retail, and structured parking uses. The interim parking lot should be temporary and removed after a reasonable amount of time. In addition, minimal improvements to the lot should be allowed to discourage significant investment and justification for longer term use. Approval of this parking lot would best be handled through an interim use permit. A five year time limit should be considered.

6. Additional Design Guidelines

A list of additional guidelines is proposed for inclusion in the master plan (Attachment A). These give the City more leverage to require a high-quality development. This is especially important if blocks are sold off for development to a developer who has not been involved in the master planning process and may not be as committed to achieving the high aspirations of the master plan.

Additional Items for Committee 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. 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?).

- Gentrification – that current residents and businesses along the corridor will be pushed out by higher rents and property taxes.
- Business and employee retention and attraction including commercial spaces available for small and minority-owned businesses (Snelling-Midway Jobs Working Group final report should be completed soon).
- A designated community liaison for both the stadium and the larger redevelopment.
- A community fund, which would provide small grants to community organizations to address neighborhood livability issues such as litter and abandoned shopping carts.
- Local hiring (addressed in the stadium use and development agreements – see summary of community benefits from these agreements on the attached board from the June 7 public open house).
- Public use of the stadium and affordable ticket prices (addressed in the stadium use and development agreements).

The Committee should discuss these issues and decide to what extent the Planning Commission should include recommendations to the Mayor and City Council related to these issues.

Staff Recommendations

Overall, the proposed master plan is extremely consistent with the goals, objectives and policies of the City's adopted Comprehensive Plan, specifically including the *Central Corridor Development Strategy* and *Snelling Station Area Plan*. A consistent theme throughout these plans is that new development should benefit existing communities along the corridor as well as bring in new residents and businesses. As implementation of the Snelling-Midway Master Plan is undertaken over the coming years, the City will be guided by these policies to ensure that the community truly benefits from the development that occurs.

Recommendation for Additional Master Plan Standards and Design Guidelines

1. Require a minimum floor area ratio of 2.0 for new development within the master plan boundary. The single story buildings planned for the Shops in the Green are part of the master plan and should be 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 (instead of 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.Include the additional design guidelines listed in Attachment A.

7. 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.
8. 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.
9. A preliminary landscape plan indicating street trees and landscape treatment of streets, public spaces should be provided in the master plan. 10. 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.

Stadium Site Plan Review Status Update

Larry Zangs will provide an update at the Committee meeting on Tuesday.

Next Steps

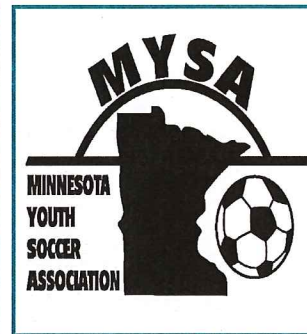
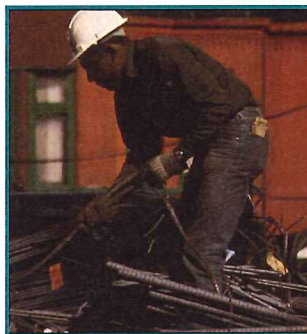
Staff intends to update the staff reports and provide final staff recommendations to the Planning Commission for the July 8 meeting of the commission. These will be completed for inclusion in the Planning Commission meeting packet on July 1 and will be available for discussion and final recommendation by the Comprehensive Planning Committee at the July 6 meeting of the committee.



