



CITY OF SAINT PAUL
Melvin Carter, Mayor

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Saint Paul, MN 55102

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Date: November 13, 2018
To: Comprehensive Neighborhood and Planning Committee
From: Menaka Mohan and Mike Richardson
Subject: Updated Staff Review of Ryan Companies' (Ryan) Proposed Amendments to the *Ford Site Zoning and Public Realm Master Plan*

PROPOSED AMENDMENTS

Ryan submitted proposed amendments to the *Ford Site Zoning and Public Realm Master Plan* on October 10, 2018, and can be found at the following link:

https://www.stpaul.gov/sites/default/files/Media%20Root/Planning%20%26%20Economic%20Development/10.25.18_Ryan%20MP%20Amendments%20Combined_reduce%20size.pdf.

Ryan's Proposed changes can be grouped into the following categories:

1. Zoning Changes
 - a. Allow one-family dwellings in the F1 river residential district
 - b. Rezone an F2 residential mixed low district block along Mississippi River Boulevard to F1 river residential district
 - c. Changes to Floor Area Ratio (FAR), required land use mix requirements, and parking requirements
2. Building Standard Changes
 - a. Minor changes to landscape requirements and rooftop materials
 - b. Change requirements for car-share and electric vehicle infrastructure
3. Roadway Adjustments
 - a. Ryan is proposing a slightly different street grid than originally proposed in the MP with some changes to the sections
4. Open Space
 - a. Ryan is proposing minor changes to the proposed open space resulting in the same amount of open space as identified in the MP.

MEMO ORGANIZATION

This memo is organized by proposed changes to the *Ford Site Zoning and Public Realm Master Plan* (MP) by Ryan, other policy changes to the MP proposed by staff, and other considerations. Based on feedback at the Comprehensive Neighborhood and Planning Committee (CNPC) — which reviewed the Ryan’s proposal and staff responses on October 31, 2018 — this memo includes other changes such as:

1. Inclusion of maps in the memo

- a. Staff included relevant maps in the body of the memo as opposed to references to the MP and to Ryan’s submittal in the relevant section (page 5, 15, and 22 in the staff memo)

2. Addresses two changes that were omitted in the original memo

- a. On page 57 of the MP Ryan proposes to change the useable outdoor space set back to one foot from all outer roof edges instead of 10 feet. This is addressed on page 24 and is a #11.
- b. On page 61 of the MP Ryan proposes to adjust for the number of showers needed for office and production/processing uses from one (1) shower per 150 employees instead of one (1) shower per 50 employees. This is addressed on page 24 and is a #12.

3. Ryan has provided additional information that staff requested

- a. Updated Open Space map, included on page 22 of the staff memo.
- b. Staff no longer request a definition for rooftop element given the definition of height in the zoning code (63.102) explained on page 7; item #4 of the staff memo.

4. Changes to the F6 zoning recommendations

- a. Staff have reconsidered proposed zoning changes as it relates to F6 zoning changes, on page 8, item #5 in the staff memo

5. Other minor changes

- a. On page 7; item #4, staff revised language on F5 setback requirements to be consistent with current zoning code text
- b. On page 25 of the staff memo staff clarify lot coverage for Open Space in the MP and the corresponding zoning code.

6. Inclusion of an additional topic in Other Considerations

- a. Staff included an additional topic, *Ford Site and Citywide Goals* for Planning Commissioners to consider.

PLANNING COMMISSION ACTIONS

On November 16, 2018 the Committee recommends the Commission to take the following actions:

1. Adopt the resolution to initiate the zoning study to consider Zoning Code amendments corresponding to proposed amendments to the Ford Site Zoning and Public Realm Master Plan;

and

2. Release the MP and zoning text amendments for public review;*

and

3. Set a public hearing for December 14, 2018 for proposed amendments to the Ford Site Zoning and Public Realm Master Plan and associated zoning text amendments.*

*Note, comments can be sent using the following methods:

1. Submitting using the online comment form at the following link: www.stpaul.gov/ford
2. Sent by email to FordSitePlanning@ci.stpaul.mn.us; or
3. Sent by mail to the following address:

Saint Paul Planning Commission
25 West Fourth Street, Suite 1400
Saint Paul, MN 55102

All public testimony, including testimony submitted by email, must include a physical street address to be counted as part of the public record. All testimony that qualifies as part of the public record will be shared with Ryan Companies.



CITY OF SAINT PAUL
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Date: October 26, 2018 (Revised 11/9, see cover memo to Planning Commission)
To: Comprehensive and Neighborhood Planning Committee
From: Menaka Mohan and Mike Richardson
Subject: Staff Review of Ryan Companies' (Ryan) Proposed Amendments to the *Ford Site Zoning and Public Realm Master Plan*

BACKGROUND

The *Ford Site Zoning and Public Realm Master Plan* (MP) was adopted by the City Council in September 2017. The site is currently owned and controlled by Ford Land. In June 2018, Ford Land announced Ryan Companies (Ryan) as the Master Developer for the site. Ryan remains in its due diligence period to purchase the property; Ford is still the owner of the site. Ford Land supports the application for amendments to the MP submitted by Ryan. This staff report analyzes the proposed amendments in relation to the adopted MP.

The Ryan development proposal for the Ford site contains:

Rental Multifamily	2,250 Units
Rental Affordable	710 Units
Ownership Rowhomes	270 Units
Ownership Single Family Homes	35 Homes
Ownership Condominiums	80 Units
Rental Senior Living	400 Units
Total Units	3,745 Units
Office Area	265,000 square feet
Retail Area	150,000 Square Feet

The adopted Master Plan provided the following parameters for uses (pg. 41 of the MP). Ryan is proposing towards the maximum number of units permitted by the MP (93%), but the lower end of retail and office. Although Ryan is proposing parks and open space, (which is a defined use under Civic and Institutional Uses) it is not proposing any type of building in the parks area, so it is providing 0 Sq. Ft GFA of Civic and Institutional Space.

Land Uses	Minimum	Maximum	Ryan Proposal
Housing	2,400 Dwelling Units	4,000 Dwelling Units	3,745 Dwelling Units
Retail and Service	150,000 Sq. Ft GFA	300,000 Sq. Ft GFA	150,000 Sq. Ft GFA
Office and Employment	200,000 Sq. Ft GFA	450, 000 Sq. Ft GFA	265,000 square feet
Civic and Institutional	50,000 Sq. Ft GFA	150,000 Sq. Ft GFA	0 Sq. Ft GFA

STRUCTURE OF MEMO

This memo is organized into three sections: MP changes proposed by Ryan, MP changes proposed by staff, and additional considerations. Each topic addressed by describing the current condition, the proposed condition, and discussion. When possible, staff recommendations are given after each issue. However, many of these issues are interrelated and have additional discussion in the final section. When this happens, it is mentioned in the narrative of each topic.

