



CITY OF SAINT PAUL
Christopher B. Coleman, Mayor

25 West Fourth Street
Saint Paul, MN 55102

Telephone: 651-266-6700
Facsimile: 651-266-6549

DATE: June 3, 2016

TO: Planning Commission

FROM: Donna Drummond, Director of Planning

RE: Snelling-Midway Redevelopment Site: Public Hearing and Packet Materials

The Planning Commission is holding a public hearing on June 10, 2016 on three items related to the Snelling-Midway Redevelopment Site. These include: 1) Snelling-Midway Master Plan; 2) MLS Stadium Site Plan; and 3) a zoning clarification amendment related to outdoor sports and entertainment.

Material for all three items is in your packets for the June 10th meeting. This includes testimony received to date and the final report of the Snelling-Midway Community Advisory Committee. The public hearing testimony will be referred back to the Comprehensive Planning Committee for review and recommendation. The tentative date for a final recommendation by the Planning Commission is July 8, 2016.

Please let me know if you have any questions prior to the meeting (651-266-6556 or donna.drummond@ci.stpaul.mn.us).

PLANNING COMMISSION STAFF REPORT

1. **APPLICANT:** Nate Pearson, Tegra Group Inc. **FILE #** 16-042321
 2. **TYPE OF APPLICATION:** Site Plan Review **HEARING DATE:** June 10, 2016
 3. **LOCATION:** Snelling-Midway Redevelopment Site_(400 N. Snelling Ave *Temporary Address*)
 4. **PIN & LEGAL DESCRIPTION:** 34.29.23.32.0003 - Subj To Hwy 392 And With Esmts In Doc 1356o37 And Ex N 697 38/100 Ft Of Part S Of University Ave The W 82o 35/100 Ft Of Part Of W 1/2 Of Sw 1/4 Nly Of St Anthony Ave And E Of Snelling Ave In Sec 34 TWN 29 Rn 23. 34.29.23.32.0008 - Midway Shopping Center Lot 5 Blk 1
 5. **PLANNING DISTRICT:** District 13 (District 11 north side of University Ave.) **PRESENT ZONING:** T4
 6. **ZONING CODE REFERENCE:** Sections 61.402(c), 66.331, 66.341, 66.342 & 66.343
 7. **STAFF REPORT DATE:** June 3, 2016 **BY:** Lawrence Zangs
 8. **DATE RECEIVED:** June 1, 2016 **DEADLINE FOR ACTION:** September 29, 2016 (120 days)
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- A. **PURPOSE:** Planning Commission review of the site plan for a proposed 20,000 seat professional soccer stadium with expansion and standing room capacity to accommodate a maximum of 25,500 visitors and staff. This development is a first phase of what will eventually be a multi-phase redevelopment of the entire "super block" currently the site of former Metro Transit facilities and the Midway Shopping Center.
- B. **PARCEL SIZE:** The development site for the soccer stadium project is approximately 17 acres in size. Site area for this development includes vacant parcel (9.8 acres) owned by the Metropolitan Council (formerly the site of a Metro Transit bus garage) and an additional adjacent approximate 7 acres north and east of the Met Council parcel which is owned by RK Midway LLC (owners of the Midway Shopping Center).
[see site plan]
- C. **EXISTING LAND USE:** The soccer stadium development site is part of the larger 34.4 acre Snelling-Midway Redevelopment Site, that includes the Midway Shopping Center and a vacant parcel formerly used as the Metro Transit bus facility (demolished in 2001). The shopping center is a mixed commercial use and occupies the northern portion of the property. The vacant site of the former Metro Transit facility occupies most of the southern portion of the Snelling Midway site, with the exception of an approximate five-acre surface parking lot, immediately east of the Metro Transit property, owned by the shopping center owner (RK Midway). The subject property is bordered by two major arterial roads, Snelling Avenue on the west and University Avenue on the north. The southern side of the area is bordered by St. Anthony Ave. (a westbound frontage road to Interstate 94) and the eastern side is bordered by Pascal Street.
- D. **SURROUNDING LAND USE:**
North: A variety of commercial uses along University Avenue in a T2 district and primarily single family residential uses in an R4 district, with some multi-family uses along Snelling Avenue in an RM2 district.
East: Big box retail uses in a T4 district.
South: Interstate I-94 and one and two family residential uses in an RT1 district along with a variety of commercial uses along Snelling Avenue in a B3 district.
West: A variety of commercial uses in T3 and T4 districts along Snelling and University Avenues and residential uses in an RM2 district.

E. ZONING CODE CITATION:

- Findings for site plan review are listed in Sec. 61.402(c).
- Density and dimensional standards for T4 are found in Sec. 66.331.
- Special requirements for parking and mixed use buildings are found in Sec. 66.341.
- Design standards for T4 are found in Sec. 66.343.

F. PROJECT OVERVIEW: The applicant is proposing a 20,000 seat Major League Soccer stadium which will be home to the Minnesota United MLS soccer team, along with new streets (including utilities), open green spaces, 190 permanent off-street surface parking spaces, and 220 additional off-street spaces on two surface lots, intended for temporary use as parking until the land is redeveloped. The stadium will have retail space, associated with team merchandising. In addition to stadium food service, the stadium may include a craft brewer with taproom. The soccer stadium development site will occupy the southern half of the Snelling-Midway Redevelopment Site. This site is included in the Snelling-Midway Redevelopment Site Master Plan and will be re-designated T4M (Master Plan) upon approval of the master plan by the City Council.
(See attached plans.)

G. HISTORY.

The Metropolitan Council's 10 acre "bus barn" property at the Snelling-Midway site was announced in October, 2015, as the preferred location for a new Major League Soccer stadium by the Minnesota United FC. The balance of the superblock, bounded by I-94, Snelling and University Avenues, and Pascal Street, is owned by RK Midway and contains the Midway Shopping Center and several smaller commercial buildings. RK Midway indicated its intention to work with Minnesota United FC on a master plan for redevelopment of the entire superblock. S9Architecture from New York City was hired as the master plan designers and Populous from Kansas City was hired as the stadium architecture firm. The stadium site plan is the first phase of the master plan redevelopment.

H. DISTRICT COUNCIL RECOMMENDATION:

Union Park District Council has provided a statement (included in the packet) which outlines the neighborhood's questions regarding potential impact with the development of the stadium and future redevelopment of the Midway Shopping Center property. Union Park expressed their commitment to working with the City and engaging public discussion to find resolutions to the issues they have identified.

I. FINDINGS: Section 61.401(c) of the Zoning Code says that in "order to approve the site plan, the planning commission shall consider and find that the site plan is consistent with" the findings listed below.

1. *The city's adopted comprehensive plan and development or project plans for sub-areas of the city.*

The proposed project is consistent with the Saint Paul Comprehensive. The Snelling Station Area Plan (SSAP), part of the comprehensive plan, and the Land Use, Transportation, and Parks and Recreation chapters of the Saint Paul Comprehensive Plan were consulted to make this finding.

Snelling Station Area Plan (SSAP)

- The site is identified as an area of change in the SSAP, an area where change is welcome and should be encouraged whether through gradual infill and/or intensification or comprehensive redevelopment, page 13.
- The site is located in the mobility enhancement area in the SSAP, an area where a higher level of pedestrian activity is anticipated and a high quality pedestrian environment is key. A minimum of 14 foot wide sidewalks should be established in the mobility enhancement area, page 19.
- The vision of the SSAP calls for a vibrant commercial center, both a city-wide destination and local needs hub that successfully hosts and connects a multitude of uses. These could include corporate headquarters, retail stores, community services, local businesses, residential development, and cultural and entertainment destinations – all structured within a pattern of streets, blocks, and green gathering spaces that promote safer, more active streets and

- balanced options for movement and increased economic vitality, page 14.
- The SSAP notes that future retail will include a significant entertainment component, possibly at the bus barn site, page 12.
- The SSAP calls for a string of gathering places connected by an improved hierarchy of public streets and development blocks that could improve the accessibility and connectivity of these spaces to surrounding neighborhoods, page 19.
- The SSAP adds that a green open space might support development of a significant new employment center, research park, institutional campus, urban format retail center, hotel, or entertainment uses on this site, page 19.
- The bus barn site is a strategic parcel that could lend itself to a variety of uses including an expanded retail area, major corporate employment hub, hotel or conference facility, residential development and entertainment uses, page 26.

Citywide Comprehensive Plan Chapters – The Land Use chapter of the Comprehensive Plan identifies the redevelopment site as a neighborhood center located along a mixed use corridor; the bus barn site is identified as an undeveloped opportunity site. The Transportation chapter notes that when redevelopment opportunities become available, the traditional street grid pattern should be reinstated to increase neighborhood connectivity. The Parks and Recreation chapter calls for: 1) ensuring convenient and equitable access to parks and recreation facilities; 2) ensuring attractive, functional, and engaging four-season public spaces; 3) requiring that location and design of parks, open space, and trails be an integral part of large-scale redevelopment projects; and 4) utilizing storm water as a sustainable resource when parks are constructed or redesigned.

2. *Applicable ordinances of the City of Saint Paul.*

Site Plan may not meet the following T4 standards:

- Sec. 66.343(b)(3),(16)
The block length along St. Anthony from Simpson to Snelling at about 825' exceeds the max allowable length of 660'. The longer block is due to Simpson Place terminating with a cul-de-sac north of St. Anthony. MnDOT would not allow an intersection at this location. Though the block exceeds the maximum length, there would be pedestrian access north to Simpson Place. Terminating Simpson Place in a cul-de-sac is also discouraged per Sec.66.343(b)(16). However this is a new street that is generally improving accessibility of the site and is a cul-de-sac because of access limitation on St. Anthony and Snelling imposed by MnDOT, who owns both streets.
- Sec.66.343.(b)(14)a
The "burnished block" material indicated on the stadium facades does not appear to meet zoning standards per., "The following materials are generally not acceptable: -Unadorned plain or painted concrete block." This material should be changed or more information should be provided as to how it meets zoning standards.
- Sec.66.342.(b)(2),(3)
The surface parking lot east of the stadium exceeds allowable frontage. 60' is the maximum and about 275' is proposed. Alternatively, the lot could be split off as separate lot per Sec.66.342.(b)(3).
 - The current site plan shows a parking lot on the west side of the stadium. The future phases indicate this area will be developed for office buildings with one level of underground parking, with the rest of floors 2 and above. The proposed use of these parcels is intended for stadium event parking only and will not be used for off-street parking at other times. Staff encourages the development of the area west of the stadium for commercial office space and is not interested in the long term use of this area for parking. Consequently, staff is considering recommending that the parking be developed to a lesser standard than is required by City code; and stipulating a term limit as temporary use for parking, via an interim use permit. The City Council would need to approve the interim use permit. In any case the use of the area west of the stadium, as configured, does not meet T4 zoning for the same reasons as the eastern parking lot."

Need additional information to determine if Site Plan meets T4 Standards:

- Sec.66.331
The maximum front yard setback in T4 for a nonresidential or mixed use building is 10'. The majority of the stadium is set well beyond 10' from the street, but may be closer to 10' if the stair/landscaping structure is considered part of the structure. The precise dimension is unclear because it is not labeled and the reference scale is on the drawing is not scaled to 1 inch.
- Sec.66.343(b)(18)b
It is unclear if the northeast corner of the parking on the east side of the stadium is within 30' of a corner because the dimensions are unclear.
- Sec.66.343.(b)(13)c
A material description or sample is needed to determine if glass on windows and doors is meeting "glass on windows and doors shall be clear of slightly tinted."
- Sec. 66.331(a)
It is unclear if the stadium is meeting 1.0 FAR. There was no summary of total floor area, nor floor plans of each usable level of the stadium submitted. Also, no documentation of what areas of the site are excluded as available for future development.

