

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@MOUNTED.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.

2. The existing MnDOT R/W should be labeled on both St. Anthony Avenue and also on Snelling Avenue.
3. The labels TH 51 and TH 94 should be added to these roads as well.

For questions regarding this comment please contact Matt Aguirre at 651-234-7599 or matthew.aguirre@state.mn.us.

Permits:

No impacts to I-94 will be allowed.

Please direct any questions regarding permit requirements to Buck Craig (651-234-7911) of MnDOT's Metro Permits Section.

Review Submittal Options:

MnDOT's goal is to complete the review of plans within 30 days. Submittals sent in electronically can usually be turned around faster. There are four submittal options. Please submit either:

1. One (1) electronic pdf. version of the plans. MnDOT can accept the plans via e-mail at metrodevreviews.dot@state.mn.us provided that each separate e-mail is under 20 megabytes.
2. Three (3) sets of full size plans. Although submitting seven sets of full size plans will expedite the review process. Plans can be sent to:

MnDOT – Metro District Planning Section
Development Reviews Coordinator
1500 West County Road B-2
Roseville, MN 55113

3. One (1) compact disc.
4. Plans can also be submitted to MnDOT's External FTP Site. Please send files to: <ftp://ftp2.dot.state.mn.us/pub/incoming/MetroWatersEdge/Planning> Internet Explorer doesn't work using ftp so please use an FTP Client or your Windows Explorer (My Computer). Also, please send a note to metrodevreviews.dot@state.mn.us indicating that the plans have been submitted on the FTP site.

If you have any questions concerning this review, please contact me at (651) 234-7784.

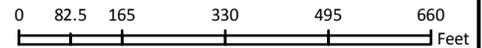
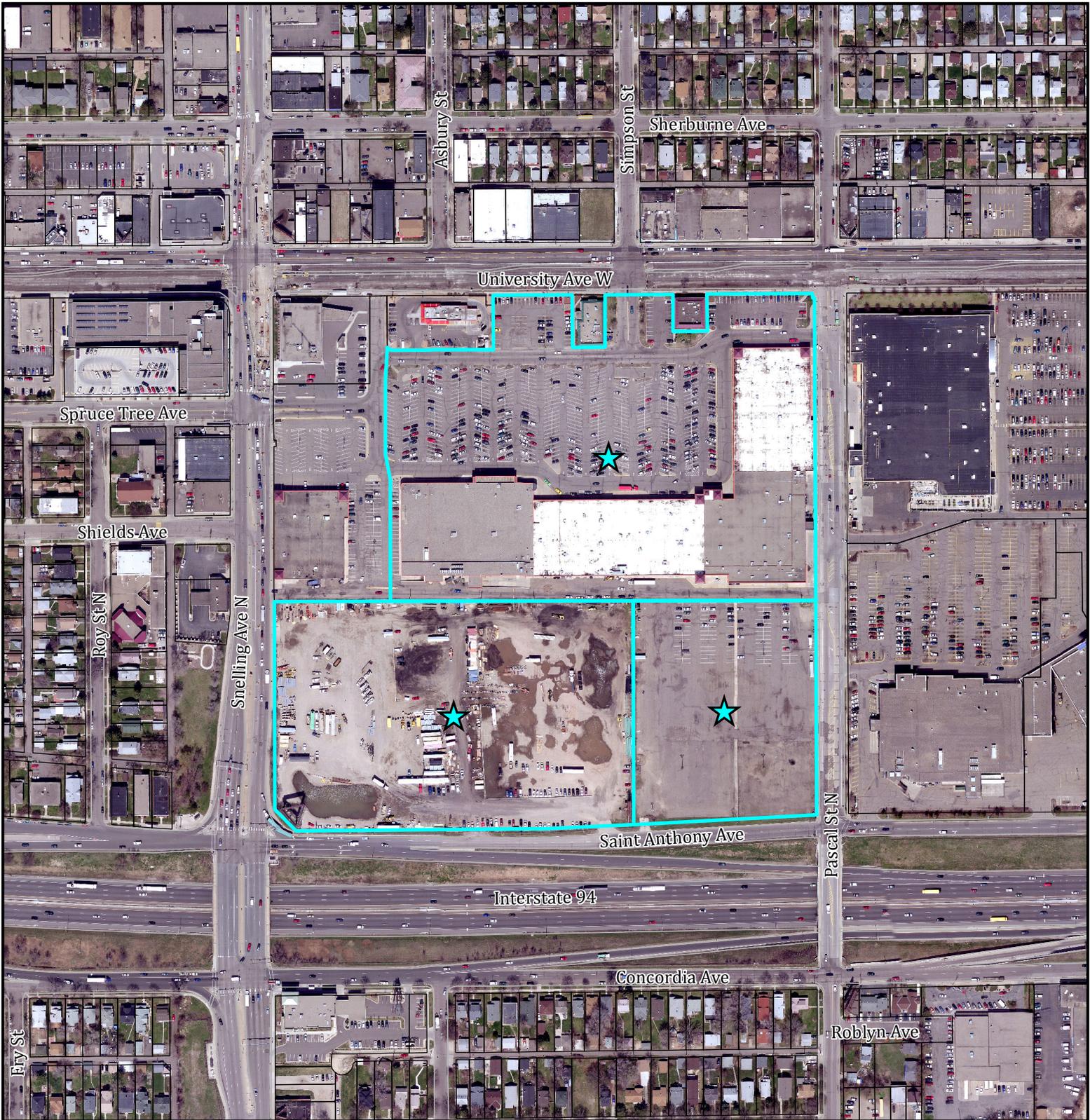
Sincerely,