ACRONYMS

- AUAR** Alternative Urban Areawide Review (AUAR)
- AMI** Area Median Income
- FAR** Floor Area Ratio
- GFA** Gross Floor Area
- MP** Ford Site Zoning and Public Realm Master Plan
- MRB** Mississippi River Boulevard
- ROW** Right(s)-of-way
- Ryan** Ryan Companies
- SFH** Single-Family Homes
- SRI** Solar Reflective Index

MASTER PLAN CHANGES PROPOSED BY RYAN

1. Single-Family Homes

Current Master Plan	Ryan Proposal
The <i>Ford Site Zoning and Public Realm Master Plan</i> (MP) created 5 new zoning districts (see pg 31, Table 4.1). None of the zoning districts allow single-family homes.	Single-family homes would be permitted in the F1 District.
Discussion	
<p>Single-family home (SFH)s were not permitted in the original MP at the direction of Ford. The Ford Site presents the opportunity to provide density in a moderate, urban manner. Allowing single-family homes does not necessarily preclude Ryan Companies from achieving that goal, particularly since the proposal is providing approximately 3,745 units total, reaching 93% of the maximum number of housing units projected for the site (4,000). Currently, the predominant housing type along Mississippi River Boulevard (MRB) to the north and south is single-family homes.</p>	
<p>The MP acknowledges that lower density is appropriate on the western portion of the site and characterizes the F1 district with multi-unit homes containing 2-6 dwellings. With the appropriate design, the multi-unit homes would look like the large single-family homes that currently exist along MRB.</p>	
<p>Allowing single-family homes would diversify the housing stock on the site. At the same time, even though the number of single-family homes on the site is small — 35, or less than 1% of total units permitted under the MP — the square footage per unit of these homes could be greater than every other housing type on the site. (Note that the F1 district allows carriage houses, and the new city-wide ADU ordinance could permit an additional unit on-site, if amended via zoning text amendment to be permitted within F1.) Therefore, allowing SFH in F1 does not preclude development with more than one unit per parcel.</p>	
Recommendation	
Allow single-family homes in the F1 District and allow the addition of an ADU via a text amendment.	

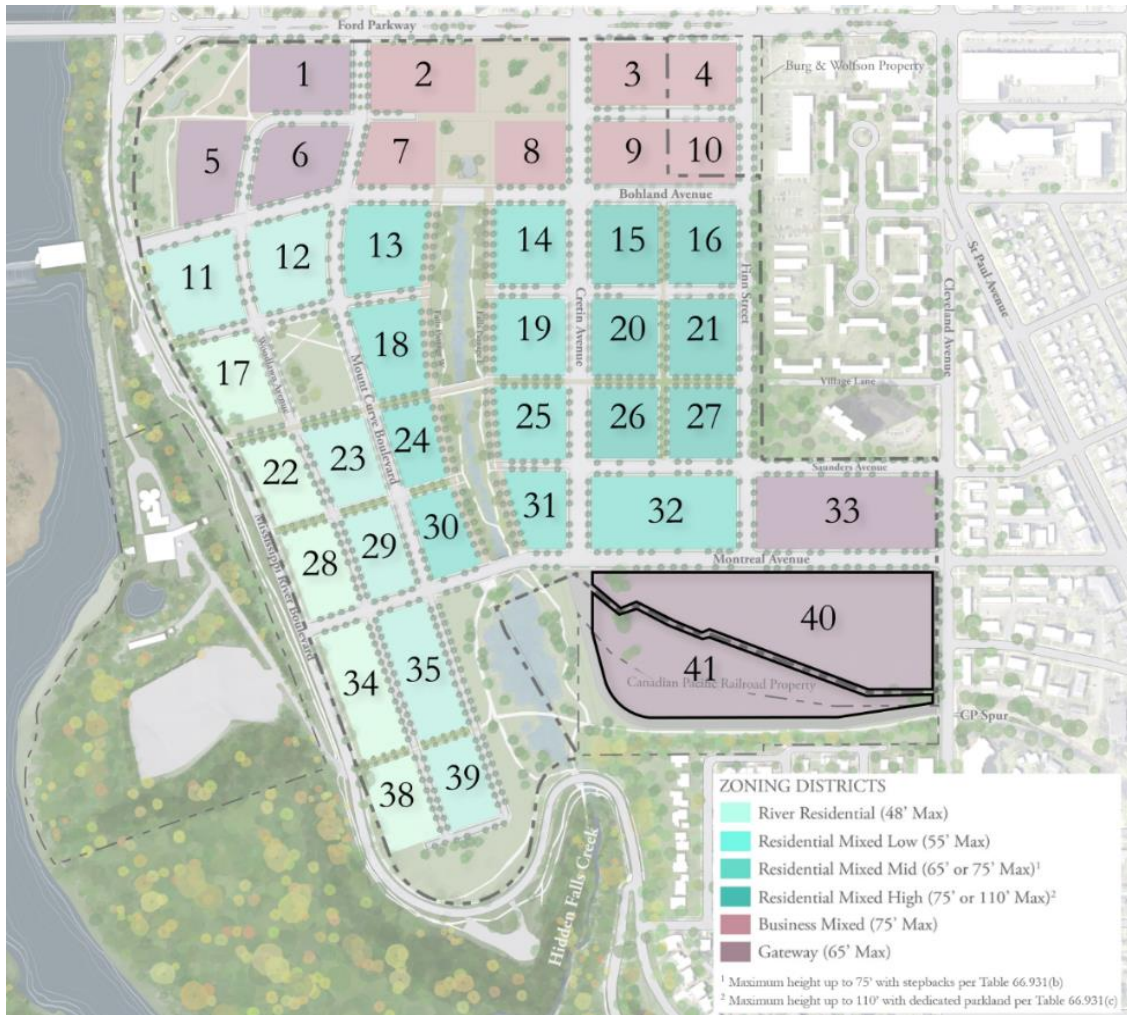
Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
1, 3, 5, 10, 11, 22, 37, 38, 40	8, 28, 31, 34, 42, 68, 69, 69A	66.921

2. Lot 11 Rezoning

Current Master Plan	Ryan Proposal
Lot 11 is currently zoned F2 (see figure on next page). It is a transition block between the F1 zoning along MRB and the denser Gateway District on the northwest corner of the site.	Lot 11 would be zoned F1 district, providing flexibility for this block to contain single-family homes.
Discussion	
<p>As proposed in the MP, Lot 11 serves as a transition from the lower-density F1 District to the more intense uses in F6 Gateway District. Ryan is proposing to rezone this lot to F1 to maintain the consistency of single-family homes along Mississippi River Boulevard. Ryan maintains that Bohland Avenue will provide a transition due to its wide right-of-way, and that the proximity of Gateway Park makes the transition from F1 to F6 less dramatic.</p>	
<p>The MP specifically states that the F2 block on Mississippi River Boulevard “is located to serve as a transition in scale between the River Residential blocks to the south and the Gateway block to the north.” Although Ryan is proposing a lower height for the buildings in the Gateway District (Lot 1- 30 feet, Lot 5- 40 feet, and Lot 6- 40 feet), the uses (office and senior living) are more intense. Additionally, the F2 District provides flexibility for slightly higher-density housing (townhomes) and low-scale multi-family structures. Further, if single-family homes were to be permitted in F1 (as proposed by Ryan), the difference in scale between F1 and F6 would be even greater.</p>	
Recommendation	
Do not allow Lot 11 to be rezoned from F2 to F1; keep the original zoning at F2.	

Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
4, 12, 13, 14	30, 34, 35	Zoning Map

Numbered lots/blocks for reference:



3. F3 Zoning Adjustments

Current Master Plan	Ryan Proposal
<p>The F3 Residential Mixed Mid Zoning District allows a broader range of multi-family residential types; congregate living; and transit-oriented uses such as retail, office, civic and institutional uses. The permitted heights range from 40 – 65 feet, and 75 feet with stepbacks per Zoning Code Table 66.931. The permitted FAR ranges from 2.0-4.0. F3 represents a gradual gradation in height and density as one moves from MRB to Finn.</p>	<p>The F3 Residential Mixed Mid District would allow the same uses but the minimum height would be 30 feet and the FAR would range from 1.0-4.0. See figure on previous page for location of proposed changes.</p>
Discussion	
<p>Ryan is requesting a reduced height and a lower FAR to allow the flexibility to place townhomes on the western portion of the site, including directly west of the central stormwater feature, and thereby diversity the building types facing the central stormwater feature. The proposed change does not prohibit the developer from building denser types of housing on the western portion of the site, since multi-family residential buildings would still be permitted. The change, however, could encourage a higher amount of lower- density development, for example the townhomes, than originally envisioned in the Master Plan. Staff feels it is important that multi-family buildings face both sides of the central stormwater feature, given its scale and centrality, and the need to provide density to activate this important public space. <i>See Additional Considerations, item 2 for further discussion.</i></p>	
Recommendation	
<p>Do not allow reduction in minimum height to 30 feet and FAR to 1.0.</p>	

Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
6-9, 15	31-33, 36	66.931

4. F5 Maximum Building Height Adjustments

Current Master Plan	Ryan Proposal
<p>The F5 Business Mixed District provides a variety of retail stores, dining, office buildings and service establishments. Buildings will orient to public rights-of-way (ROW) and provide dynamic, ground floor activity that transitions between outdoor public spaces and building uses. Exterior edges will provide attractive vegetation, patios, amenities and public art that enlivens the public realm. Multi-family dwelling may be incorporated on upper floors. The heights range from 40-75 feet with a 10-foot step back within 25 feet of the ground. The FAR ranges from 2.0-4.0.</p>	<p>The F5 District would still allow the same uses, but the maximum height could exceed 65 feet to a minimum of 75 feet with 10-foot stepback at all minimum stepback lines for all portions of the building, above a height of 30 feet except when facing the civic square.</p>
Discussion	
<p>The MP requires that buildings step back at 25 feet to ensure that the pedestrian does not feel as though they are in a ‘canyon’ between roadways and in between buildings. Ryan is asking for a change that mimics the F3 Zoning District, where a minimum 10-foot stepback from all minimum setback lines is required for all portions of the building above a height of 25 feet. Staff believe that 30 feet is more appropriate for the F5 district given that the land use is predominately commercial. Additionally, Ryan is proposing to eliminate the stepback requirement for buildings facing the civic square. The changes requested for F5 would still prevent the pedestrian from having the “canyon” experience and can be further refined as part of the Design Standards process.</p> <p>Currently, Section 63.102 of the Zoning Code does not consider rooftop equipment in the height calculation: <i>“The height limitations of this code shall not apply to mechanical service stacks, tanks, ventilation equipment, chimneys, church spires, flag poles, public monuments, and similar equipment; provided, however, that the planning commission may specify a height limit for any such structure when such structure requires authorization as a conditional use.”</i> It is unclear whether the rooftop elements envisioned by Ryan are like those described in the Code.</p>	
Recommendation	
<p>Allow the revised stepback requirement and provide additional guidance for treatment of rooftop elements that may differ from what is described in Section 63.102.</p>	

Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
16	38	66.931

5. Required Land Use Adjustments

Current Master Plan	Ryan Proposal
F3 Residential Mixed Mid requires a minimum of 10% commercial uses.	F3 Residential Mixed Mid requires a minimum of 0% commercial uses.
F4 Residential Mixed High requires a minimum of 5% commercial uses and a maximum of 95% residential uses.	F4 Residential Mixed High requires a minimum of 0% commercial uses and maximum of 100% residential uses.
F5 Business Mixed requires a minimum of 10% in employment uses.	F5 Business Mixed requires a minimum of 0% in employment uses.
F6 Gateway allows a maximum of 25% commercial use.	F6 Gateway allows a maximum of 50% commercial uses.
F6 Gateway currently does not permit housing	F6 Gateway allows Adult Care Facilities
Minimum civic and institutional space is 50,000 sq. ft. GFA. Maximum is 150,000 sq. ft. GFA.	Allow open space to count towards civic and institutional requirement. Allow maximum civic and institutional space to be exceeded if it is open space. (1 acre of parkland is 43,560 square feet.)
Discussion	
<p>The required mix of uses (Table 4.2 in MP) was intended to ensure visual, functional, and economic diversity within proximity of each designated parcel and a balance of land uses throughout the site, while still allowing flexibility.</p> <p>Ryan requests a reduction in the minimum requirement of commercial and employment uses to 0% in the F3, F4, and F5 zoning districts given the layout of their proposal, which concentrates the retail and commercial uses on the northern end of the site. Ryan stated that, in past projects, spreading out commercial areas too thinly can make it difficult to engage customers and for retail to thrive. Additionally, concentrating the commercial activity on the northern end of the site could benefit the existing commercial uses on Ford Parkway. Changing the percentages does not disallow commercial activities on the site, but allows the market to respond to retail demand. Staff is amenable to allowing adult care facilities in the F6. Scale and urban form can be addressed through design standards.</p> <p>Allowing an exception to the maximum for civic and institutional uses just for additional open space or green space makes sense. However, this may not be measurable since GFA is a measurement for buildings. Given that Ryan’s proposal does not include any buildings that would meet the definition of Civic and Institutional Uses, they do not meet the minimum requirement of 50,000 GFA on the site.</p>	

Recommendation
<ul style="list-style-type: none"> • Allow the reduction in minimum commercial and employment uses for F3, F4, and F5 zoning districts. • Allow a maximum residential percentage of 100% for F4 Zoning District. • Allow an increase of maximum commercial in F6 Gateway Zoning District to 50%. Do not change the minimum. • Allow Adult Care Facilities in F6 Gateway Zoning District. <i>See item 4 in MP Changes Proposed by Staff section and item 2 in the Other Considerations section for additional discussion and recommendations regarding F6.</i> • Do not allow Ryan Companies to remove a minimum GFA for institutional uses on the site.

Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
17-21	40-41	66.922

6. Landscape Adjustments

Current Master Plan	Ryan Proposal
One deciduous tree with 3 inches minimum caliper is required to be planted with the front setback for every 30 feet of frontage if the front setback is greater than 6 feet.	One deciduous tree with 2.5 inches minimum caliper is required to be planted with the front setback for every 30 feet of frontage if the front setback is greater than 6 feet.
Minimum planted caliper is 2.4 inches.	Minimum planted caliper is 2.5 inches.
Discussion	
Ryan is not changing when street trees would be required but is using an industry standard. Additionally, the MP provides two different numbers for a minimum standard, 3 inches in the narrative and 2.4 inches in the detailed chart found on page 49.	
Recommendation	
Change the minimum caliper to 2.5 inches to provide consistency and match industry standards.	

Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
23-24	48-49	66.945

7. Rooftop Adjustments

Current Master Plan	Ryan Proposal
Flat roofs should be single-ply membrane type with a minimum pitch of ¼ inch per foot.	Flat roofs have a minimum pitch of ¼ inch per foot.
Roofing materials shall have a Solar Reflective Index (SRI) of minimum 20 where the pitch is greater than 2:23, or an SRT of minimum 78 where the pitch is less than or equal to a 2:12 pitch.	No requirement for a SRI minimum or maximum.
Discussion	
<p>The goals of the roofing requirements are to reduce localized heat pockets generated by heat absorbent surfaces, reduce building cooling loads by reducing heat absorption on roofs, enable rooftop solar systems on buildings and reduce stormwater runoff from rooftops. The MP requires a SRI minimum and maximum. The SRI is a measure of a surface’s ability to stay cool in the sun by reflecting solar radiation and emitting thermal radiation. A black surface has an initial SRI of 0, and a white surface has an SRI of 100.</p> <p>The Master Developer stated that eliminating material specifications or flat roofs and the SRT requirement will allow them to pursue more efficient and effective roof systems. Given that the Master Developer is subject to the City’s Sustainable Building Policy, SB2030 and forthcoming design standards, these changes are reasonable.</p>	
Recommendation	
Allow the changes to requirements in flat roofs, and SRI minimums and maximums.	

Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
25-27	56-57	66.945

8. Parking Adjustments

Current Master Plan

Parking in the MP is governed by use and the type of structure. The purpose is to provide 1) vehicular parking that meets the basic demand created by uses on the site through the predominant use of structured parking; and 2) convenient, plentiful and secure bicycle parking at places of residence, employment, shopping or service, and recreation.

Ryan Proposal

Proposed changes are shown with ~~strikethroughs~~ and underlines.

Table 4.7 Vehicle Parking Requirements by Use:

Land Use	Min Required Parking	Max
Non-residential	1 space per 600 sq. ft. GSA	1 space per 400 <u>200</u> sq. ft. GFA
Residential, dwellings	0.75 space per dwelling	2.0 spaces per dwelling
Residential, congregate living	0.25 space per bedroom	1.0 space per bedroom

...

Structured parking is permitted provided, at a minimum, that ~~the entire ground floor~~ 50% of the ground floor of the structure contains active uses with entrances on all street frontages.

Underground parking is permitted in any structure. Where practical, structured parking ~~must~~ may be designed with level parking floors and adequate floor-to-ceiling clearance height to allow the space to be converted to finished floor area if parking is no longer needed in the future.

...

Public Fee in Lieu of Parking

[This section describes a parking option for the non-residential uses.]

Fees collected shall become part of a site wide fund and shall be used solely for the repayment, development or maintenance of parking that satisfies the demand requirements of new development projects within the parking in-lieu area. A sitewide parking district will establish the terms, conditions and use for fee-in-lieu payments...

...

Table 4.8 Required Bicycle Spaces, by Use:

Residential, dwellings	1 space per dwelling
Residential, congregate living	1 space per bedroom
Educational	1 space per 3 students
Recreational	1 space per 300 <u>5,000</u> sq. ft. of surface area
Commercial, Office, Civic	1 space per 5,000 sq. ft. GFA
Production and Processing	1 space per 15,000 sq. ft. GFA

...

~~Car Share Parking Facilities~~

~~One (1) designated space for car share vehicles shall be provided for every 20 spaces of individual parking.~~

...

Electric Vehicle Infrastructure

The intent of this section is to support the use of electric vehicles and to expedite the establishment of convenient, cost-effective electric vehicle infrastructure.

A. Parking

1. All new and expanded off-street parking areas in the Gateway and Mixed-Use Districts north of Bohland Avenue shall provide the electrical capacity necessary to accommodate the future installation of Level-2 electric vehicle charging stations. A minimum of one (1) parking space or two percent (2%) of the total parking spaces, whichever is greater, shall be prepared for such stations.

...

Discussion

Ryan is requesting the ability to have additional parking in non-residential districts because they claim it will not be possible to secure retail tenants with less than 1 space per 200 GFA. Ryan is also proposing a public parking facility in the retail district of the site instead of the fee-in-lieu section of the plan. Staff has concerns with renaming the Fee-in-Lieu of Parking section to Public Parking even if the content of the section is not changing. It is unknown how many stalls in the parking facility are assigned to retail uses or office uses, so it hard to justify allowing additional parking for office and retail uses. With the amendments as proposed, staff assume that the office and retail uses will be served by below-grade parking and the public parking facility. If Ryan is providing underground parking for office and retail tenants and a public parking facility that serves the same tenants, staff question why additional parking for non-residential uses would be needed. The City should not subsidize required parking, especially if the required number of stalls is less than in other parts of the city.

Ryan is requesting that the required amount of the ground floor of structured parking uses that must be devoted to active uses is 50% rather than 100%. This change may be acceptable, but is difficult to recommend absent individual building design.

Easing the requirement for structured parking to be designed with level parking floors and adequate floor- to-ceiling clearance heights to allow the space to be converted to finished floor area (proposed change states, “may design” structured parking this way, “where practical”) if parking is no longer needed in the future may be acceptable, but staff needs more information on how the costs of a project could increase if this change is not granted.