USE AND DEVELOPMENT AGREEMENT COMMUNITY BENEFITS

Use Agreement:

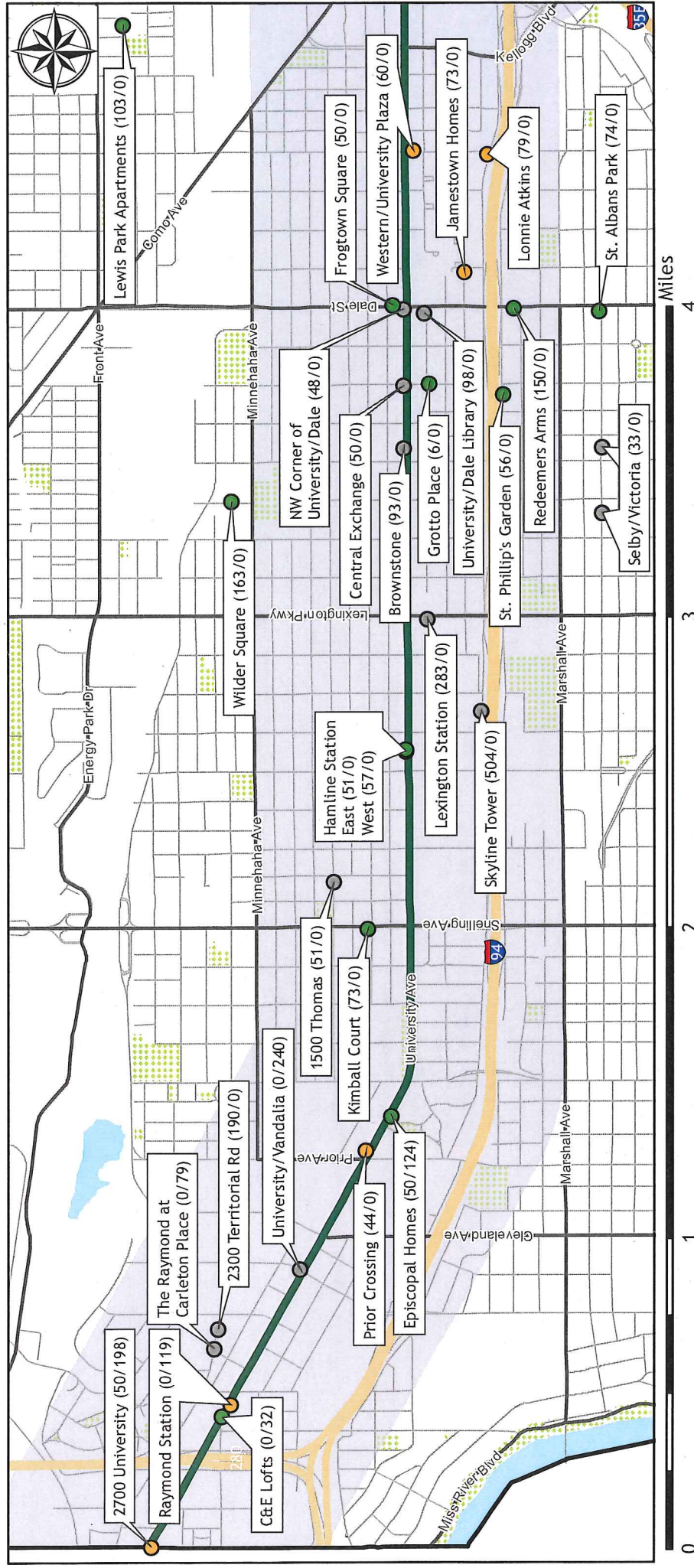
- The City and Team have committed to entering into a new public private partnership to create new green spaces and/or public plazas. (Use Agreement page 1)
- Among other things, the construction and operation of the Stadium will: (i) provide a multi-purpose stadium and related infrastructure for professional soccer and other events; (ii) further the vitality of the Midway Development Site by generating increased economic activity; and (iii) further economic development and stimulate the local economy overall. (Use Agreement page 2)
- Local Ethnic Food Vendors. The Team will encourage the Concessionaire to include ethnic food from local community food vendors when food is sold at Events in the Stadium. (Use Agreement page 29)
- The club will pay an annual rent of \$556,623.96. (Use Agreement page 14) The annual rent from the stadium will be used to fund public transit operations.
- The Team will engage in outreach programs and opportunities to support youth sports in the community, the State of Minnesota and in particular the City of Saint Paul Parks and Recreation center fields and services, with emphasis on non-profit soccer organizations and amateur soccer programs, such as youth soccer training camps and player appearances and affordable programming for soccer. (Use Agreement page 25)
- The Team will make the Stadium available, in the Club's reasonable discretion, for: (i) Soccer matches involving non-professional organizations, including the Minnesota State High School championships, the MYSA championships and select recreational league and organized community games, and (ii) Public and amateur sports, community and civic events and other public events. (Use Agreement page 17)
- The Team will provide affordable access to home games in a manner generally consistent with the affordable seating plan. (Use Agreement page 24)
- Workforce. The Team shall list any vacant or new positions at the Stadium that it may have with state workforce centers under Minnesota Statutes Section 116L.66, as such statute may be amended, modified or replaced from time to time. (Development Agreement page 25)
- Prohibition on the advertising tobacco products (D-1)