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

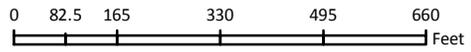
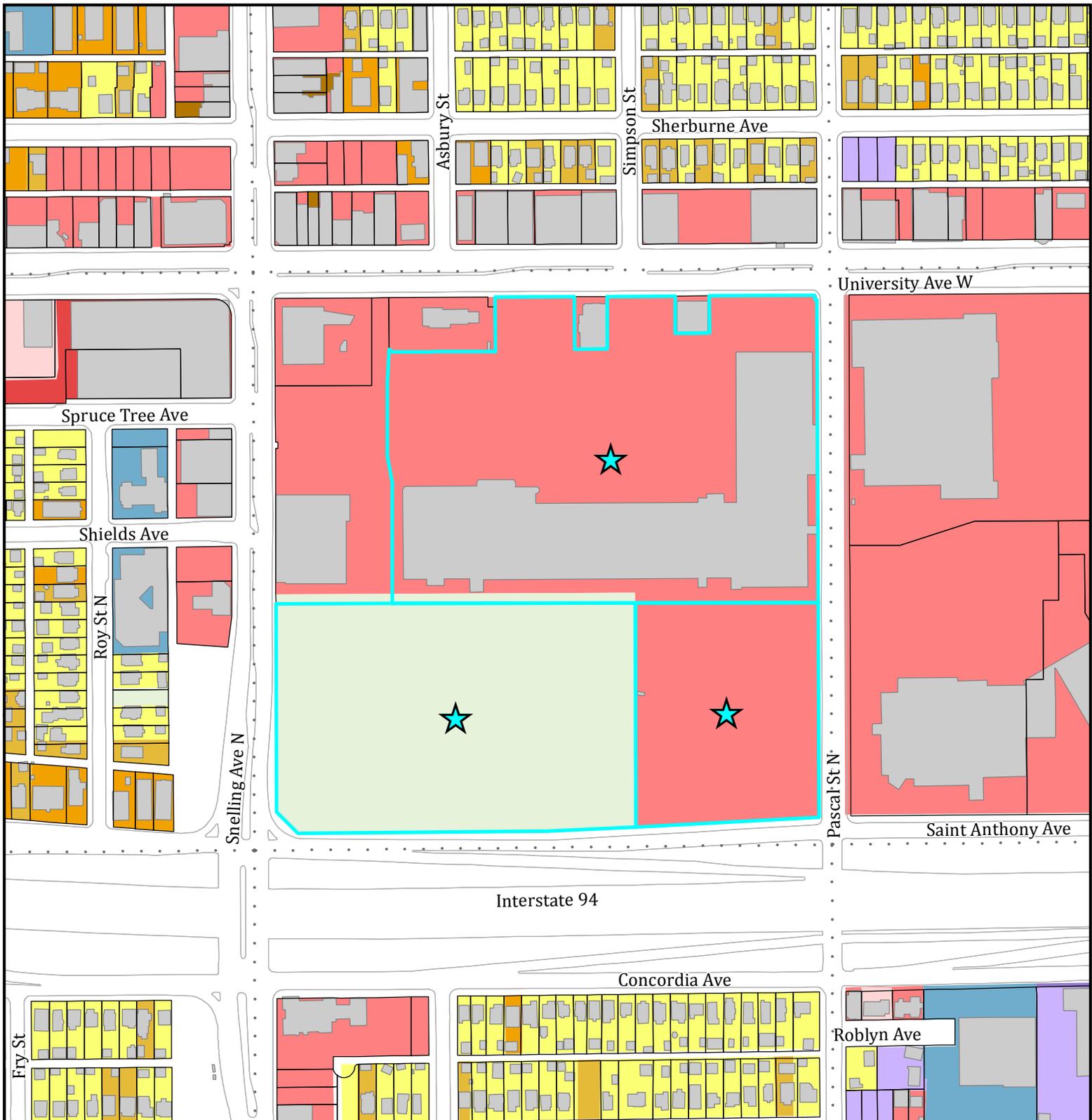
APPLICATION TYPE: Site Plan Review