Section 63.210 of the Zoning Code regulates bicycle parking for the City of St. Paul. Current requirements are as follows:

- (1) Off-street parking facilities shall provide a minimum of one (1) secure bicycle parking space for every twenty (20) motor vehicle parking spaces, disregarding fractional bicycle spaces. A minimum of one (1) secure bicycle parking space shall be provided for an off-street parking facility with twelve (12) or more motor vehicle parking spaces; or*
- (2) For dwelling units, a minimum of one (1) secure bicycle parking space shall be provided for every fourteen (14) dwelling units. A fractional space up to and including one-half (1/2) shall be disregarded, and any fraction over one-half (1/2) shall require one (1) secure bicycle parking space.*

The Ford Master Plan requires more bicycle parking than the city-wide code to ensure that the site encourages bicycling. However, some requirements in the MP would result in an overabundance of bicycle parking spaces. The two ballfields alone would generate 748 bicycle parking spaces. Additionally, congregate spaces serve both students and senior housing. In the Ryan proposal, no student housing is proposed, which is a use that demands many parking spaces. There is most likely not the same demand for bicycle parking in senior housing. Additionally, the congregate living is located near residential buildings that will require one space per dwelling, which staff believe will provide adequate bicycle parking facilities.

Ryan is requesting to remove the car share requirement, stating that there is not a strong enough market for car-share in the Twin Cities area. However, the expected buildout for the Ford site is 10 years. In 10 years, it is imaginable that car-share could become a viable option in the Twin Cities. Emerging technology in transportation is a rapidly changing field; three years ago, cities across the United States most likely did not anticipate that electric scooters would become part of the transportation network.

Ryan has requested to eliminate the electric vehicle mix for the residential districts. The vision of the MP is to create a 21st Century Community; part of that vision includes encouraging sustainable transportation. Electric vehicles are a key component to make that vision a reality. The market for electric vehicles is increasing and could be a more viable option for households in 10 years. Removing the requirement in the residential area without knowing what the market will be removes an important component of realizing the vision of the MP.

Recommendations

- Do not increase the commercial parking requirement from 1:200 to 1:400.
- Condition the approval for structured parking on 50% of the ground floor of parking ramps if building facades fronting on primary and secondary streets are lined with active uses at street level with direct access to the sidewalk. Condition the approval to modify the requirement that structured parking to be designed with level parking floors and adequate floor-to-ceiling clearance height where practical in the F5 and F6 Districts based on an analysis of cost to build and convert the structures.

- Do not allow the change to Public Parking from Fee-in-Lieu of Parking.
- Allow changes to bicycle parking (removal of congregate living) and change to 1 per 5,000 sq. ft. of surface area for recreational areas.
- Modify the car-share parking requirement to the following based on the number of residential units and stalls in non-residential areas. Consider modifying or removing the requirement via a future amendment submitted within 10 years if no car-share operator has been secured or the space is not used for other shared modes such as bike or scooter share.

New recommendation:¹

Number of Residential Units	Number of required Car-Share spaces
0-49	None
50-200	1
201+	2, plus 1 for every 200 units over 200

Number of Non-Residential Parking Spaces	Number of required Car-Share spaces
0-24	None
25-49	1
50+	2, plus 1 for every 40 spaces over 50

- Maintain the electric vehicle requirement in the residential areas of the site.

Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
28-36, 39, 41-43	49, 58-62, 69, 76-78	66.942, 66.943

¹ Car Share parking requirements taken from San Francisco car-share requirements
http://default.sfplanning.org/publications_reports/ZAB_06_Car_Sharing_Aug2010.pdf

9. Roadway Adjustments

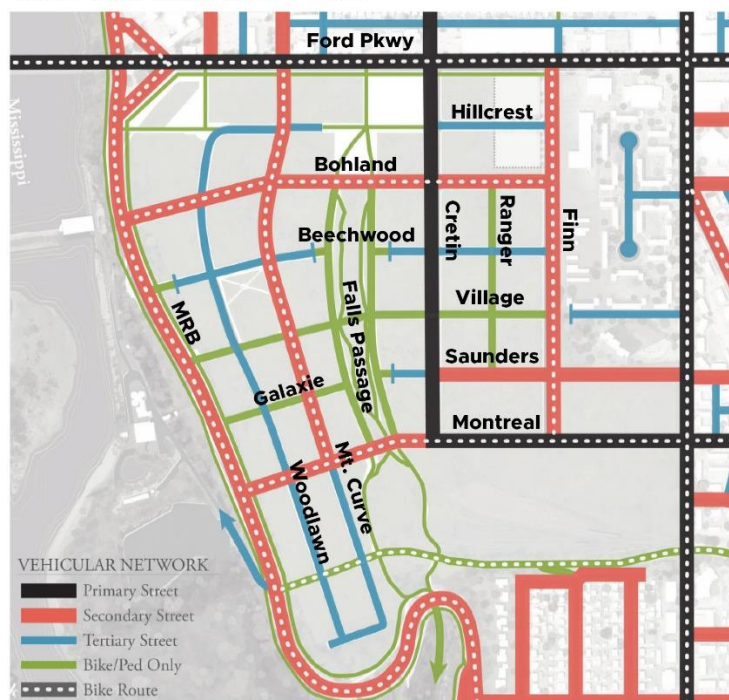
Current Master Plan

The MP lays out a street network and defines the functionality of each street through more detailed street sections.

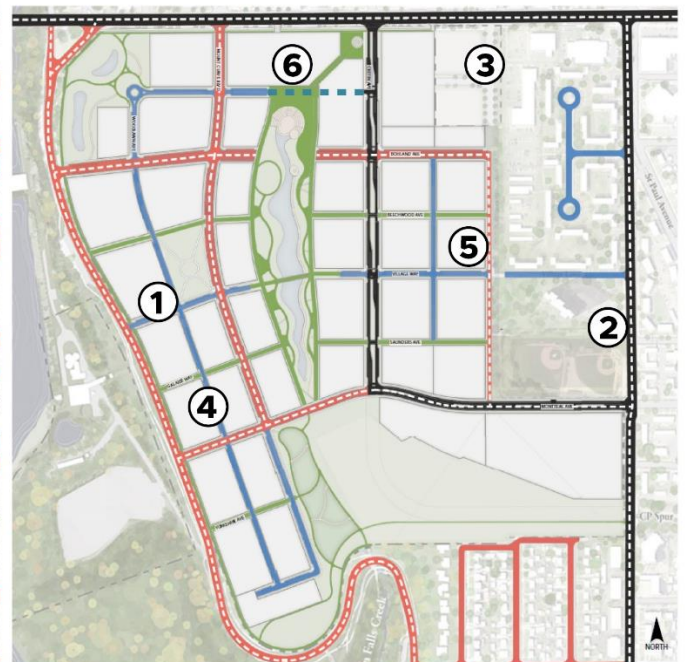
Ryan Proposal

See figure below for maps comparing the adopted street network in the MP and that proposed by Ryan.

