



CITY OF SAINT PAUL  
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## Memorandum

Date: December 13, 2019  
To: Hillcrest Community Advisory Committee  
From: Bill Dermody, City Planner  
Re: Inputs from the Hillcrest Technical Advisory Committee + Port Authority

The Hillcrest Technical Advisory Committee (TAC) was formed to guide the Hillcrest Master Plan regarding technical issues and established policy as applied to the site. The TAC consists of staff experts from Ramsey County, Maplewood, Metro Transit, and several City of Saint Paul departments/divisions: planning, zoning/site plan review, parks, transportation, sewers, water resources, finance, legal, housing, and economic development.\* The Port Authority attends all TAC meetings to allow the property owner views and realities to be incorporated.

Over its first three meetings in 2019, the TAC and Port Authority have worked towards consensus on technical and policy inputs to provide to the consultant team for reference as they create 3 or 4 site concepts in 2020. Community priorities to be identified through upcoming community engagement (and confirmed by the CAC) will also guide creation of those site concepts.

The following memo summarizes the main points of input from the TAC + Port Authority that are likely to significantly impact site concepts. **We seek the CAC's thoughts on issues to highlight and the best way to convey them to the public during the engagement process.**

### Land Use

Because it is an Opportunity Site with Mixed Use and Neighborhood Node designations in its northern portion according to the City's Comprehensive Plan, the site should be redeveloped as higher-density mixed-use or an employment center with increased full-time living wage job intensity. There should be a mixed-use focal point in the northern portion around which neighborhood amenities are clustered. The building massing, height, scale, and design should all transition to what is permitted in adjoining districts.

Because the site's southern portion is designated as Urban Neighborhood, any housing provided there should include some combination of townhouses, courtyard apartments, and smaller multi-family developments, compatible with the general scale of Urban Neighborhoods.

\* Other agencies are coordinating with the project in various capacities but not participating in the TAC, including Saint Paul Public Schools, Saint Paul Regional Water Services, Metropolitan Council Sewers, and the Ramsey Washington Regional Watershed District.

Concepts should include an employment center that could be developed by the Port Authority. The Port Authority would like to bring 1,000 quality jobs to the site.

Recognize that developable lots will need to be created which may require removal of topographical barriers to development in conjunction with the mass grading (i.e. site soil balance) and on-site soil management.

### Transportation

Use the Street Design Manual to guide right-of-way and trail design, with a general modal hierarchy of:

1. Pedestrians, with a focus on safety
2. Bicyclists, with a focus on safety
3. Transit
4. Other vehicles

Design the rights-of-way for all users, including older people, children and those with mobility constraints.

Improve public transit mode share here by establishing transit-supportive land use intensity and design.

Avoid heavy vehicle trips on local streets. Consider transportation impacts on adjacent neighborhoods from a network connection perspective, including sidewalk/trail connectivity to adjacent neighborhoods.

Line up any street connections to McKnight and Larpenteur with opposing streets.

Blocks will generally be 600 feet or smaller, with special flexibility from that in industrial areas.

### Parks, Trails & Open Space

Connect Furness Parkway trails to the site and other area trails.

5 acres of active, improved park area and approximately 15 acres of publicly accessible passive open space and/or stormwater retention space.

Consider potential POPS (privately-owned public spaces) locations.

### Housing

Family-sized affordable housing options should be among the units developed.

Some amount of legally binding affordable housing at a variety of affordabilities and sizes should be provided on the site.

### Energy/Sustainability

The City would like to aim high for sustainability measures to reduce the site's carbon impact. (Placeholder: The details of a sustainability policy are still being worked out and will be shared publicly in the coming months, perhaps in time to be included in the Feb/Mar community engagement efforts. Public input on this topic is welcome regardless of where we are at in Feb/Mar.)

### Financing

Due to Port Authority commitments to the City Council, all land sales and nearly all infrastructure costs are required to be market rate and market supportable. The one potential exception to this is advanced energy systems, especially if funded by non-City sources like grants or outside investors.

Concept plans should be realistic for the marketplace. Ensure all planned land uses are supported by market information as to product type, scale, and absorption volume and timing.