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

PLANNING DISTRICT: 13

ZONING PANEL: 14

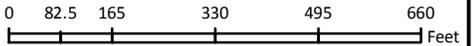
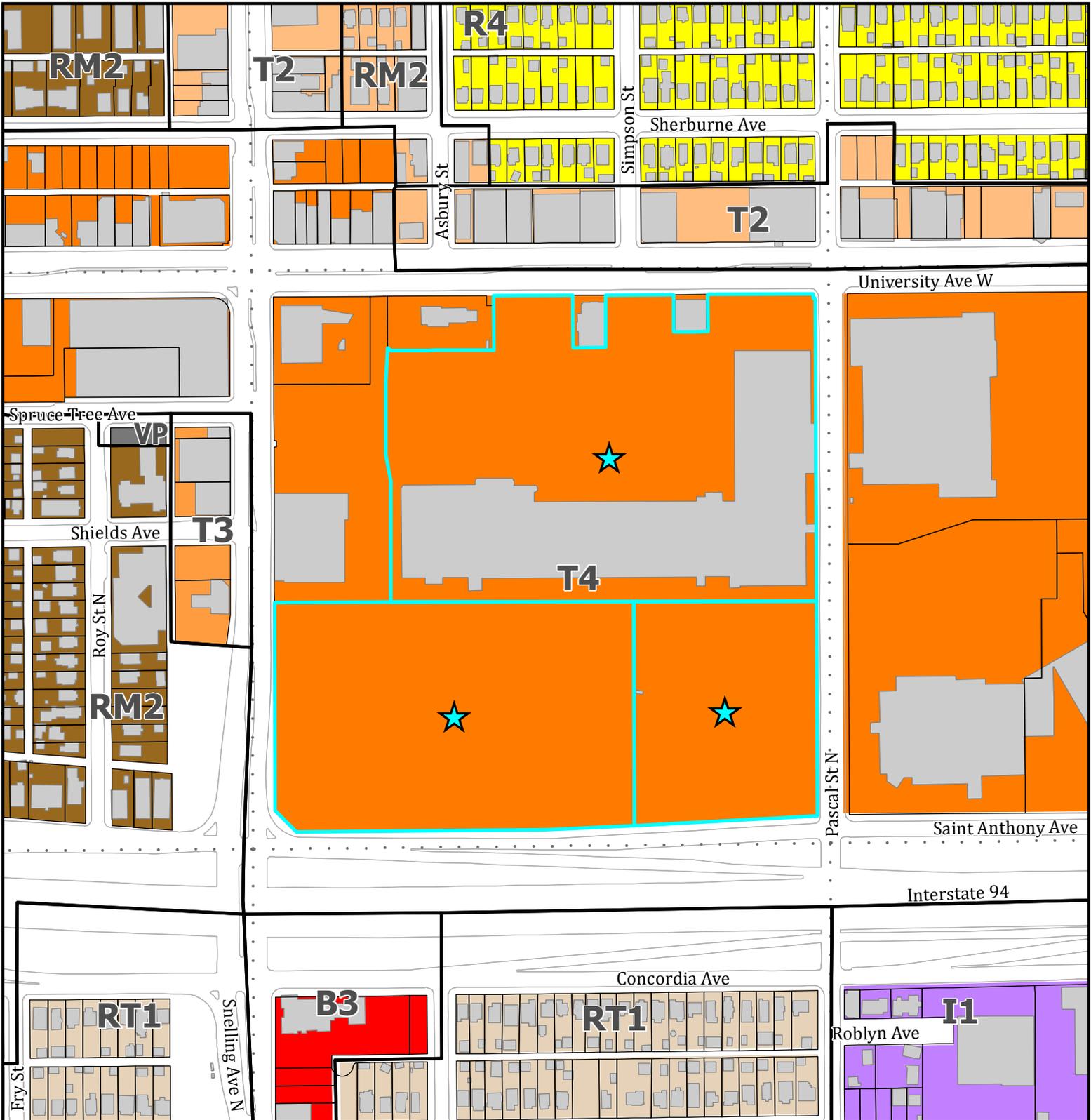




FILE NAME: Minnesota United Soccer Stadium
 APPLICATION TYPE: Site Plan Review
 FILE #: 16-042321 DATE: 6/3/2016
 PLANNING DISTRICT: 13
 ZONING PANEL: 14

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





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