Current Master Plan



Ryan Proposal



Notes:

1. Numbering corresponds with Roadway Adjustments section in the memo.
2. Retail connection added by PED staff. Described in Ryan proposed changes, but not shown on submitted map.

The following table summarizes street sections in the plan. Ryan’s proposed changes are shown with ~~strikethroughs~~ and underlines.

Street Section	Description	Total ROW	Curb to Curb	Blvd.
Montreal Avenue- West of Cretin	Montreal Avenue between Mississippi River Boulevard and Cretin Avenue is a two-lane roadway with single direction, dedicated bicycle lanes next to the traffic lanes. There are no on-street parking lanes. A six-foot tree-lined boulevard and six-foot sidewalk line the edges.	62	42 <u>26</u>	6
Montreal Avenue- East of Cretin	Montreal Avenue between Cretin Avenue and Cleveland Avenue serves as the main street accessing the site from the east. It is designed as a through street with two lanes of travel and a center turn lane, dedicated bicycle lanes next to the traffic lanes, and no on-street parking. A six-foot tree-lined boulevard and six-foot sidewalk line the edges.	73	53 <u>37</u>	6
Mount Curve Boulevard (North)	Mount Curve Boulevard between Ford Parkway and Beechwood -Bohland Avenue is an access road into and out of the site. It has two lanes of travel and a center turn lane, dedicated bicycle lanes next to the traffic lanes, and no on-street parking. A four-foot <u>six-foot</u> tree-lined boulevard and six-foot sidewalk line the edges. The center median could be planted when not needed for vehicular movements to continue the pattern from the north.	68 <u>72</u>	52 <u>36</u>	4 <u>6</u>
Mount Curve Boulevard (South) Center	Mount Curve Boulevard south of Beechwood Avenue <u>between Bohland Avenue and Montreal Avenue</u> is a local street with two lanes of travel, one side of on-street parking, and dedicated bicycle lanes in each direction. The bicycle lane on the east <u>same side as the on-street parking</u> is buffered from traffic by the parking lane. A four <u>six-foot</u> tree-lined boulevard and six-foot sidewalk line the edges.	66 <u>70</u>	32	4 <u>6</u>
Woodlawn (North) and Beechwood, <u>Mount Curve Blvd (South), Village Way (West) and Village Way (East)</u>	These are narrow, local streets with two lanes of travel and one side of on-street parking. A four <u>six-foot</u> tree-lined boulevard and six-foot sidewalk line the edges.	50 <u>54</u>	30	4 <u>6</u>

<p><u>Bohland Avenue (West)</u></p>	<p>Bohland Avenue is one of the main east-west roadways on the site. It <u>The west portion</u> connects Mississippi River Boulevard in the west to Finn Street in the east. Street parking is allowed on one side of the street for access to the square, retail district, and stormwater feature. There are dedicated bike lanes in each direction. A turn lane allows access to parking. A four-foot tree-lined boulevard and six-foot sidewalk line the edges.</p>	<p>74 <u>80</u></p>	<p>54 <u>54</u></p>	<p>4 <u>6</u></p>
<p><u>Finn Street, Bohland Ave (East)</u></p>	<p>Finn Street connects between Ford Parkway and Montreal Avenue, offering an alternative route for north-south travel on and through the site. It has two lanes of travel, a parking lane on the west side, and dedicated bicycle lanes in each direction. The bicycle lane on the west is buffered from traffic by the parking lane. A six foot tree-lined boulevard and six-foot sidewalk line the edges.</p>	<p>70</p>	<p>32</p>	<p>6</p>
<p>Saunders Avenue (East)</p>	<p>Saunders Avenue is the only road, other than Montreal, offering an east connection to the site. It runs two blocks between Cleveland and Cretin Avenues. It has two lanes of travel, a center turn lane, and a parking lane on the north side. A four foot tree lined boulevard and six foot sidewalk line the edges.</p>	<p>60</p>	<p>44</p>	<p>4</p>
<p><u>Hillcrest</u></p>	<p>Hillcrest Avenue is a short connector street linking Finn Street and Cretin Avenue. It is intended for local circulation and to provide access to interior parking and building services. It has two lanes of travel and a center turn lane. A six foot tree lined boulevard runs along the south side and an eight foot tree lined boulevard along the north, to provide more access to sunlight. A six foot sidewalk runs along each side.</p>	<p>60</p>	<p>34</p>	<p>6,8</p>

Woodlawn Lane (South)	Woodlawn Lane is a shared lane for local travel only to the adjacent blocks and residences <u>with one side of on-street parking</u> . There is no demarcation within the <u>23 30</u> foot wide right-of-way to separate cars, pedestrians and bicycles. All users will share the lane and travel speeds will be very low. Since pedestrians and bicyclists are intended to use the lane for travel, there is no adjacent boulevard or sidewalk space. A private setback for vegetation and driveways will separate buildings from the roadway.	<u>23 30</u> <u>On-street parking would be shared</u>	<u>23 28</u>	Shared <u>1' Blvd on each side</u>
Village Way (West) <u>Beechwood Avenue</u>	<u>Beechwood Avenue</u> Village Way serves as the main east-west pedestrian and bicycle way through the site. It connects the existing neighborhood and development in the site to the Mississippi River. The landscaped areas are wide to enhance the park-like experience of connecting important pieces of the public realm. The paved section is wide enough to allow emergency vehicle access.	40	20	10
Village Way (East) <u>Central</u>	Village Way to the east of the stormwater feature has the same function as the west. The spacing on the boulevard is offset to increase the area receiving greater solar access since the allowed heights in this area are greater.	<u>34 54</u>	20	<u>6,8 17</u>
Ranger Way	Ranger Way serves as a linear courtyard and connection within the area of greatest density on the site. A shared pedestrian <u>vehicular</u> , and bicycle way is wide enough for emergency vehicular access.	<u>32 36</u> <u>Vehicular 10 ft per lane. Total vehicular ROW is 24</u>	<u>20</u> <u>24</u>	<u>4,8</u> <u>6</u>
Galaxie Way (West of Stormwater), <u>Saunders ave and Yorkshire Ave</u>	Galaxie Way west of the stormwater corridor breaks up a potentially long block and allows more access options between the Mississippi River and the stormwater feature.	<u>30 32</u>	20	<u>5 6</u>

Discussion

The MP envisioned a street network that encouraged multi-modal travel, with emphasis on the bicycle and pedestrian environment. In general, Ryan Companies is keeping to the street grid in the MP. They have shifted some of the street grid sections to accommodate their development proposal and retain two ballfields. Additionally, Ryan proposes to widen some of the pedestrian rights-of-way based on feedback from Saint Paul Public Works. Major changes include the following:

- 1. A new vehicular connection to Mississippi River Boulevard (MRB) through Village Way.** During the development of the MP, limited vehicular connections to MRB were encouraged. As such, the City does not believe it is appropriate to have additional vehicular traffic on MRB. Alternatively, staff could consider this change depending on the results of the AUAR.
- 2. Removal of Saunders Avenue connection to Cleveland Avenue.** To keep the ballfields, Ryan cannot make Saunders a through-street to Cleveland Avenue. Instead, Ryan is proposing an east/west connection through Village Way. Staff is amenable to this proposal; however, Village Way is a private road. Ryan has indicated that they will start conversations with the adjacent landowner so that the connection to Cleveland can be realized in the future. However, if the AUAR (environmental review) demonstrates that an east/west connection to the site is needed and Village Way is no longer an option, staff will need to explore alternate east/west connections to the site. Street connections to the neighborhood to the east is critical to physically integrate the Ford site into the rest of the community.
- 3. Removal of Hillcrest Avenue between Cretin Avenue and Finn Street.** Ryan is proposing to remove this section as it dead ends into the existing Lund's property. Staff have concerns that not providing a road or street connection creates a superblock on the northwest corner of the site. Staff need to work with Ryan on alternatives, either restoring Hillcrest or exploring a north-south connection through a revised Ranger Way to Ford Parkway, with a one-way right turn only option on to Ford Parkway. The removal of Hillcrest Avenue creates a superblock at the northeast corner of the site. Staff would like Ryan to explore retaining a street connection through that superblock.
- 4. Addition of on-street parking to Woodlawn Avenue.** In the MP, Woodlawn Ave (South) is envisioned as a shared vehicle street, like a woonerf.² Ryan is proposing to add on-street parking to the road without altering the shared street concept. The National Association of City and County Transportation Officials (NACTO)'s descriptions of shared residential streets allow for parking to delineate private and public space.³ Beyond Ryan's proposal to add one lane of on-street parking to Woodlawn, the need for utility access may dictate a minimum width that would expand the right-of-way. The need for building types currently allowed in zoning districts adjacent to Woodlawn would result in townhomes or small

² Woonerf's were originally implemented in the Netherlands and are known as shared streets, meaning all users, vehicles, pedestrians, and bicycles share the street network with no curbs. Woonerfs can be an effective tool for traffic calming.

³ <https://nacto.org/publication/urban-street-design-guide/streets/residential-shared-street/>

multi-family units on the east side and carriage homes (ADU-like) on the west. Ryan’s proposal would allow townhomes on the west. As building massing increases, a wider street section becomes more acceptable.

5. **Changing Ranger Way from a bike/pedestrian-only path to a two-lane road.** Ryan states that making Ranger Way a two-way road will help remove traffic from Cretin Avenue for vehicles turning into underground parking on each property in the F4 District. Staff are conditionally open to this change but will wait for the results from the AUAR to see if this change is necessary. Alternatively, if Ryan can demonstrate that Ranger Way can accommodate both two-way vehicular traffic as well as safely accommodate both pedestrians and cyclists despite loss of a bike lane, staff would find this change acceptable.
6. **A new retail road section between Cretin and Mount Curve Blvd North.** On-street parking will be proposed to enhance the use of the F5 (Business Mixed) District. Staff is amenable to this change as it provides direct access to retail and provides pedestrian access.

Recommendations:

- Do not approve a new vehicular connection to MRB at Village Way. This will add too much additional vehicular traffic to MRB and additional conflicts with the trail on the east side.
- Conditionally approve the removal of the Saunders Avenue connection to Cleveland Avenue dependent on results from the AUAR.
- Do not approve the removal of ROW that would divide the superblock in the northeast.
- Allow added on-street parking to Woodlawn Avenue.
- Conditionally change Ranger Way from a bike/pedestrian-only path to a two-lane road dependent on results from the AUAR.
- Approve a new retail road section between Cretin and Mount Curve.
- Adjust Bohland bike lane. See Item #2 in Master Plan Change Proposed by Staff section.
- Allow and encourage expansion of the boulevard from 4’ to 6’.
- Revise section dimensions as proposed contingent upon decisions regarding functionality

Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
44-63	83, 86-95, 98-100, 102, 106, 107	Zoning Map

10. Stormwater Adjustments

Current Master Plan	Ryan Proposal
<p>The MP vision for stormwater is to re-create the historic Hidden Falls Headwaters feature, naturalize the existing downstream creek, reconnect the future neighborhood to the river by means of an open-water flow path, and create a model for sustainable and resilient infrastructure development.</p> <p>The MP includes a centralized stormwater concept where runoff from the entire site would be directed to and managed in a primarily above-grade centralized green infrastructure corridor. The corridor would re-create the original headwaters feature. Additionally, the MP acknowledges that the redevelopment of the Ford Site offers the opportunity to protect and restore Hidden Falls Creek and Hidden Falls. The MP supports a reduction of stormwater runoff rates to their pre-settlement levels by reducing erosion and returning the surface water groundwater connection.</p>	<p>Ryan proposes to keep the central stormwater feature but has expressed that, due to slopes on the site, it is challenging to drain all the land area on the west side to the central water feature. Additionally, Ryan is proposing to eliminate the sentence “returning the surface groundwater connections” in the section entitled Restoration Potential for reduction of stormwater runoff rates to pre-settlement levels.</p>
Discussion	
<p>The MP states that runoff from the entire site will be directed and managed in the centralized stormwater feature. The MP and corresponding stormwater studies acknowledged the conceptual nature of the modeling and need for additional engineering and design work to better define functionality and location of ponding, and to ensure that rate control to Hidden Falls would be at pre-development levels. This early work also recognized that a small area in the northwest corner of the site would likely not drain to the central feature and would require its own facilities. Staff understands that existing ground conditions will include varying depths of bedrock and perched groundwater, which could make it difficult to return the surface water groundwater connection.</p>	
Recommendation	
<ul style="list-style-type: none"> • Encourage Ryan to continue to explore directing water from the west-central side of the site to the central stormwater feature. Doing so will avoid the problem of having to construct new facilities and eliminate the need for underground storage. • Allow for removal of reference to groundwater. 	

Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
62-63, 66	106-107,129	N/A

11. Parks and Open Space Adjustments

Current Master Plan

The MP identified various park typologies distributed throughout the site per the *Open Space System* map on page 110.

Ryan Proposal

Ryan is proposing to delete the pocket park on the mid-western edge of the site bordering MRB, but retain the two northern ballfields. Ryan has proposed adjusting the geometry of the Civic Square to have a smaller plaza at the corner of Ford Parkway and Cretin Avenue. The figure below shows the proposed location and size of parks and open space (right) compared with the current MP (left).