Development Agreement:

- Small businesses, minority owned businesses, and woman owned businesses will receive a percentage of the contracts for the construction of the stadium and related infrastructure. For construction of stadium site Infrastructure, the Central Certification Program (CERT) must be used to certify eligible businesses. For the construction of the Stadium, the Team may use the Central Certification Program (CERT), the Minnesota Unified Certification Program ("DBE") and/or the State of Minnesota Targeted Group Business ("TGB") directories may be used to certify eligible businesses. (G-1)
- Snelling Avenue Green Line Light Rail Stop. The City will cooperate with the Team's negotiation of an operations and maintenance agreement with the Metropolitan Council to (i) upgrade the Green Line transit stop at Snelling Avenue to address the additional and peak traffic expected for events in the Stadium, and (ii) identify the transit stop with the Club's name similar to transit stops near other sports facilities in the metropolitan area. (Development agreement page 26)

Green Line Area Housing Investment



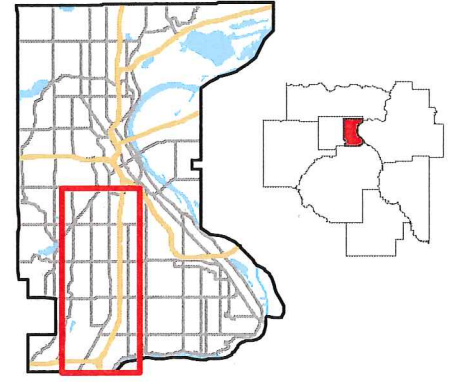
- Construction Status**
- Complete
 - Pending/Pipeline
 - Under Construction
- (Affordable/Market Rate)
- Map Features**
- Metro Green Line
 - Interstate/Highway
 - 1/2 Mile Green Line Radius
 - Lakes and Rivers
 - Park

This drawing was prepared for the use of the Saint Paul Planning and Economic Development Department and is intended to be used for reference and illustrative purposes only. This drawing is not a legally recorded plan, survey, official tax map or engineering schematic and it is not intended to be used as such.

Summary

Major projects with public funding participation within a half mile of the Metro Green Line and west of Rice Street since 2010. Those listed as pending may or may not receive public investment in 2016 and/or beyond. Two projects, Selby/Victoria and St. Albans Park, are shown due to proximity but are not within a half mile of the Green Line.

Total Residential Units
Affordable: 2,386
Market Rate: 1,052



APPENDIX A

Snelling-Midway Redevelopment Site: Achieving the Future Vision and Desired Character through the Master Plan

The guidelines identified below are in addition to the *design standards contained in the City's Traditional Neighborhood Districts* (Section 66.343). They provide direction for future development while allowing for flexibility to enable creative development projects in the creation of a new mixed-use neighborhood that is respectful of the surrounding existing neighborhoods.