Maximum Height of Structures in the T4 District Appears to be Met

- Sec. 66.331(h)
The Stadium height is 71'2" and the "membrane roofing" slopes back at slope less than 1:1 so the proposed stadium height is less than the 75 ft. maximum allowed without a conditional use permit.

Off-Street Parking

- 63.207(b)(c)
The site is in a traditional neighborhood district located adjacent (within ¼ mile) of University Avenue. No parking is required for this development [63.207(b)]. The parking provided does not exceed 40% [63.207(c)] of the minimum required [a 20,000 seat stadium would require 5000 parking space at the rate 1space per every 4 seats.] so a conditional use permit is not required. Given the above analysis, off-street parking, access to the stadium and related traffic issues are being evaluated as part of the environmental review process. [See AUAR document and comments in finding #7 of this staff report].

Parkland Dedication

- Sec. 69.511 (a) (b)
§ 69.511(a) *Parkland dedication requirement* provides that for platting of land for residential, commercial, or industrial development the city may require dedication of a reasonable portion of the buildable land for public use for parks and open space needed as a result of the plat, to a maximum of 9% of the total acreage of new lots for new residential or mixed-use development and to a maximum of 4% of the total acreage of new lots for new commercial or industrial development. This will be done as part of the platting process for the Snelling-Midway Redevelopment site.

§ 69.511(b) *One-time basis of parkland dedication requirements* provides that "once parkland has been dedicated or conveyed to the city under this section to meet the needs for parkland created by the plat, there shall be no further parkland dedication requirement under Sec. 63.701 at the time of building permits."

Based on the draft master plan, 4% of the 7.9 acre stadium site itself is 0.32 acre and 9% of the other 14 acres of buildable land is 1.26 acres. Dedication of 1.6 acres of parkland as part of the platting process would be enough to provide for residential uses to potentially be part of development on all but the stadium block itself. It appears that the proposed Victory Plaza and Midway Square park areas, not including proposed street right-of-way, would be over 2 acres.

Drainage Dedication

- Sec. 69.504

§ 69.511(g)(2) Dedication of Land provides that land be reserved for storm water detention ponds in locations designated in the comprehensive plan or as designated by the director of public works such that their use will ... substantially reduce the costs of the storm water disposal system. The area shall be shown and marked on the plat.

The city's comprehensive storm water management plan (SWMP) for the 34.4 acre site identified a central system to provide storm water management and rainwater reuse for all development sites including the stadium. The identified location is of suitable size, dimension, and general character. The Applicant's schematic storm water design (sheet C3.1) does not adequately support the intent and vision of the master plan or the city's comprehensive SWMP. There is insufficient information to determine why sheet C3.1 is a superior alternative from a cost or function standpoint. The site plan application does not indicate how the proposed storm water design is a more effective use of city infrastructure funds relative to the comprehensive approach in the master plan.

3. *Preservation of unique geologic, geographic or historically significant characteristics of the city and environmentally sensitive areas.*

The project site does not include any unique geologic, geographic or historically significant characteristics or environmentally sensitive areas.

4. *Protection of adjacent and neighboring properties through reasonable provision for such matters as surface water drainage, sound and sight buffers, preservation of views, light and air, and those aspects of design which may have substantial effects on neighboring land uses.*

The site is well served by utilities so access to adequate water, sewer, and power service should be met. There is further discussion on the location of public infrastructure, within the site, that is ongoing with the preliminary plat review for the stadium site. The location and siting of the stadium would not appear to present any particular impacts to views, light and air for the neighboring land uses. Analysis of noise impacts associated with the stadium have yet to be addressed so there needs to be further discussion regarding mitigation of this potential impact. Surface water drainage is discussed in Finding #8.

5. *The arrangement of buildings, uses and facilities of the proposed development in order to assure abutting property and/or its occupants will not be unreasonably affected.*

Consideration of impacts to abutting properties, such as traffic, crowd control, emergency response will need to be considered and more discussion and planning is required. Traffic planning and mitigation is an ongoing discussion involving MnDot (Snelling and I – 94), Ramsey County (University Ave) and the City for Pascal and other local streets. Emergency Response plans are needed in conjunction with certifying the stadium for occupancy. There will be additional plan needs for event days (crowd control, security, emergency medical, etc.)

6. *Creation of energy-conserving design through landscaping and location, orientation and elevation of structures.*

The proposed development is not obligated to meet the City's Sustainable Building Policy. The enclosed portion of the stadium structure will be required to meet energy code requirements of the MN State Building Code and the developer's designers have indicated they will incorporate energy-conservation in the stadium design. This will need further discussion with design staff.

7. *Safety and convenience of both vehicular and pedestrian traffic both within the site and in relation to access streets, including traffic circulation features, the locations and design of entrances and exits and parking areas within the site.*

- Fire Department vehicle access shall extend to within 150 feet of every portion of the exterior of the building. Access shall occur on public right of way or private drives on the same parcel as the building. Access shall have 20 feet of clear width and 13.5 feet of clear height.

- Traffic Impact Study for the proposed site is required. The analysis needs to include existing conditions, 1-year post build as well as a horizon year. The Transportation Study from the Master Plan AUAR uses a 2035 design year and does not provide an existing conditions analysis or 1-year post build analysis. The TIS needs to include an analysis of bike and pedestrian activity, inclusive of counts, as well as motorized activity.
 - MnDot has provided comments which are included in the packet with this report.
 - Representation of public versus private right-of-way needs to be included in the plans. There is no way to determine on the plans submitted for review what property is public and what is private.
 - Updated preliminary plat drawings, based on newer version of site plan, must be provided.
 - The developer will need to provide a game/event day Traffic Management Plan more specific to the stadium site than the information contained in the Transportation Plan of the AUAR.
 - Provide plans for pedestrian and bike circulation access. Plans should include design approach for transit access and associate pedestrian queueing for LRT and Buses.
8. *The satisfactory availability and capacity of storm and sanitary sewers, including solutions to any drainage problems in the area of the development.*
- Storm water treatment concepts shown for new north-south roads adjacent to the Great Lawn proposed for Phase 1 do not have clear details for conveyance and site discharge. The approach appears infeasible as shown.
 - Developer to submit a comprehensive sanitary sewer plan for the entire development including detailed Sewer Availability Charge unit Calculations using the 2015 SAC Procedure Manual
 - Developer to submit a narrative describing the storm water management plan. Modeling results cannot be evaluated until this narrative is provided.
 - Developer to submit geotechnical and environmental investigation reports
 - Include proposed City ROW limits on Plans
 - Identify Publicly-owned Sewers on Plan and Profile Drawings
 - Design Publicly-owned Storm Sewers within the development for the 10-year storm event, 24-hr duration
 - Developer to submit a Maintenance Exhibit identifying proposed maintenance obligations for the various site elements (street system, sewers, storm water facilities, etc.).
 - Site elements proposed to be maintained by Public Works will require the development and submittal of an Operations and Maintenance Manual from the Developer identifying activities and frequency. Further agreements may also be necessary.
9. *Sufficient landscaping, fences, walls and parking necessary to meet the above objectives.*
More details are needed regarding landscaping both in the private and public domains. Street trees will be required. The city forester will provide tree type location and installation requirements to designers responsible for preparing the landscape plans. More discussion is needed on developing landscape plans on private and/or public open space. Landscaping consideration will not only involve planting and turf arrangement but consideration for public art, compatibility with public use of space and surface storm water amenities.
10. *Site accessibility in accordance with the provisions of the Americans with Disabilities Act (ADA), including parking spaces, passenger loading zones and accessible routes.*
The stadium building and all areas of the site where the public may travel will need to meet the accessibility requirement of MN State Building Code (which incorporate provision of the ADA). Accessibility requirements are mandated for both private and public spaces. Staff review of the construction level plans will be looked at for compliance with these requirements.
11. *Provision for erosion and sediment control as specified in the Minnesota Pollution Control Agency's "Manual for Protecting Water Quality in Urban Areas."*
A Storm Water Pollution Prevention Plan (SWPPP) is required during construction. This document will need to be provided prior to final approval. The AUAR states to limit soil erosion, any construction plans will include measures that restrict and contain any soil erosion using a variety of methods including silt fencing, seeding, mulching, and limiting the exposure of open soils to wind

and rain. Discharge of storm water will be managed in accordance with the City's National Pollutant Discharge Elimination System (NPDES) municipal separate storm sewer systems (MS4) Storm water Permit, and Storm water Pollution Prevention Plan (SWPPP) and Construction Site Storm water Permit to ensure that erosion is limited and that any runoff-receiving water bodies are protected.

Gravel is not an approved surface for parking lots. Sediment control from gravel surfaces is difficult and often creates nuisance conditions that degrade water quality. The surface parking lot proposed adjacent to Snelling and west of the Stadium will be temporary until the market can support appropriate transit-oriented development at that location. It is not clear what surface will be provided for parking at that location. Any potential supplemental applications for the temporary parking lot which propose gravel as an interim surface cover must include on-going provisions for erosion and sediment control including a written and funded street sweeping maintenance plan.

I. STAFF RECOMMENDATION:

Based on the findings above, the staff is not making a recommendation at this time. Further development of the plans is required. Staff intends to meet stadium designer in the ensuing weeks and will provide further comment and recommendations to the Commission at that time.

Attachments

Zoning summary
Letters/emails/petitions
Plans and drawings
Photos
Aerial photos



APPLICATION FOR SITE PLAN REVIEW

Department of Safety and Inspections (DSI)
375 Jackson Street
Suite 220
Saint Paul MN 55101-1806
651-266-9086

STAFF USE ONLY

SPR # 16-042321
Fee \$ 11,848.00
Staff meeting date: _____
City agent [Signature]

APPLICANT (Main contact person for project)

Name NATE PEARSON
Company TEGRA GROUP, INC
Address 801 NICOLLET MALL
City MINNEAPOLIS State MN Zip 55402
Phone 612-360-6872 Email npearson@TEGRAGROUP.COM

OWNER (if different than the applicant)

Name NICK ROGERS Company _____
Address 4150 OLSON MEMORIAL #300, GOLDEN VALLEY, MN
Phone 612-584-8989 Email NICKR@MNUAILED.COM

PROJECT

Project name / description MLS STADIUM / AN APPROXIMATE 20,000 SEAT STADIUM
Project address / Location SNELLING AVE AND ST ANTHONY
Project start date : FALL, 2016
Project value (cost of construction not including cost of land) \$ 140 MILLION
Site area (area of construction limits in square feet) _____

Applicant's signature _____

Date 6-1-16

STAFF USE ONLY Type Site Plan Sub _____ Work _____ S.F. _____

Folder Name _____

PDF submitted: No email drive/disk drop box web site

Bond/letter of credit/escrow \$ _____ Date _____

Site plan approved by _____ Date _____

Work approved by _____ Date _____



Minnesota Department of Transportation

Metropolitan District
Water's Edge Building
1500 County Road B2 West
Roseville, MN 55113

June 3, 2016

Joshua Williams
City of St. Paul
Department of Planning and Economic Development
25 West 4th Street, CHA 1300
St. Paul, MN 55102

Name: Snelling Midway Stadium opening day plans
MnDOT Review Number: S16-018A
Location: NE quad of MN51 (Snelling Ave) and Saint Anthony Ave
City: Saint Paul County: Ramsey
CS: 6125

Dear Mr. Williams:

Thank you for the opportunity to review the Snelling Midway Opening Day Plans. Before any development occurs please address the following comments:

Design

There will be significant traffic, transit, bike and pedestrian concerns as this development moves forward which may require a MnDOT Layout Review. Coordinate with MnDOT as this project moves forward. A technical review will occur as the project becomes more detailed.