Pedestrian Facilities

1. On blocks facing Snelling and University the pedestrian zone should be expanded to accommodate higher pedestrian traffic levels and allow sufficient space for street furnishings, lighting, landscaping, and outdoor dining.
2. The local pedestrian network should have good safe connections to transit, parks, and surrounding neighborhoods.
3. Walk/bike crossings should be clearly marked at arterial and collector street intersections with reflective paint markings, special paving materials, activated pedestrian crossing signals, and/or signage alerting motorists to the walk/bike crossing.

Bike Facilities

1. Bike parking/storage facilities should be provided at or near public facilities (including parks, transit shelters/stops), along mixed use corridors, and at other major destinations (stadium, cinema).
2. Bike sharing facilities (e.g. Nice Ride) should be promoted for key destinations as redevelopment occurs.

Landscaping

1. Street trees should be planted at regular intervals appropriate to the root structure and canopy of the tree species chosen.
2. A minimum of two tree species should be planted per block face, or block face equivalent.
3. A similar mix of street tree species and spacing should be installed on both sides of the street along a given block.
4. Low-maintenance/drought-tolerant plants and trees should be planted to reduce irrigation needs; consider allowing exceptions for higher-maintenance materials in areas with high pedestrian traffic and community gathering spaces.
5. The use of turf grass should be minimized for planted areas directly adjacent to public streets.
6. Artificial plant materials should not be used as part of landscaping.
7. Structural soils should be used where street trees are planted within paved areas (e.g. sidewalks, plazas, and parking lots) to support deep tree root growth beneath the paved area, and to prevent heaving of sidewalks, plazas, curbs, and gutters.

8. Flowering plants in hanging baskets or planters should be installed along mixed use corridors to create a welcoming pedestrian environment.
9. On mixed use corridors plant materials should be selected that minimize visual obstruction of businesses facing the street.

Street Furnishings/Lighting/Wayfinding

1. Street furnishings (benches and seating, trash/recycling receptacles, bollards, bike racks, kiosks, etc.) should be provided at transit stops, building entry areas, parks, plazas, and along mixed use and commercial streets.
2. A consistent design palette (style, materials and color) of street furnishings should be used to make them visually interesting, reinforce the character of the Midway in Saint Paul, and to create a strong sense of community identity.
3. Street furnishings should be provided to enhance the comfort, accessibility, safety, and functionality of the streetscape.
4. Street furnishings made of durable (recycled when possible), easily maintained/repaired, and locally available materials should be used whenever feasible.
5. Street light poles that accommodate banners, flower baskets, and holiday decorations should be installed to improve the visual character and identity of the street.
6. A complementary mix of pedestrian-scale street light fixtures should be provided to enhance the character of the area and mixed use and commercial.
7. Lighting fixtures should be designed to minimize visibility of light bulbs by pedestrians and light pollution in general.
8. A system of wayfinding features should be incorporated into the public realm to attract walking, bicycling, and transit usage, e.g. wayfinding signs at major intersections, transit stops, mixed use corridors, parks, plazas, and open spaces.

Site Development

General

1. Site and building design should incorporate the principles of Crime Prevention Through Environmental Design (CPTED) to reduce the potential for and perception of crime, and improve the area's livability.
2. Promote buildings with active uses and transparency at street level during day and nighttime hours.
3. Ensure active uses at the street level of the stadium.
4. Design for weekday, evening, and weekend activity during all four seasons.
5. Safe and attractive connections to the existing surrounding neighborhoods should be provided.
6. Development should reflect the cultural and ethnic diversity of the area.
7. Businesses that serve neighborhood needs should be supported.
8. Residential development that is affordable to a range of incomes should be supported.

9. A broadened mix of use that provides high quality jobs available to local residents should be supported.
10. New development projects are encouraged to use locally-available building materials to reduce carbon emissions produced by the transport of the construction materials.
11. Site development and building construction are encouraged to minimize the amount of materials used on a given project. Development projects should seek to minimize waste to landfills and explore options to discard excess materials for local reuse. New development should utilize durable building materials with longer life spans.
12. Individual business operations should be planned and/or modified to ensure waste materials are sorted for recycling and reuse. Local waste management haulers should be approached to ensure facilities and resources are adequate to accommodate the recyclable materials generated from the business and residential uses.
13. Landscaping material and organic waste should be composted or reused. Options should be explored to provide composting on individual project sites, a central district facility, or collection by the local waste management hauler.