For questions regarding these comments please contact Nancy Jacobson at 651.234.7647
Nancy.L.Jacobson@state.mn.us

Traffic:

The proposed development meets the minimum threshold (2500 new trips) to require a traffic impact study for inclusion with the environmental document. Please include the area of Snelling avenue south to Selby Avenue and north to University Avenue. Please also include detail on how new coordinated signal timing would work during peak, non-peak and event times. Signal timing should favor interstate i-94 so that unnecessary queuing does not occur. MnDOT Traffic Impact Study guidance can be found in the MnDOT Access Management Manual located at:
<http://www.dot.state.mn.us/accessmanagement/resources.html>

For questions regarding these comments please contact Tony Fischer at 651-234-7875 or
jose.fischer@state.mn.us.

Right of Way (r/w):

1. St. Anthony Avenue is within the MnDOT R/W.
 - a. The Shuttle Bus Drop-Off / Pick Up needs to be confirmed that a Permit or an agreement is not needed.

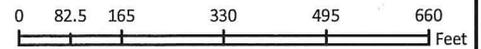
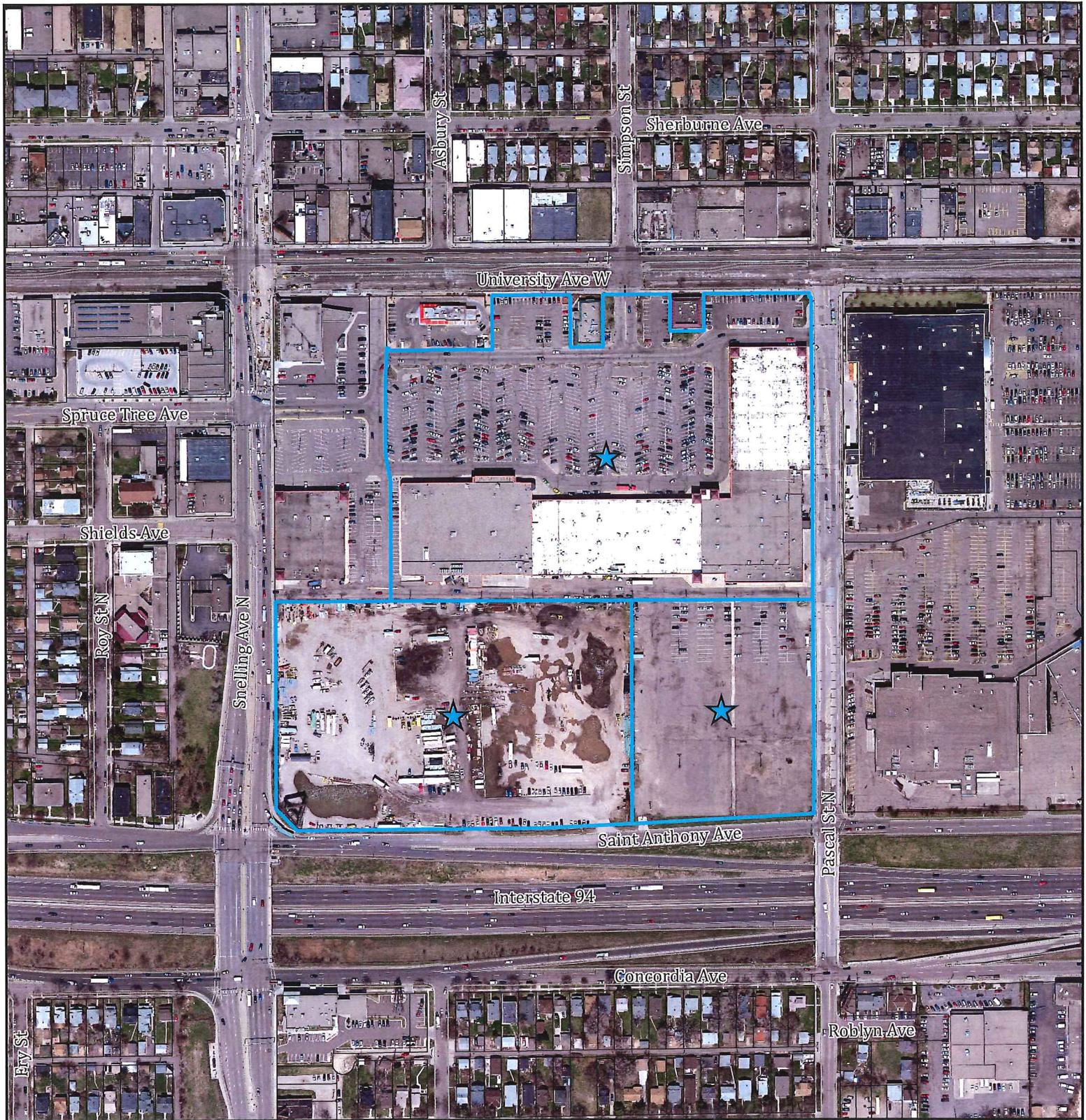
Sincerely,

A handwritten signature in black ink, appearing to read 'KScheffing', written in a cursive style.

Karen Scheffing
Principal Planner

Copy sent via E-Mail to:

Bruce Irish, Water Resources
Gayle Gedstad, Traffic
Mark Lindeberg, Area Engineer
Sheila Kauppi, Area Manager
Matt Aguirre, Right of Way
Nancy Jacobson, Design
Buck Craig, Permits
Larry Zangs, Saint Paul
Russ Owen, Met Council
April Crockett, Area Engineer
Brian Isaacson, I-94 project
Tony Fischer, Traffic
Gina Mitteco, Transit
Melissa Barnes, Bike & Ped



FILE NAME: Minnesota United Soccer Stadium Aerial

Aerial

 Subject Parcels

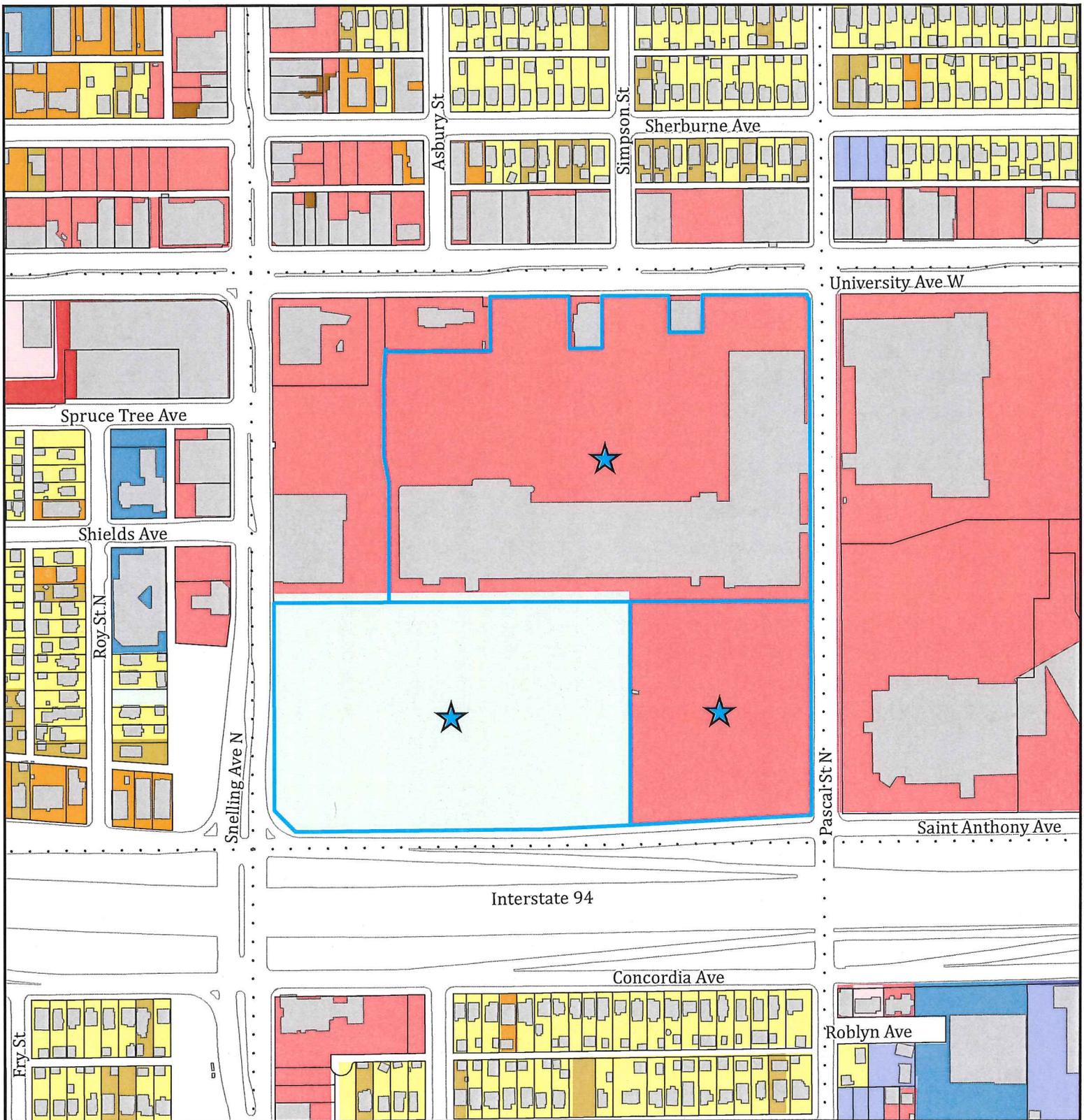
APPLICATION TYPE: Site Plan Review

FILE #: 16-042321 DATE: 6/3/2016

PLANNING DISTRICT: 13

ZONING PANEL: 14





FILE NAME: Minnesota United Soccer Stadium

APPLICATION TYPE: Site Plan Review

FILE #: 16-042321 DATE: 6/3/2016

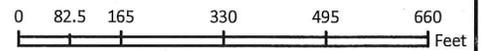
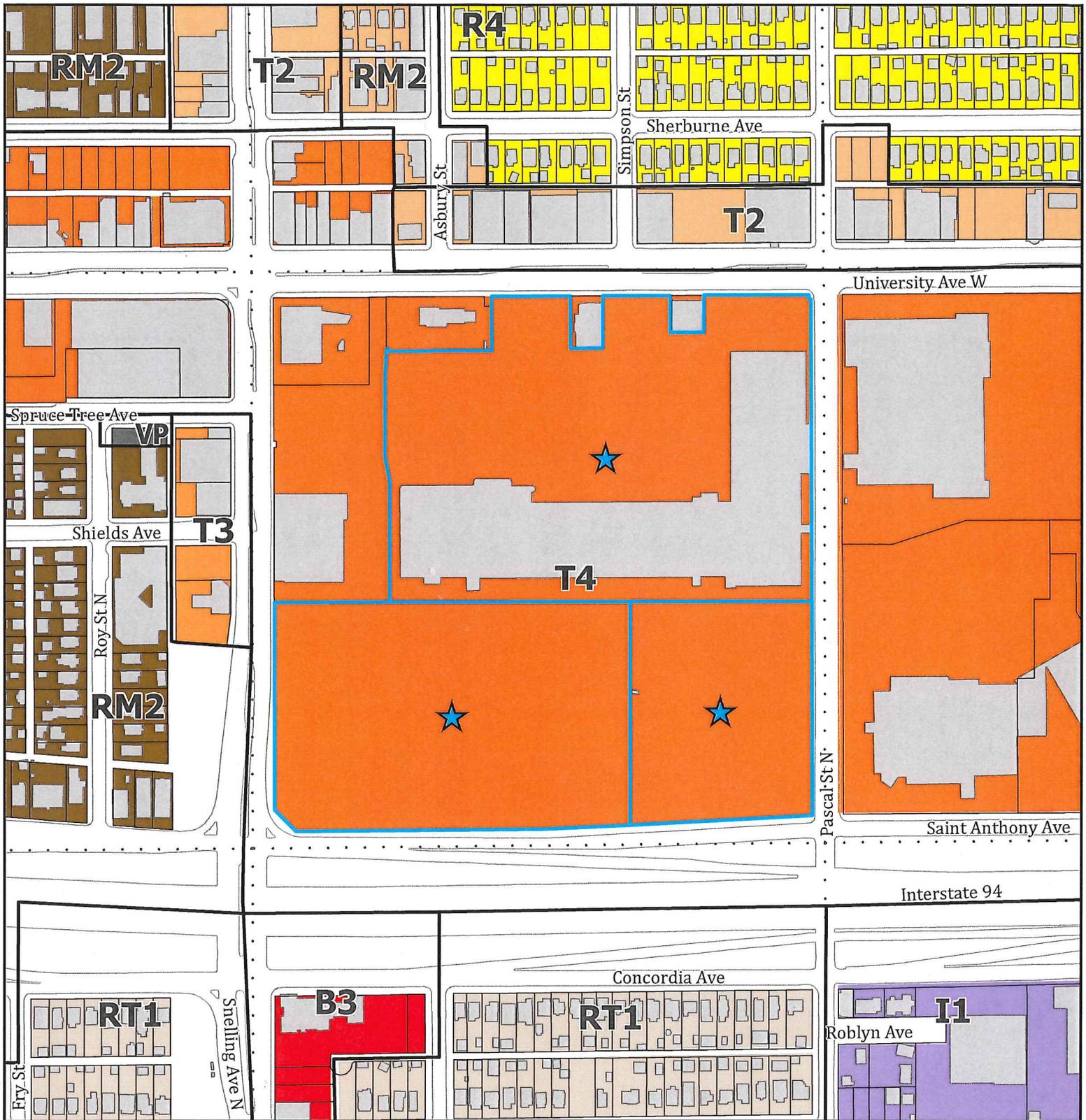
PLANNING DISTRICT: 13

ZONING PANEL: 14

Land Use

- Single Family Detached
- Single Family Attached
- Multifamily
- Office
- Retail and Other Commercial
- Mixed Use Residential
- Mixed Use Industrial
- Mixed Use Commercial and Other
- Industrial and Utility
- Institutional
- Undeveloped
- Subject Parcels
- Section Lines





FILE NAME: Minnesota United Soccer Stadium

APPLICATION TYPE: Site Plan Review

FILE #: 16-042321 DATE: 6/3/2016

PLANNING DISTRICT: 13

ZONING PANEL: 14

Zoning

- Subject Parcels
- Section Lines
- R4 One-Family
- RT1 Two-Family
- RM2 Multiple-Family
- T2 Traditional Neighborhood
- T3 Traditional Neighborhood
- T4 Traditional Neighborhood
- B3 General Business
- I1 Light Industrial
- VP Vehicular Parking



PLANNING COMMISSION STAFF REPORT

1. **FILE NAME:** Snelling-Midway Redevelopment Site – Master Plan **File #** 16-043-090
 2. **APPLICANT:** Minnesota United FC and RK Midway **HEARING DATE:** June 10, 2016
 3. **TYPE OF APPLICATION:** Master Plan
 4. **LOCATION:** Snelling-Midway Redevelopment Site
 5. **PLANNING DISTRICT:** District 13 (District 11 on the north side of University Avenue) **PRESENT ZONING:** T4
 6. **ZONING CODE REFERENCE:** §66.315; §66.331; §66.342; §66.343; §66.344
 7. **STAFF REPORT DATE:** June 3, 2016 **BY:** Kady Dadlez
-

- A. **PURPOSE:** Request for master plan approval of the Snelling-Midway redevelopment site as a mixed use transit oriented urban village with outdoor sports stadium.
- B. **PARCEL SIZE:** The redevelopment site is 34.4 acres in size.
- C. **EXISTING LAND USE:** About 24 acres is occupied by an auto-oriented single story shopping center and associated surface parking. The balance of the site is currently vacant.
- D. **SURROUNDING LAND USE:**
 - North:** A variety of commercial uses along University Avenue in a T2 district and primarily single family residential uses in an R4 district, with some multi-family uses along Snelling Avenue in an RM2 district.
 - East:** Big box retail uses in a T4 district.
 - South:** Interstate I-94 and one and two family residential uses in an RT1 district along with a variety of commercial uses along Snelling Avenue in a B3 district.
 - West:** A variety of commercial uses in T3 and T4 districts along Snelling and University Avenues and residential uses in an RM2 district.
- E. **ZONING CODE CITATION:** §66.315 describes the intent of the T4 traditional neighborhood district; §66.331 describes dimensional standards; §66.342 describes the parking requirements in T3 and T4 districts; §66.343 describes the traditional neighborhood district design standards; and §66.344 describes the traditional neighborhood district planning requirements.
- F. **DISTRICT COUNCIL RECOMMENDATION:** The Union Park District Council passed a resolution stating that critical details about how the redevelopment of the site will impact neighbors and businesses are not yet clear and that no opportunities for future public engagement have been established. They added that they are committed to working with the city on mitigation of identified issues and to engaging the public in development of solutions. Identified issues include: traffic flow; pedestrian safety; bicycle access; encouraging transit use; noise and light; crime and public safety; construction impacts; non MLS use of stadium; need for community benefits agreement; transparency in Midway Center plans; use of local and minority businesses and workforce in the development; support for current businesses in transition; evaluation of economic impacts; and plan for eventual Minnesota departure. To that end, the Union Park District Council will develop a Midway Center Redevelopment Task Force to partner with the City of Saint Paul, RK Midway, and Minnesota United to serve as a conduit for community engagement, advocate for opportunities for neighbors to address issues, and to seek equitable positive solutions that strengthen the quality of life, business climate and livability of the neighborhood. See attached letter.
- G. **HISTORY/DISCUSSION:** The Snelling-Midway redevelopment site is located midway between downtown Saint Paul and downtown Minneapolis. It is bounded on the west by Snelling Avenue, on the north by University Avenue, on the east by Pascal Street, and on the south by Interstate I-94 and St. Anthony Avenue. The site is sometimes referred to as the “super block”. It is home to Midway Center, an auto-oriented shopping center on the southeast corner of Snelling and University Avenues, built in 1954. The site also encompasses the former site of the Twin Cities Rapid Transit Company street car barns where street cars were built, serviced, and stored. The street car barns were converted to serve buses in 1954 and were demolished in 2001. This portion of the site is sometimes referred to as the “bus barn” site.

The site is well served by transit with Green Line light rail trains and bus service along University Avenue and bus rapid transit (BRT) service along Snelling Avenue that is scheduled to begin mid-June. There is a light rail transit (LRT) station at the intersection of Snelling and University Avenues. Platforms serving east and westbound trains are located on the east and west sides of Snelling Avenue, respectively. The site is located in the Union Park neighborhood. Directly across University Avenue to the north is the Hamline-Midway neighborhood.

The 34.4 acre site has two property owners. The Metropolitan Council owns 9.8 acres at the southwest corner of the site known as the "bus barn" site. RK Midway owns the balance of the site, 24.6 acres, which is occupied by the shopping center and off-street parking. There is approximately 326,000 square feet of existing retail space with 1,700 parking spaces.

The property is zoned T4, traditional neighborhood district. The intent of the T4 district is to provide for high-density, transit-supportive, pedestrian-friendly mixed-use development. It is particularly intended for use near transit stops along fixed rail corridors, where a greater reliance on transit makes high-density mixed-use development possible and desirable. Section 66.344(b) of the Saint Paul Zoning Code provides for master planning in traditional neighborhood districts:

Master Plan - For a contiguous area of at least fifteen (15) acres in traditional neighborhood districts, a master plan may be provided for review and recommendation by the planning commission and approval by city council resolution. The master plan may be already in existence, or it may be prepared by city staff or by the applicant or developer. A traditional neighborhood area for which a master plan has been adopted by the city council shall be designated as a T1M, T2M, T3M, and/or T4M district.

The Metropolitan Council's 10 acre "bus barn" property at the Snelling-Midway site was announced in October, 2015, as the preferred location for a new Major League Soccer stadium by the Minnesota United FC. The balance of the superblock, bounded by I-94, Snelling and University Avenues, and Pascal Street, is owned by RK Midway and contains the Midway Shopping Center and several smaller commercial buildings. RK Midway indicated its intention to work with Minnesota United FC on a master plan for redevelopment of the entire superblock. S9Architecture from New York City was hired as the master plan designers and Populous from Kansas City was hired as the stadium architecture firm.

Last October the City solicited applications for a Snelling-Midway Community Advisory Committee (SMCAC). In November Mayor Coleman appointed 21 community members from a list of 210 applicants, plus representatives of Minnesota United, RK Midway, and the Metropolitan Council, to sit on the CAC. The purpose of the CAC was to advise City officials, staff, and the owners/developers and designers as they develop a master plan and stadium site plan for submission to the City.

The SMCAC held nine meetings from December 2015 to May 2016. SMCAC conversations included discussions of community needs and desires for the redevelopment. The SMCAC also heard presentations on the project plans, designs, and environmental review process and weighed in on what they saw and heard. This input was conveyed to the architects and planners for consideration and incorporation of ideas into the plans. The SMCAC also issued a final report, which is included in the attachments.

Community engagement also included four public open houses (the last will be held June 7th) where information was presented and attendees were invited to provide input at topic break-out tables with “dot-voting” and open-ended questions. More than 300 people attended the first three meetings. Traffic, parking, noise, light, building heights, building design, and residents and businesses being priced out of the neighborhood were some of the more frequent concerns expressed. A summary of input from these meetings and other background information is available at the project web page at www.stpaul.gov/midway.

According to the provisions of the agreements between the City, Minnesota United FC, and the Metropolitan Council, the Metropolitan Council will continue to own its 10 acre property and lease the property to the City. The City will in turn sublease the property to Minnesota United FC. Minnesota United will construct and pay for the stadium and convey ownership to the City.

Snelling-Midway Redevelopment Site Master Plan - RK Midway, Minnesota United FC, S9 Architecture and Populous have submitted a master plan for review by the City, dated April 18, 2016 (Revised May 24, 2016). The goal of the master plan is to create a new transit-oriented urban village surrounding a stadium that includes retail, office, residential, hotel, entertainment, and public open space uses. The master plan represents a vision of the type and amount of development the site could accommodate at full build-out based on what is allowed by existing zoning and the comprehensive plan. The master plan specifies where new public open spaces and streets will go and how the street rights of-way will be designed to serve pedestrian, bicycle and vehicle traffic. The master plan also determines uses, maximum density and scale. The exact density of the private development actually built on the site will be determined by what the master plan allows and what market forces make feasible.

The block development concepts illustrated in the master plan represent one of many possible development scenarios. The purpose is to illustrate how the principles and objectives for new development could be realized over time. They are not intended to be exactly prescriptive for evaluating future development proposals but are examples of how the vision, goals, and objectives of the master plan can be realized.

In addition to being consistent with the master plan, all future development on the site, including both public facilities and private development must be consistent with T4 zoning. This zoning sets general uses, minimum densities, and scale in terms of building heights. Traditional neighborhood zoning districts also include design standards related to: land use diversity; landscaping; entrance locations; door and window openings; materials and detailing; screening; parking location and design; and sidewalks.

All new private development must go through the site plan review process before it is built (in part, to make sure it is consistent with the master plan and zoning). The Planning Commission has the option to hold a public hearing to gather community input on any site plan and may choose to do so for future developments on the superblock. If plans do not meet requirements of T4 zoning or the master plan a variance of either the zoning requirements or a modification of the master plan would be needed. These processes require a public hearing and provide an opportunity for community input.