Landscaping

1. Landscaped plazas and courtyards should be incorporated into site design.
2. Native plant and tree species should be used as part of new development to reduce maintenance, carbon emissions, and the urban heat island effect.
3. Landscaping should be placed along exterior building walls to provide shade and cooling.

Service Delivery

1. Service, delivery and storage areas should be sited so that views of them from adjacent properties, streets, open spaces and pathways are minimized.
2. Landscaping and architectural screening should be used to minimize visual impacts of service, delivery and storage areas, and surface parking lots.
3. Signage should clearly identify service and delivery entrances to discourage the use of main building entries for these purposes.

Water Conservation

1. On-site collection of rain water for irrigation and toilet flushing purposes is encouraged.
2. On-site irrigation facilities should be designed with water efficient systems.

Buildings

Building Placement & Setbacks/Frontages

1. Buildings located at key street intersections should have the appropriate scale and placement to create attractive and identifiable gateways.
2. Buildings should be sited to maximize energy performance.

Building Heights & Massing

1. Buildings should be designed with stepbacks for upper stories in order to present a pedestrian-scale base at street level.
2. Building heights should be varied to prevent the creation of a wall of taller buildings along the street.
3. Building heights and roof treatments should vary from block-to-block in order to achieve a rich mix of building heights and diversify the visual character of the area.
4. Building massing should reinforce the character and importance of the adjacent streets or open space.
5. Building massing should create an overall appearance of multiple structures, building fronts, and tenants along a block face. A single, large, dominant building mass should be avoided in mixed use and residential developments. Where large structures are required, mass should be broken up through the use of street-level setbacks, projecting and recessed elements, upper-level stepbacks, and similar design techniques. Changes in mass shall be related to entrances, the integral structure, and/or the organization of interior spaces and activities, and not merely for cosmetic effect.

Building Form & Façade

1. A building's form and facade features should reflect contemporary architectural design and construction technologies or contemporary interpretations of traditional architectural styles, as opposed to nostalgic imitations of past architectural styles.
2. Each building should have one or more clearly visible and identifiable "front doors" that address all public streets, sidewalks, public open spaces, and semi-public courtyards (where relevant).
3. Ground-floor residences that adjoin a public street or open space should provide direct resident access to the public street or open space.
4. Major building entries should be connected to the sidewalk by the most direct route practical.
5. Building entries should be emphasized through projecting or recessed forms, display windows, architectural detail, awnings, color, materials, lighting, and signage as appropriate.
6. Building design should emphasize a human scale at ground level, at entryways, and along street frontages through the creative use of windows, doors, columns, canopies, and awnings or other architectural elements.
7. Building facades should include multiple changes in building materials, parapet heights, fenestration, and other elements which create variety in the building façade.
8. Functional balconies should be considered for buildings along streets and open spaces to create interest and variety in building façades as well as putting more "eyes on the street."
9. Buildings should be designed to enhance the overall pedestrian character of the street, such as providing edges or enclosure to the street and open spaces along it, creating linkages and gateways, reinforcing pedestrian connections and framing or terminating views.

10. Variations in a building's front facade treatment should be continued to its roof line and front and rear facades to reduce the perceived size of the building.
11. Blank exterior walls should be avoided. Where this is not possible, these walls should incorporate decorative features, such as architectural detailing, variations in building materials, art panels, murals, and plantings.
12. Street-level windows should be made of non-tinted glass.
13. Building facades should incorporate bird-friendly architectural techniques (e.g. minimize reflectivity and transparency) to minimize the potential for bird collisions with glass facades.
14. Roofscapes should be designed as important elements of new buildings.
15. Mechanical equipment should be installed, whenever feasible, on the building's roof so that it is not visible and audible at the pedestrian level and from public rights-of-way. Rooftop mechanical systems, and head houses for elevators and stairs, should be enclosed and concealed from view.