Master Plan Design Principles – According to the submittal, the follow design principles guided the development of the master plan:

- **Transit oriented development – pedestrian first walkable neighborhood**
 - direct link to the Green Line train station and BRT stops
 - public open spaces for citizens of the Twin Cities
 - creation of new mixed use neighborhood
- **Amending the street grid and urban fabric**
 - creation of a new neighborhood district respective to surrounding existing neighborhoods
 - walkable block dimensions
- **Emphasis on public open spaces**
 - creation of open space network
 - connecting parks and bike paths
 - creation of new public open spaces for four season use
- **Mixed-use with 24-7 active retail street fronts**
 - mix of 24/7 uses including stadium, office, retail, residential, entertainment, hotel, and open space
 - active retail street fronts on principal streets
 - day and night uses
 - mix of international, regional, and local programs
- **Sustainable storm water management with green infrastructure and sustainable landscape**
 - green infrastructure such as tree trenches, rain gardens, boulevard swales, and green roofs
 - sustainable landscape
 - permeable paving surface
 - irrigation cistern
 - grey water recycling station
 - water feature incorporating stormwater management system

H . FINDINGS:

1. This finding discusses the master plan.

Planned land uses may include everything that is available in a vibrant city. Office space where people go to work, residential space where they live, retail space where they shop, open space where they gather and recreate, along with entertainment (cinema and bowling), hospitality, and hotel spaces. Open spaces will be designed to be accessible for all four seasons and used for neighborhood and citywide events. A major league soccer (MLS) stadium is planned for the southern-central portion of the site.

Master Plan: Planned Land Usage	
Open space	4.2 acres
Streets/sidewalks/bicycle lanes	8.3 acres
Stadium	7.9 acres
Surface parking	1.9 acres
Developable blocks	12.1 acres

The planned street and block pattern shown on the master plan breaks down the super block, amending the street grid and creating walkable blocks, similar to those found in the surrounding neighborhoods. The master plan calls for extending Shields Avenue eastward from Snelling Avenue through the site to Pascal Street. This new primary east-west street features separated bike lanes in each direction. The existing traffic signal at Spruce Tree Avenue will be relocated to Shields Avenue and a future signal at Pascal Street will be installed when traffic conditions warrant it.

A second east-west street is created by extending existing Spruce Tree Avenue west of Snelling Avenue into the site through to Pascal Street; this will be a secondary street. Two new internal secondary north-south streets in the approximate location of existing Asbury and Simpson Streets to the north provide for site circulation. A third north-south street just east of the planned open space south of University Avenue is planned to provide access to the proposed single story shops immediately to the east. The internal secondary streets provide varied access to Snelling Avenue, University Avenue, St. Anthony Avenue, and Pascal Street and offer on-street parallel parking where appropriate

The perimeter street along the west side of the stadium provides access to University Avenue and features a cul-de-sac since access to St. Anthony Avenue is strictly regulated by the Minnesota Department of Transportation (MnDOT). The perimeter street along the east side of the stadium provides access to University Avenue and St. Anthony Avenue (however it is unclear whether the access to St. Anthony Avenue is a through street for regular traffic or whether it is for emergency vehicle access only). Curbless streets that allow for vehicle traffic but can also be closed and used exclusively for pedestrians are planned for the site. It is anticipated that some of the streets within the site could be closed to vehicles during events. It is unclear at this point which streets or portions of streets are public and which are private. This needs to be determined.

The master plan calls for 15 foot side sidewalks (including boulevard area) along Snelling Avenue, Pascal Street, and along the new internal streets. It is unclear what the master plan calls for along University Avenue and St. Anthony Avenue for sidewalk width.

All of the blocks in the master plan are programmed for first floor retail and service establishments. Other ground floor uses could include lobbies for office buildings, cinema, health club, and hotels. Office buildings are proposed along Snelling Avenue to create a corporate address and business boulevard. Residential uses are proposed for the northeast corner of the site. Hotels are proposed for the southeastern portion of the site. The master plan suggests a configuration of uses for the site. The actual configuration will be determined by the market forces. Building heights shown in the master plan represent what could be allowed under existing zoning; there are no specific developments, aside from the stadium, proposed at this time.

A large public open space along University Avenue north of the stadium is planned. A smaller open space southwest of the stadium and a pedestrian plaza at the northwest corner of the site are also planned. It is unclear whether these spaces will be publicly or privately owned, who will make improvements to them, and who will maintain them.

Surface parking is planned for the southeast corner of the site at Pascal Street and St. Anthony Avenue. A level of subsurface parking is planned for each block to serve retail, service, and entertainment uses. Structured parking sandwiched above first floor retail and service uses will serve the office, residential, and hotel uses above. On-street parking would be allowed on internal streets where appropriate.

Land Use Program:	
Maximum	
Office	1,000,000 square feet
Retail – cinema, bowling, fitness club	421,000 square feet
Residential	620 units
Hotel	400 rooms
Stadium	20,000 to 25,500 seats
Parking	4,680 spaces

The master plan changes the public realm on the edge of the super block, transforming Snelling Avenue into a boulevard with wider sidewalks and street trees and calls for active ground floor uses such as shops, cafés, and office building lobbies at street level. It provides more pedestrian space and a buffer area along the travel way, the furniture zone, to make it feel more comfortable to walk along. The master plan identifies open space at the southwest corner of the site with landscaping and hard scape for gathering.

Anticipated development phasing - The stadium site is the first phase of development. This includes the stadium, the open space immediately north of the stadium, surface parking east of the stadium, a plaza west of the stadium, and temporary surface parking lot with 220 spaces west of the stadium along Snelling Avenue. The temporary parking lot is needed in the short term to serve the stadium until future structured parking that can be shared with other uses is built. It is anticipated that some of the future structured parking will be available for stadium visitors when event times do not conflict with peak demand time for building users.

Subsequent phasing is unknown at this time. It will be determined by market interest and demand. As stated in the Alternative Urban Areawide Review (AUAR) for the project, the northern portion of the project site will require an environmental investigation prior to redevelopment to identify contamination and prepare cleanup plans.

What is presented is the anticipated program of land uses, this may change but the general underlying principles for development apply to any new development. The location of streets, sidewalks, and bicycle lanes, as well as treatment of parking and hierarchy of open spaces will remain regardless of the fluctuations in mix of land uses and density and heights of structures. The intent of the master plan is to guide development of the built form and public realm for the transit oriented mixed use urban village to achieve the vision of the master plan without being too prescriptive about placement of land uses or design and heights of buildings.

2. This finding discusses parking requirements in T4 traditional neighborhood districts in §66.342 and how the master plan meets them.

a. **Amount of parking:** No off-street parking for development is required because the property is located in a traditional neighborhood district that is within ¼ mile of University Avenue. The amount of parking provided will be up to the developer to determine based on the needs of the development and in consideration of the amount of transit available nearby.

b. Surface parking may be located:

(1) To the rear of the principal building or within the rear yard area of the parcel. The master plan calls for the majority of off-street parking to be located underground or aboveground in mixed use structures. On-street parking is planned where appropriate. There is one surface parking lot in the master plan. It is located at the southeast corner of the site in the side yard of the proposed stadium. No additional surface parking is shown. An interim parking lot that is not part of the master plan is proposed at the southwestern portion of the site to serve the stadium on event days only until such time as other development with associated parking is built that can be shared with the stadium. An interim use permit is needed for this parking lot since it is considered to be temporary and does not meet the T district standards.

(2) In an interior side yard if rear parking is impractical or insufficient. Surface parking areas and entrance drives accessory to a principal building or use may occupy no more than sixty (60) feet of the total lot frontage. As noted above, the surface parking lot southeast of the proposed stadium is located in the easterly side yard of the stadium, not an interior side yard. In addition, the parking lot occupies more than 60 feet of the total lot frontage. Therefore a variance of this requirement is needed for the parking lot.

(3) On a separate lot, in compliance with section 63.304, provided that surface parking is not permitted as the principal use of a lot unless it is shared among multiple businesses or uses. This requirement does not apply in this case.

(4) If a variance of this parking placement requirement is necessary to allow parking in front of a building because of special needs and site constraints, there should be a good pedestrian connection between the sidewalk and building entrance, and the area should be well landscaped. This requirement does not apply since surface parking is not planned in front of a building.

3. This finding discusses the T4 dimensional standards, Section 66.331, and how the master plan intends to meet them. The traditional neighborhood district dimensional standards address density, building height, and yard setback requirements.

Density - The T4 zoning district has a minimum floor area ratio of 1.0 for lots over 25,000 square feet in light rail station areas. Floor area ratio (FAR) is the total floor area of all buildings or structures on a zoning lot divided by the area of said lot. FAR is a measurement of development density. Higher FARs equate to more dense development of a parcel.

The FARs calculated for the development blocks shown in the master plan range from 4.1 to 5.2 (refer to the Snelling-Midway FAR calculations figure and Floor Area Ratios Examples of Existing Properties Along University Avenue in Appendix A of the SMCAC report). The density shown in the master plan indicates what could be built. The exact density of development actually built will be determined by what market forces make feasible.

The comprehensive plan calls for higher density development to support transit use. It also promotes principles of traditional urban form in the design of new commercial buildings. Staff recommends the planning commission encourage greater density for the Snelling-Midway redevelopment site by requiring a FAR greater than 1.0 for development within the master plan boundary. The FAR of the proposed stadium is yet to be determined. Staff is considering requiring a minimum FAR greater than 1.0.

Building Height- Minimum building height in the T4 zone is 25 feet and the maximum building height is 75 feet. Height of structures may exceed the maximum if set back from the side or rear setback lines a distance equal to additional height. Additional height may also be permitted with a conditional use permit (CUP). In that case structures must be stepped back one foot from all setback lines for every 2 ½ feet of height over 75 feet. A shadow study may be required for a conditional use permit application to help determine the impact of the additional height.

Most of the structures shown in the master plan exceed 75 feet in height. Therefore, it is likely that most future development will require setbacks or conditional use permits to achieve the proposed building heights. Based on the submitted site plan it appears that the proposed stadium meets the height requirements and will not need a CUP.

Yard Setback – For multifamily uses in T4 zones the minimum front yard setback is 10 feet; the maximum is 25 feet. No specific plans have been submitted for residential uses at this time. For nonresidential or mixed use developments in T4 zones the minimum setback requirement is 0 feet and the maximum setback is 10 feet. However, for properties fronting on University Avenue a minimum 4 foot front yard setback is required. The 4 foot setback must be either landscaped or paved. If paved (preferred), the property owner may provide a permanent easement to the City to provide additional sidewalk space. An additional 6 feet may be added to provide an outdoor activity zone, pedestrian seating or amenities, resulting in a building setback of 10 feet. No side or rear yards are required along the interior lot lines except as otherwise specified in the building code; provided, that if walls of structures facing such interior lot lines contain windows or other openings, yards of not less than 6 feet shall be provided. It is yet to be determined whether variances will be required for the stadium.

4. This finding discusses the traditional neighborhood district design standards in §66.343 and how the master plan meets them.

(1) Land use diversity. In general, it is desirable for each block to include some diversity in housing type, building type, and mix of land uses. The master plan includes a diversity of land uses.

(2) Transitions to lower-density neighborhoods. Transitions in density or intensity shall be managed through careful attention to building height, scale, massing and solar exposure. The site is surrounded by commercial uses and major thoroughfares; transitions to lower-density neighborhoods will be managed through attention to building height, scale, massing, and solar exposure.

(3) Block length. Block faces in mixed use areas shall typically not exceed four hundred (400) feet. Block faces in residential areas shall typically follow the pattern of neighboring blocks, but shall not exceed six hundred sixty (660) feet, the length of the standard Saint Paul block. This standard may be modified to ensure compliance with the city's adopted comprehensive plan and development or project plans for sub-areas of the city. The proposed block lengths along Snelling Avenue, University Avenue, and Pascal Street are consistent with the block lengths to the north and west but scaled plans with dimensions have not yet been provided. The two blocks along St. Anthony Avenue are approximately 825 feet and 450 feet. The larger block lengths are needed due to MnDOT's limitations on vehicle access to St. Anthony Avenue. This circumstance makes compliance with this standard impractical. A variance from this standard is required as part of the stadium site plan review and approval.

(4) Compatible rehabilitation and reuse. Remodeling, additions or other alterations to existing traditional buildings shall be done in a manner that is compatible with the original scale, massing, detailing and materials of the original building. Original materials shall be retained and preserved to the extent possible. No rehabilitation or reuse of buildings is planned.

(5) Use established building facade lines. New buildings shall relate to the established building facade line on the block where they are located. On most nonresidential or mixed use blocks, this is the inside edge of the sidewalk. For corner buildings, each facade that fronts a public street shall maintain the established building facade line. Portions of the facade may be set back a greater distance to emphasize entries or create outdoor seating and gathering areas. All new development is planned for the site. As development occurs, the established facade lines will be used to guide subsequent development.

(6) Buildings anchor the corner. New buildings on corner lots shall be oriented to the corner and both public streets. On corner lots at light rail transit station platforms, no portion of a structure shall be permitted in the triangular area of the lot included within fifteen (15) feet of the corner along each lot line. The master plan calls for buildings at the Snelling and University and Pascal and University to anchor the corners with larger corner setbacks.

(7) Front yard landscaping. Front yard areas located between the principal building and the street shall be landscaped, except on University Avenue where the first four (4) feet may be paved similar to the public sidewalk. Other hard surfaced front yard areas should include amenities such as benches, tables, and planters. The master plan calls for front yard planting but no preliminary landscaping plan has been submitted.

(8) Building facade continuity. New buildings along commercial and mixed-use streets shall provide a continuous facade along the street. Where breaks occur, the street edge shall be continued through the use of fencing, low walls and/or landscaping. The building facade continuity standard must be met for future development.

(9) Building facade articulation. The bottom twenty-five (25) feet of buildings shall include elements that relate to the human scale. These should include doors and windows, texture, projections, awnings and canopies, ornament, etc. The building facade articulation standard for future development must be met. Aside from the stadium, building design details are not yet available.

(10) Building height - treatment of 1-story buildings. New buildings of two (2) or more stories are encouraged. One-story buildings shall be designed to convey an impression of greater height in relation to the street. This can be achieved through the use of pitched roofs with dormers or gables facing the street, a higher parapet, and/or the use of an intermediate cornice line to separate the ground floor and the upper level. Except for the "shops in the green" no single story buildings are proposed in the master plan and are strongly discouraged. If they are proposed, they shall be designed to convey an impression of greater height in relation to the street.

(11) Definition of residential entries. Porches, steps, pent roofs, roof overhangs, hooded front doors or similar architectural elements shall be used to define all primary residential entrances. Future development must meet the definition of residential entries standard. Aside from the stadium, no building design details are available.

(12) Entrance location. There shall be a primary pedestrian building entrance on all arterial or collector streets. At a corner location where both streets are arterial or collector streets, this standard may be satisfied with a single entrance at the corner. In multi-tenant buildings, any ground floor use with street frontage shall have an entrance facing the street. For all new buildings within the master plan boundary there should be a primary pedestrian building entrance on all streets, not just along arterial and collector streets.

Aside from the stadium, no building design details are available.

(13) Door and window openings - minimum and character.

a. For new commercial and civic buildings, windows and doors or openings shall comprise at least fifty (50) percent of the length and at least thirty (30) percent of the area of the ground floor along arterial and collector street facades. For all new commercial and civic buildings within the master plan boundary windows and door openings should comprise at least 50 percent of the length and at least 30 percent of the area of the ground floor.

b. Windows shall be designed with punched and recessed openings, in order to create a strong rhythm of light and shadow. There is not sufficient detail to determine if this requirement is met for the stadium. Future development must meet this standard.

c. Glass on windows and doors shall be clear or slightly tinted, and allow views into and out of the interior. There is not sufficient detail to determine if this requirement is met for the stadium. Future development must meet this standard.

d. Window shape, size and patterns shall emphasize the intended organization of the facade and the definition of the building. There is not sufficient detail to determine if this requirement is met for the stadium. Future development must meet this standard.

(14) Materials and detailing.

a. Residential buildings of more than six (6) units and nonresidential or mixed use buildings shall be constructed of high-quality materials such as brick, stone, textured cast stone, tinted masonry units, concrete, glass or metal. There is not sufficient detail to determine if this requirement is met for the stadium. Future development must meet this standard.

The following materials are generally not acceptable:

- Unadorned plain or painted concrete block;
- Tilt-up concrete panels;
- Synthetic stucco products;
- Reflective glass; and
- Vinyl, fiberglass, asphalt or fiberboard siding.

b. All building facades visible from a public street or walkway shall employ materials and design features similar to those of the front facade. This requirement is met for the stadium. Future development must meet this standard.

(15) Screening of equipment and service areas. If an outdoor storage, service or loading area is visible from adjacent residential uses or a public street or walkway, it shall be screened by a decorative fence, wall or screen of plant material at least six (6) feet in height. Fences and walls shall be architecturally compatible with the primary structure. There is not sufficient detail to determine if this requirement is met for the stadium. Screening of equipment and service area requirements for future development must be met. Aside from the stadium, no building design details are available.

(16) Interconnected street and alley network. The existing street and alley network shall be preserved and extended as part of any new development. If the street network has been interrupted, it shall be restored whenever possible. Cul-de-sac streets are discouraged; crescent-shaped or courtyard street arrangements may be used when street connections are impractical. The master plan restores the street network. A cul-de-sac street is planned along the west side of the stadium since MnDOT will not allow access on St. Anthony Avenue and limits access to Snelling as well. The cul-de-sac is needed to provide emergency vehicle access and site circulation.

(17) On-street parking. Streets shall generally have parking on both sides to buffer pedestrians, calm traffic and supplement off-street parking unless the space is needed to accommodate traffic volume, emergency vehicles, transit or deliveries. Parking bump-ins are permitted in special cases (such as adjacent to large development sites) in conjunction with a redevelopment project that has at least three-hundred (300) feet of street frontage. On street parking requirements for future development must be met.

(18) Parking location and design.

a. Off-street parking shall be provided within a principal structure, underground, or to the rear of buildings to the greatest extent possible. Limited side yard parking may be appropriate. Entrance drives and garage doors for underground or structured parking may face the street, except adjacent to light rail transit platforms, but shall be designed for pedestrian convenience and safety. Except for the proposed surface parking lot in the side yard of the stadium at the southeast corner of the site, this requirement will be met at full build out. As development proceeds, existing surface parking will be removed to make way for structures and parking will be provided underground or within structures.

b. Surface parking shall not be located within thirty (30) feet of a corner. Buildings shall be located to emphasize and "anchor" the corner whenever possible. The master plan likely does not meet this standard. The planned parking lot at the southeast corner of the site is likely located less than 30 feet from the corner of Pascal Street and Pascal Lane. Scaled plans need to be submitted to determine this. A variance from this standard will likely be required as part of the stadium site plan review and approval.

c. Vehicular entrances to structured parking shall be minimized so that they do not dominate the street frontage of the building. Possible techniques include recessing the entry; extending portions of the structure over the entry; using screening and landscaping to soften the appearance of the entry; using the smallest curb cut and driveway possible; and subordinating the vehicular entrance to the pedestrian entrance in terms of size, prominence in the streetscape location, and design emphasis. Future development must meet this standard. Aside from the stadium, no building design details are available.

d. New above-grade parking structures fronting on arterial and collector streets shall be lined with active commercial/retail uses at street level with direct access to the sidewalk. The master plan calls for active commercial/retail uses at street level with direct access to the sidewalk. The master plan does not propose any free-standing parking structures.

e. Upper levels of new parking structures shall be designed with exterior wall treatments, detailing, fenestration and materials that screen the view of vehicles and relate to existing adjacent buildings. The master plan calls for structured parking on floors above the first floor retail to serve the office, residential, hotel and cinema uses above. Future development must meet this standard.

(19) Residential garage location. Attached residential garages shall be recessed at least ten (10) feet behind the front facade of the building. Detached residential garages shall be located in the side or rear yard, recessed at least twenty-five (25) feet behind the front facade of the building. When an alley is present, garages shall be located in the rear yard and accessed through the alley. Individual residential unit garage entrances shall be off alleys or interior courtyards. No residential development is proposed where this requirement would apply.

(20) Parking lot lighting. Pedestrian-scale lighting shall be provided within parking areas. Light standards shall be no more than twenty-five (25) feet in height in parking lots and sixteen (16) feet in height along interior sidewalks and walkways, and have a downcast glow. Parking lot lighting requirements for future development must be met. There is not yet sufficient detail to determine if this requirement will be met for the stadium site plan.

(21) Entrance location for transit access. New and existing retail, office and multifamily housing shall coordinate with the transit agency in locating bus stops and related improvements. Building entrances shall be located to provide easy access to bus stops and shelters. The entrance location for transit access standards for future development must be met.

(22) Street trees. Street trees in the street right-of-way, as prescribed by the city forester and [section 69.600](#) of the subdivision regulations, and other landscape improvements shall be provided along all streets at regular intervals to help define the street edge, buffer pedestrians from vehicles, and provide shade. Trees shall be located in a planting strip at least five (5) feet wide between the curb and sidewalk, or in a planter or planting structure of a design acceptable to the city. Street trees standard must be met for future development. There is not sufficient information to determine whether this standard is met for the stadium project.

(23) Sidewalks. Streets shall be designed with sidewalks on both sides except where they abut a park or other open space. Sidewalk width shall be at least five (5) feet, and six (6) feet or more in areas of high pedestrian activity. The T4 district is defined as an area of high pedestrian activity. The master plan calls for sidewalks around the perimeter of the site, except on St. Anthony Avenue, and within the site along new streets. The master plan calls for sidewalks along Snelling Avenue and Pascal Street, as well as sidewalks internal to the site, to be 15 wide. Staff recommends that there be a sidewalk along the north side of St. Anthony Avenue from Pascal Street to Snelling Avenue. MnDOT staff has also recommended there be a sidewalk in this location.

In addition to the traditional neighborhood district design guidelines in the Zoning Code discussed above, the master plan should be supplemented with additional design guidelines that address in more detail areas such as bicycle facilities, landscaping, street furnishings/lighting/wayfinding, building placement, heights, massing, form and facades, energy efficiency, parking, stormwater management, utilities, and public art. The design team is asked to provide more detail in these areas.

5. This finding discusses §66.344(b) of the Zoning Code that identifies what the master plan may include, and what the master plan as submitted includes.

(1) Location maps of suitable scale showing the boundaries and dimensions of the site within the context of the community and adjacent parcels, including:

a. Locations of any streets; railroads; significant natural, geographic or topographic features; and other major features within five hundred (500) feet of the site. The maps in the AUAR provide this information.

b. Existing parks, open space, major institutions, and concentrations of commercial use within one-half mile of the site. The AUAR provides this information.

(2) A site inventory and analysis to identify site resources and constraints, including floodplain, wetlands, poorly drained soils, soils with bedrock near surface, utility easements, slopes greater than twelve (12) percent, and areas of possible soil contamination. The AUAR provides this information.

(3) Plan graphics, including but not limited to the following:

- a. Topographic contours at five-foot intervals.** The AUAR provides this information.
- b. Layout of blocks.** The Master plan provides this information.
- c. Circulation system, indicating existing and proposed streets or rights-of-way, transit stops, bike routes, sidewalks and other walkways.** The Master plan provides this information.
- d. Street classification system, designating streets by function within the site.** The master plan provides street cross-sections for Snelling Avenue, Pascal Street, and the new internal primary and secondary streets. No street cross-sections are provided for University or St. Anthony Avenues.
- e. Block-level analysis, designating blocks or portions of blocks as "mixed residential," "mixed use," "edge," "transition," or other (see section 66.345 Traditional neighborhood district master plan elements) and identifying primary building types on each block. Blocks may be designated for a range of traditional neighborhood elements and building types. Undesignated blocks would allow the full range of uses and building types.** The master plan provides this information. The block level analysis provided in the master plan was completed for the AUAR analysis and represents the maximum amount of development that would be allowed. Actual mix of uses and intensity of development will likely vary from what is shown in the master plan.
- f. Open space plan, including areas to be set aside as public or private open space and their preliminary design treatment.** The master plan provides for open space but does not provide preliminary design treatment.
- g. Preliminary landscape plan, indicating street trees and landscape treatment of streets and public spaces.** The plan illustrating the master plan concepts only shows trees and green spaces but does not provide a preliminary landscape plan. The site plan submitted for the stadium provides some information on tree trenches, but more detail is needed.