Building Energy Efficiency

1. Wherever possible, buildings should be sited, oriented, and designed to capitalize on solar exposure to lessen energy demands.
2. Buildings should be designed to incorporate and support passive heating, cooling and ventilation strategies.
3. Opportunities to incorporate renewable energy sources, including solar, biomass, and geothermal, in building design should be explored to off-set energy consumption and reduce carbon emissions.
4. Buildings should be constructed with water efficient utilities (e.g. toilets, sinks, showers).
5. All new buildings should comply with the most current sustainability standards.
6. In order to achieve higher window-to-wall-area ratios, high-performance windows, a double facade, or external shading techniques should be incorporated into building design.
7. An air-tight building envelope should be used to minimize uncontrolled infiltration.
8. Heat-recovery ventilation should be used during heating season only, while natural ventilation and cooling should be used throughout the rest of the year.
9. Clear glass with good insulating value (low U-value with low e-coating) for windows and doors should be used; solar heat gains should be mitigated with external shading and passive cooling by natural ventilation.
10. Internal heat gains should be removed with passive elements (e.g. natural ventilation).
11. Overhangs should be incorporated to provide shading for south-facing windows.
12. Operable external shading should be incorporated on east-, south- and west-facing windows.
13. Thermal mass that is exposed to air-conditioned space should be used and combined with other passive elements to achieve its full energy-savings and comfort potential.
14. Buffer spaces should be incorporated on all exposures whenever possible to optimize comfort and reduce both peak load and overall heating and cooling energy requirements.
15. Cooling by natural ventilation should be designed into all building types.

16. Heating and cooling strategies should strategically combine passive elements to optimize comfort and minimize overall energy use.
17. Cool roofs, including white roofs, should be incorporated into building design as a way to reflect sunlight and reduce the amount of solar heat conducted into a building through its roof.
18. Building placement and configuration should be optimized to achieve maximum energy performance.

Parking

1. Parking for new buildings should be provided in parking structures where possible, with a minimal amount of surface parking for visitors. Parking building massing should create an overall appearance of multiple structures, building fronts, and tenants along a block face. A single, large, dominant building mass should be avoided. Where large structures are required, mass should be broken up through the use of street level setbacks, projecting and recessed elements, upper level stepbacks, and similar design techniques.
2. New development should pursue strategies to reduce the amount of parking provided.
3. Shared use of parking spaces between uses and/or properties should be maximized.
4. Structured parking should be provided in mixed use buildings, where parking is not the sole use.
5. Public parking facilities should be easily accessible and identifiable. Distinct signage should be utilized to identify public parking facilities.
6. The presence of structured parking entrances should be minimized so that they do not dominate the street frontage of a building. Possible techniques include recessing the entry, extending portions of the structure over the entrance using screening and landscaping, using the smallest curb cut possible, and subordinating the parking entrance to the pedestrian entrance in terms of prominence on the streetscape.
7. Above-grade parking structures should fit with the character of surrounding buildings through the use of complementary exterior wall materials, treatments, forms, articulation, fenestration, patterns, and colors. They should appear to be part of a collection of neighborhood buildings along the street.
8. Above-grade parking structures should contain commercial/retail uses at street level.
9. Parking facilities should be designed to minimize impacts of vehicle headlights on residential units.
10. Provision of electric vehicle charging stations should be explored.
11. Surface parking lots should incorporate trees in stormwater trenches or other innovative stormwater retention features.

Stormwater and Water Quality

Map and describe integration of stormwater management system into open space design to achieve sustainable green infrastructure. Describe plans for a water feature incorporating the stormwater management system.