(4) Plan graphics may include examples of building elevations for each building type; an indication of building scale, height, massing, parking location and relationship to the street; visual analysis of impact on critical views and vistas; and examples of streetscape and other public improvements, including light fixtures, screening walls and fences, benches and other street furniture. The master plan provides a rendering of the proposed site indicating building scale, height, massing, parking location and relationship to the street. Sketches of commercial development along Snelling Avenue and residential development along University Avenue and Pascal Street give an idea of building height, type, and scale. Precedent images of streetscape and other public improvements are included in the master plan but no detail is provided regarding fixtures, screening walls and fences, benches or other street furniture

(5) A preliminary stormwater plan, identifying any wetlands or floodplain, and preliminary locations of structures and methods to be used in managing stormwater and surface water on the site. Integration of stormwater treatment into the landscape and site design is encouraged, as is the use of natural methods such as ponds, wetlands or swales. The master plan identifies sustainable stormwater management as one of five core design principles for the 34.4 acre site. The master plan envisions application of green infrastructure practices, irrigation cisterns, grey water recycling stations, and water features incorporating stormwater management systems. The master plan open space areas labeled “Midway Square” and “Victory Plaza” are the primary areas identified to store runoff from the stadium and future development on the remainder of the 34.4 acre site.

The master plan incorporates guidance and recommendations from the City’s Strategic Stormwater Solutions for Transit Oriented Development Study (2013), part of Metropolitan Council’s Corridors of Opportunity initiative. This study explored implementing shared, stacked green infrastructure (SSGI) to help achieve redevelopment goals including density, sustainability and vibrant spaces. The SSGI approach treats stormwater runoff from multiple parcels with shared practices that utilize landscape features or natural processes to provide environmental, social and economic benefits.

In addition, the master plan is consistent with and reflects ideas generated from a stormwater workshop involving the Snelling-Midway Technical Advisory Committee (TAC) and stakeholders. That workshop and resulting outcomes served as the basis for a comprehensive stormwater management plan (SWMP) for the 34.4 acre site prepared by the city, in accordance with the Development Agreement. The city’s comprehensive SWMP identifies a central system to provide stormwater management and rainwater reuse for all development sites including the stadium. Rain gardens and stormwater planters in boulevards were envisioned to provide visibility and increased vibrancy in addition to tree trenches in highly pedestrian areas. Substantially all stormwater would be routed north to a connection at University, with a small amount discharging southeast to a Mn/DOT system.

The submitted stormwater plan (sheet C3-1) includes schematic stormwater design for the Phase 1. No design provisions are included for future redevelopment sites. Partial design provisions are included for some future roads but not all.

The schematic stormwater design submitted (sheet C3.1) includes a range of practices scattered throughout the site with all treatment provided below paved surfaces. It proposes multiple tree trenches, two rainwater cisterns, and two storage systems below surface parking. One of the storage tanks is proposed to be located beneath the interim parking lot. This infrastructure encumbers the development pad and would need to be removed and relocated to allow for future development of the site, as called for in the master plan. The approach shown on the schematic stormwater design requires five connections; three for Phase 1 and two for future development. Details for conveyance and site discharge only serves the stadium. Treatment concepts shown for new north-south roads adjacent to the Great Lawn proposed for Phase 1 do not have clear details for conveyance and site discharge. . The stadium plan also does not allow for visible natural stormwater features or amenities, or water feature as supported by the TAC and public input, something that can help create a sense of place year-round and support redevelopment activities beyond pure stormwater management.

A comprehensive approach to stormwater management that would provide treatment and storage for the entire 34.4 acre redevelopment site may provide greater value from an economical perspective. Given the City's \$3 million contribution towards the cost of stormwater infrastructure and management for the stadium site it is important to ensure that the public funds are used efficiently and effectively. The city's comprehensive SWMP was coordinated and vetted with the Applicant and RK Midway. The information was provided to the Team for evaluation and pricing. The Capitol Region Watershed District (CRWD), a direct partner in preparing the city's SWMP, recently applied for a \$200,000 grant to help pay for stormwater green infrastructure elements that go above and beyond local stormwater management requirements. In addition, the CRWD approved a contribution of \$66,000 to these infrastructure elements.

The schematic stormwater design submitted (sheet C3.1) does not adequately support the intent and vision of the master plan or the city's comprehensive SWMP. There is insufficient information to determine why sheet C3.1 is a superior alternative from a cost or function standpoint.

(6) Phasing plan, where applicable, including the phasing of open space and street improvements. The stadium portion of the master plan is scheduled to be developed first, with day-of-opening anticipated in spring of 2018. This first phase includes a portion of the street and open space improvements called for in the master plan. The stadium site plan provides greater detail. Market interest and forces will determine future phases of development for the remainder of the site. The shopping center owner stated that most of the vacant spaces in the center are consciously vacant in order not to encumber the property and allow for the greatest flexibility in future development. Lease terms with existing tenants vary and influence when development will be possible.

(7) Utilities plan, indicating existing conditions and proposed changes, as appropriate. This information is not provided in the master plan. This information is available for the stadium portion of development.

6. This finding addresses master plan consistency with the comprehensive plan.

Snelling Station Area Plan (SSAP)

- The site is identified as an area of change in the SSAP, an area where change is welcome and should be encouraged whether through gradual infill and/or intensification or comprehensive redevelopment, page 13.
- The site is located in the mobility enhancement area in the SSAP, an area where a higher level of pedestrian activity is anticipated and a high quality pedestrian environment is key. A minimum of 14 foot wide sidewalks should be established in the mobility enhancement area, page 19.
- The vision of the SSAP calls for a vibrant commercial center, both a city-wide destination and local needs hub, that successfully hosts and connects a multitude of uses. These could include corporate headquarters, retail stores, community services, local businesses, residential development, and cultural and entertainment destinations – all structured within a pattern of streets, blocks, and green gathering spaces that promote safer, more active streets and balanced options for movement and increased economic vitality, page 14.

- The SSAP notes that future retail will include a significant entertainment component, possibly at the bus barn site, page 12.
- The SSAP calls for a string of gathering places connected by an improved hierarchy of public streets and development blocks that could improve the accessibility and connectivity of these spaces to surrounding neighborhoods, page 19.
- The SSAP adds that a green open space might support development of a significant new employment center, research park, institutional campus, urban format retail center, hotel, or entertainment uses on this site, page 19.
- Public art should be integral to all future development and public realm projects within the station area; special efforts should be made to engage local artists, page 21.
- Put in place a framework for the gradual intensification and pedestrianization within the Midway shopping district over time so that it can become a contributor to the success of the LRT and the vitality of the corridor, page 25.
- The creation of a new system of streets and open spaces is proposed to support new intensification and redevelopment of this area and the goal of greater economic investment and vibrancy, page 26.
- The use of parking ramps or internal configurations will be key to freeing up existing large areas of surface parking for new developments, page 26.
- The bus barn site is a strategic parcel that could lend itself to a variety of uses including an expanded retail area, major corporate employment hub, hotel or conference facility, residential development and entertainment uses, page 26.
- The SSAP includes numerous policy directions for the built form, land use and development pattern, and circulation, parking and access on the site, pages 27-31. Policies address active uses at street level, building footprints and heights, setbacks, window and door openings, and parking.

The development concepts illustrated in the SSAP represent one of many possible development scenarios. Their purpose is to illustrate how the principles and objectives for new development could be realized over time. They are not intended to be prescriptive for evaluating future development proposals but are examples of how the vision, goals, and objectives of this plan can be realized.

Citywide Comprehensive Plan Chapters – In the Land Use Plan the redevelopment site is shown as a neighborhood center located along a mixed use corridor; the bus barn site is identified as an undeveloped opportunity site. Land use policies are identified below.

- 1.2 Permit high density residential development in neighborhood centers, mixed use corridors, the Central Corridor, and downtown.
- 1.12 Balance the following objectives for Neighborhood Centers through the density and scale of development: accommodating growth, supporting transit use and walking, providing a range of housing types, providing housing at densities that support transit, and providing open space and recreational opportunities.
- 1.14 Plan for growth in Neighborhood Centers.

- 1.15 Promote Neighborhood Centers as compact, mixed-use communities that provide services and employment close to residences.
- 1.18 Provide connections for bicycles and pedestrians to community facilities (e.g., parks, recreation centers, libraries, etc.) and to activities that support the residential population; and to adjacent areas of the city (see bicycle and pedestrian policies in the Transportation Plan and the Parks and Recreation Plan).
- 1.19 Promote conditions that support those who live and work in Neighborhood Centers, including frequent transit service, vibrant business districts, a range of housing choices, and community amenities.
- 1.49 Continue to promote principles of traditional urban form in the design of new or renovated commercial buildings.
- 1.52 Prioritize the development of compact commercial areas accessible by pedestrians and transit users over commercial areas more readily accessed by automobile. Discourage new and expanded auto-oriented uses.
- 2.4 Focus the growth of employment centers in Downtown, the Central Corridor, industrial corridors, and on larger tracts of land, where there is infrastructure capacity and where redevelopment as employment centers, or as mixed-use development that includes employment centers, could occur.
- 2.7 Develop opportunity sites consistent with the Saint Paul Comprehensive Plan with mixed-use development that incorporates employment centers (see Policy LU-1.54).
- 2.14 Promote the development of employment opportunities in the Central Corridor, consistent with the Central Corridor Development Strategy.

Transportation Plan policies are identified below.

- 2.8 Create incentives for development in which off-street parking is voluntarily reduced, structured, pervious, or heavily landscaped.
- 3.3 Strengthen pedestrian pathways between housing, transit, and neighborhood services.
- 4.8 When redevelopment opportunities become available, reinstate the traditional street grid pattern to increase neighborhood connectivity.

Parks and Recreation policies are identified below.

- 1.1 Ensure convenient and equitable access to parks and recreation facilities.
- 1.3 Provide functional, accessible, and secure bike racks at all parks and recreation centers.
- 2.2 Ensure attractive, functional, and engaging four-season public spaces.
- 2.10 Require that location and design of parks, open space, and trails be an integral part of large-scale redevelopment projects.
- 2.15 Encourage the integration of public art in the development and renovation of parks and recreation facilities.
- 3.2 Utilize stormwater as a sustainable resource when parks are constructed or redesigned.
- 6.1 Connect parks to new transportation investments, especially the Central Corridor LRT line.

In the Housing Plan the redevelopment site is shown as a neighborhood center and an opportunity area for potential new housing; the bus barn site is identified as an opportunity site. Housing policies are identified below.

- 1.1 Increase housing choice across the city to support economically diverse neighborhoods.
- 1.2 Meet market demand for transit-oriented housing.
- 3.3 Provide affordable housing in new production projects.

Policies from the Water Resources Plan include:

- 1.9 Advocate for reduced lawn watering needs through the use of native plants, rain barrels, gray water for irrigation, drip irrigation systems, etc.
- 2.12 Reduce the negative impacts of rooftop runoff on water quality and water resources.
- 2.13 Continue to use site plan review as an opportunity to improve surface water management on proposed developments.
- 2.18 Encourage the use of native vegetation for appropriate land uses.
- 2.19 Promote tree planting and improved tree planting strategies to reduce runoff by increasing the survival rates and lifespans of trees.
- 2.23 Analyze the relationship between density and water quality as proposals for higher densities and taller buildings occur at particular locations.

H. **STAFF RECOMMENDATION:** Based on the above findings, a staff recommendation on the master plan request is premature. The missing information identified below must be submitted to complete the master plan evaluation.

Additional information needed:

1. Public and private roads and their features and dimensions must be clearly identified in the master plan. Detailed information on the location and widths of sidewalks and bicycle facilities must also be provided on the master plan.
2. An open space plan, including a preliminary design treatment for open space, must be provided. It is unclear whether this will be publicly or privately owned open space, who will make improvements to it and who will maintain it. This information must be provided in the master plan.
3. Not enough detail exists in the stadium site plan to determine whether the development meets density, height, and setback requirements and master plan standards. This information needs to be provided as part of the site plan submittal.
4. A preliminary landscape plan indicating street trees and landscape treatment of streets and public spaces must be provided.
5. A preliminary stormwater plan identifying preliminary locations of structures and methods to be used in managing stormwater and surface water on the site must be submitted.
6. Master plan guidelines should be submitted addressing the areas of bicycle facilities; landscaping; street furnishings/lighting/wayfinding; building placement, heights, massing, form and facades; energy efficiency; parking; stormwater management; utilities; and public art.

S9ARCHITECTURE

Transmittal

115 Fifth Ave., New York, NY 10003

PROJECT: Midway, St. Paul 63260.00 DATE: 5/24/2016
SUBJECT: Midway: Master Plan Review Submittal (Revised) TRANSMITTAL ID: 00013
PURPOSE: For your use VIA: Info Exchange

FROM

NAME	COMPANY	EMAIL	PHONE
Hiroataka Hayakawa 115 Fifth Ave. New York NY 10003 United States		h.hayakawa@S9Architecture.com	646-677-3040

TO

NAME	COMPANY	EMAIL	PHONE
Donna M. Drummond 25 W. 4th Street Suite 1400 Saint Paul, MN 44102 Saint Paul MN 44102 United States		donna.drummond@ci.stpaul.mn.us	651-266-6556

REMARKS: Dear Donna,

I am sending you a link to download the revised submittal for Master Plan Review. Please let me know if you have a problem to download. Also, six (6) sets of 11x17 hard copies will be delivered overnight to Larry Zangs via FedEx. Thank you.

Regards,

Hiroataka Hayakawa

DESCRIPTION OF CONTENTS

QTY	DATED	TITLE	NOTES
1	5/24/2016	160524_Midway - Master Plan Review Set - Overall Plans Revised.pdf	
1	5/24/2016	160524_Midway_Master Plan Review Submittal - REVISED.pdf	

COPIES:

Hiroataka Hayakawa
John Clifford
Rick Bridoff
Bill McGuire

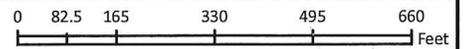
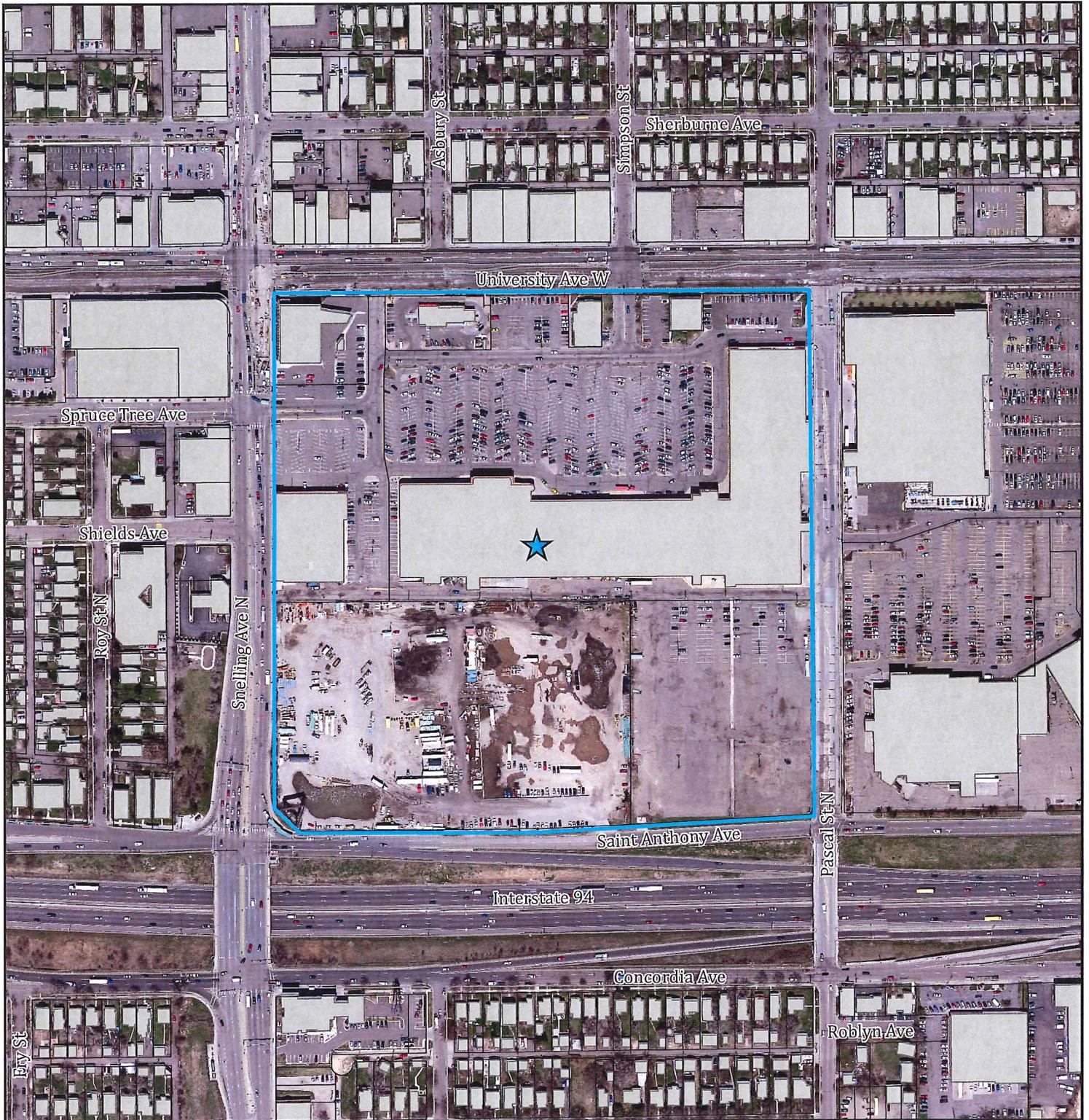
(RD Management Corp.)

Transmittal

DATE: 5/24/2016
TRANSMITTAL ID: 00013

Bruce Miller
Kobi Bradley
Michael M. Rossi

(Populous)
(Populous)
(RD Management Corp.)



FILE NAME: Snelling-Midway Master Plan

Aerial

APPLICATION TYPE: Master Plan

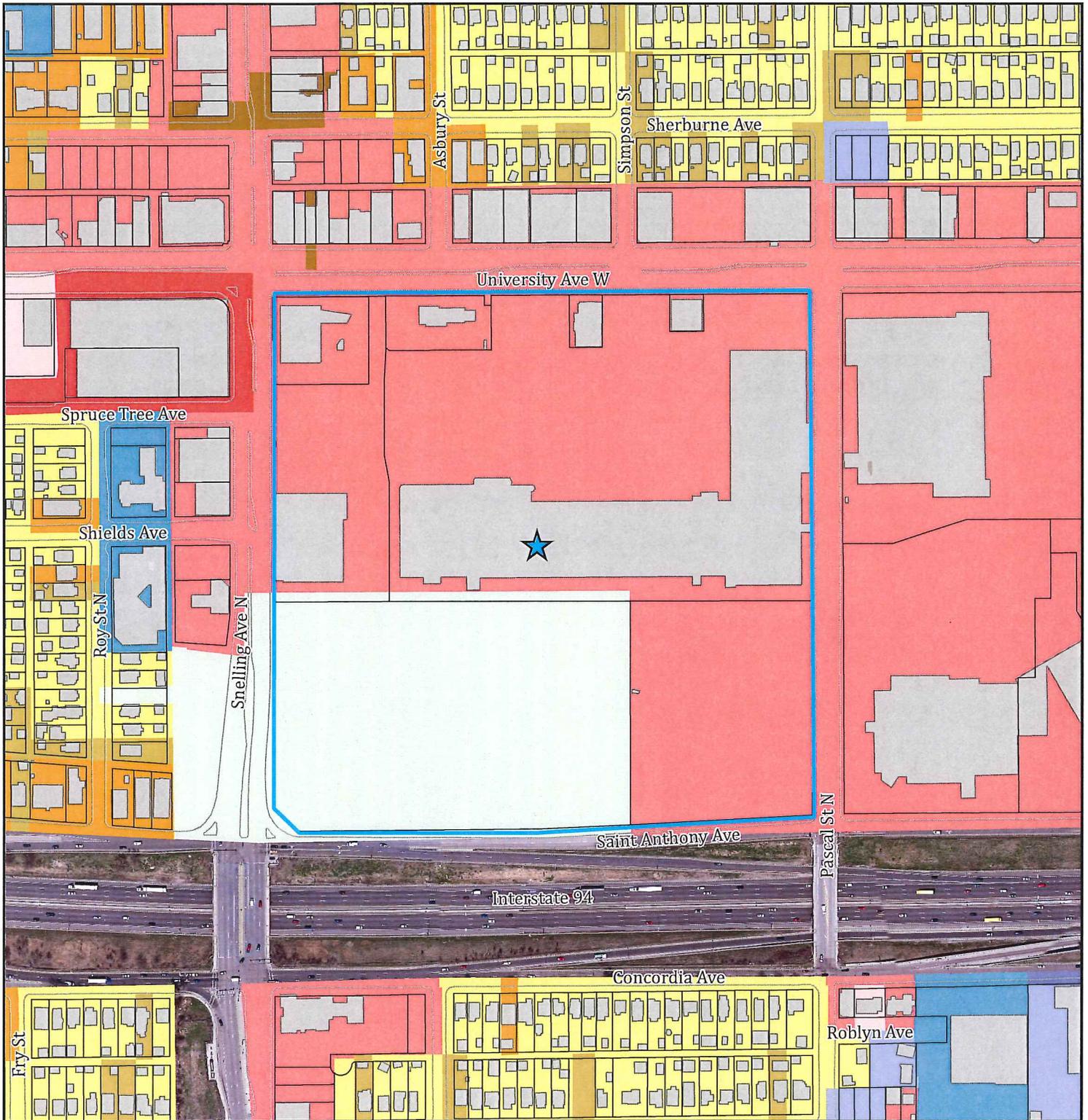
 Subject Parcels

FILE #: 16-043090 DATE: 6/3/2016

PLANNING DISTRICT: 13

ZONING PANEL: 14





FILE NAME: Snelling-Midway Master Plan

APPLICATION TYPE: Master Plan

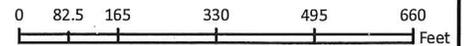
FILE #: 16-043090 DATE: 6/3/2016

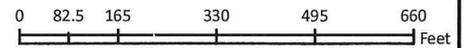
PLANNING DISTRICT: 13

ZONING PANEL: 14

Aerial

- Single Family Detached
- Single Family Attached
- Multifamily
- Office
- Retail and Other Commercial
- Mixed Use Residential
- Institutional
- Industrial and Utility
- Mixed Use Commercial and Other
- Undeveloped
- Subject Parcels





FILE NAME: Snelling-Midway Master Plan
 APPLICATION TYPE: Master Plan
 FILE #: 16-043090 DATE: 6/3/2016
 PLANNING DISTRICT: 13
 ZONING PANEL: 14

Aerial

- Subject Parcels
- R4 One-Family
- RT1 Two-Family
- RM2 Multiple-Family
- T2 Traditional Neighborhood
- T3 Traditional Neighborhood
- T4 Traditional Neighborhood
- B3 General Business
- I1 Light Industrial
- VP Vehicular Parking