Stormwater/Water Quality

1. State-of-the-art techniques should be considered for collecting, filtering and treating stormwater runoff, whenever feasible, including grey water recycling station and irrigation cistern.
2. A comprehensive approach to stormwater management and treatment opportunities should be integrated into park and open space areas.
3. Tree trenches should be installed as part of new and reconstructed streets with planted boulevards to improve stormwater management.
4. Permeable paving surface should be installed in hard surface areas to increase stormwater infiltration where possible.
5. Stormwater pond edges should be planted with native plantings to discourage clustering of geese on sodded areas and contribute to restoration of the area's natural landscape.
6. The harvesting and reuse of stormwater irrigation and toilet flushing purposes should be explored.
7. The stormwater management system should be integrated with the public street and open space systems to provide unique public and private amenities and maximize use of valuable urban land for development.
8. Attractive rain garden and bio-retention systems should be incorporated into site design to collect and filter stormwater, including private and public sites (e.g. streetscapes, plazas, parks and parking lots).
9. Green roofs should be used in new building construction to reduce the amount of stormwater runoff.
10. Construction sites during the various phases of redevelopment should be designed to minimize impacts on water quality in stormwater drainage areas adjacent to the construction sites.

Utilities

1. As streets are constructed, utilities should be located below ground within the public street rights-of-way whenever feasible.
2. The visual aesthetics of above-ground utility structures should be enhanced with landscaping, fencing or other approved screening devices.
3. Any new visible utility structures, particularly water-related, should be designed with interpretive features that enable citizens to better recognize and understand the functions of public infrastructure.
4. Above-ground utility structures should be located away from and screened from major pedestrian and gathering areas, building entrances, windows and stormwater drainage areas where feasible.
5. Extending recycled water service lines to the area should be considered, as well as providing incentives to encourage new development to connect to recycled water lines for irrigation and other uses.

Public Art

1. Existing and new spaces, such as parking lots, plazas, parks and temporary street closings that allow artists and audiences to interact in a participatory, temporary and somewhat unstructured manner should be created within the Snelling-Midway development. Public art events could include temporary festivals, street painting events, concerts, pageants and flea markets.
2. Undeveloped, underutilized and vacant spaces should be used during the various phases of redevelopment in the area for alternative and temporary art spaces. Artists should be involved in planning, design, construction, marketing, and maximizing these temporary public art spaces.
3. Artists should be engaged to create a neighborhood “vibe” by activating social spaces and visually enhancing areas that lack visual interest.
4. Artists should be engaged to identify innovative, unique and green approaches for the various phases of redevelopment in the neighborhood.
5. An artists-in-residence program should be promoted for establishing, integrating and maintaining a strong public art presence in the neighborhood.
6. The creation of signature public art works at gateway sites and other major destinations should be promoted to create visible landmarks that draw attention from near and far.
7. Pedestrian-friendly wayfinding should be created as an integral component of the public art plan to encourage audiences to move from one area to another within the neighborhood.
8. Artists should be engaged in creating unique, customized public realm furnishings, such as transit shelters, seating, bike racks, tree grates and light fixtures, etc.
9. Public art should be a tool for tapping into the neighborhood’s unique history. Historical references can be manifested in a multitude of ways, from well-designed and informative signs or plaques to sculpted figures reenacting an historic scene to motion-activated speakers that offer a poetic narration.
10. Demonstration projects should be used to attract attention to what’s happening in the neighborhood such as temporary visual and performance art events.
11. The City’s public art policies and guidelines should be used to maximize the potential of art projects in the public realm and the design of public infrastructure, such as parks, bicycle lanes, stormwater management, and transit facilities.
12. Public-private partnerships should be leveraged to create public art that enhances public infrastructure and open spaces, and maximize synergy with other developers, both public and private.
13. Innovative funding sources from both the public and private sectors should be sought to augment public art resources, such as partnerships with non-profits and crowd-funding events.
14. New technologies, such as Quick Response (QR) codes and geo-locational applications, should be embraced to allow audiences to access information about public art and other events going on in the neighborhood.