PARKS AND OPEN SPACE

- CITY PARKS
- STORMWATER INFRASTRUCTURE
- CIVIC SPACE

Discussion

Ryan is subject to the City’s parkland ordinance, which requires that 9% of the total acreage of buildable area on the site be dedicated to parkland. The 9% is determined at the time of platting. Ryan wants to eliminate the pocket park between MRB and the Neighborhood Park, but has proposed adding a pocket park and a neighborhood park bordering the CP Rail property. Ryan has stated its commitment to meeting or exceeding the amount of open space defined in the MP.

The geometry of the Civic Square in the MP was determined in part to allow sufficient space for the turning radius of rail-based modes of transit. Ryan and the City have engaged Metro Transit to determine whether this needs to remain a consideration.

The Department of Parks and Recreation has begun updating the master plan for Hidden Falls Regional Park, which will likely address the physical connection to the Ford Site. Ryan’s design should not hinder the possibility that MRB could be straightened out at some point in time to provide additional useable park space at the top of the bluff.

Recommendation

- Allow proposed changes with the understanding that the existing ballfields at Highland Ball will not count towards the parkland dedication requirement.

Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
64-65	110, 117	N/A

12. Landscape Adjustments – Roof Setback

Current Master Plan	Ryan Proposal
Under Green Roof Areas as Open Space, all useable outdoor space shall be set back at least ten (10) feet from all outer roof edges, and shall be located and oriented in relation to adjacent properties to minimize potential visual, noise and privacy impacts to abutting uses.	Setback would be reduced to one (1) foot from outer roof edges.
Discussion	
The MP encourages the use of green roofs and functional rooftops the reduction in setback allows the development to provide the maximum amount of usable rooftop space as possible. Additionally, City staff are working on Design Standards that can also address usable open space on roofs.	
Recommendation	
Allow the reduction in setback of roofs, with the understanding that building code and design standards for the Ford Site will apply.	

Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
27	57	66.945

13. Bicycle Parking – Showers

Current Master Plan	Ryan Proposal
Office and production/processing uses require 1 shower to 50 employees	Requirement would be reduced to 1 shower per 150 employees
Discussion	
Ryan requested changing the number of showers provided on the site for office and production/processing uses to 1 shower per 50 employees instead of 1 to 150 employees. Staff are okay with this change given that showers would still be provided for office and production/processing uses. Note that in other cities, shower requirements are determined by the occupied floor area in square footage of the use. For example, production and processing uses could have more employees in an occupied floor area than a retail or office use. The change that Ryan is proposing is reasonable given the uses on the site.	
Recommendation	
Allow the reduction in showers to 1 per 150 employees.	

Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
34	61	N/A

MASTER PLAN CHANGES PROPOSED BY STAFF

This section includes topics that are not proposed changes by Ryan but are important issues that should be considered by the Planning Commission at this time.

1. District Energy System

Current Master Plan	Ryan Proposal
The Master Plan identifies the potential to include a district-wide energy system based on the “from scratch” nature of the development. A district energy system would reduce the energy load on the site and contribute to the net-zero goal called for in the plan.	No changes proposed.
Discussion	
The District Energy system remains under consideration, but its outcome remains unknown. Currently, staff is working to see if a district energy system is viable on the site and, if it is viable, whether changes to the ROW width and street sections would be needed.	
Recommendation	
To build in flexibility to accommodate changes in that section staff propose the following language to be added to the end of paragraph 5, page 82: “All street sections subject to change based on utility requirements.”	

Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
N/A	131, 82	N/A

2. Bohland Bike Lanes

Current Master Plan	Ryan Proposal
The adopted MP shows bike lanes on Bohland as dedicated, but in-street and unprotected. This differs from all other sections in the plan and is likely a result of staff missing this section during the pre-adoption revision process.	No changes proposed.
Discussion	
Bike lanes in the MP are protected to provide more comfort to the bicyclist. Mixing bike lane configurations within the site would lead to confusion for the bicyclist. Shifting the bike lane to be protected and at sidewalk level would not impact overall width of the ROW assuming proposed door zone is incorporated.	
Recommendation	
<ul style="list-style-type: none"> • Shift the location of bike lanes on Bohland from on-street to a location protected at sidewalk level, like all other bike lanes on the site. 	

Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
53	91	N/A

3. Zoning Code Text and Map Amendments

Current Master Plan	Ryan Proposal
Some Ford-related regulations are incorporated in the City of Saint Paul Zoning Code, while others are contained in the MP itself and referenced in the Zoning Code. A dimensioned map showing the boundaries of the zoning districts was created and based on the street layout anticipated in the MP. This establishes the foundation necessary to allow the zoning districts to align with centerlines of streets when platting takes place.	No changes proposed.
Discussion	
Ryan has only applied to amend the Master Plan. Depending on what is amended, corresponding zoning code changes will follow. Amendments would be made to the Zoning Code, including to the map, as changes in the MP are recommended and approved. Staff believe it makes more sense for the Planning Commission to initiate a zoning study given that it will be dependent on what amendments are made to the MP.	
Recommendation	
Recommend that the Planning Commission initiates a zoning study to amend the Zoning Code to coincide with changes to the MP.	

Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
Many	Many	Many

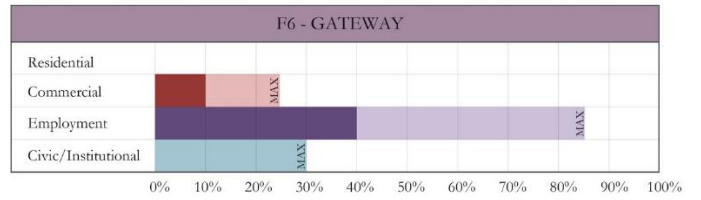
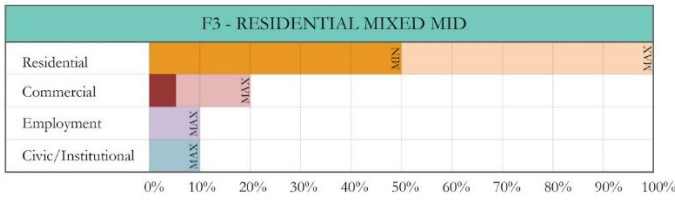
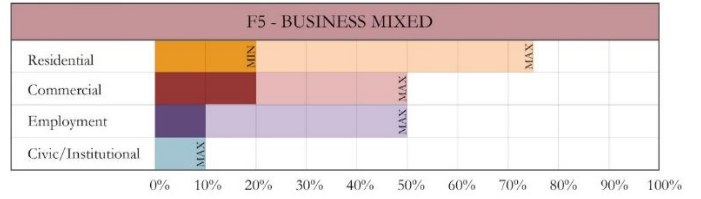
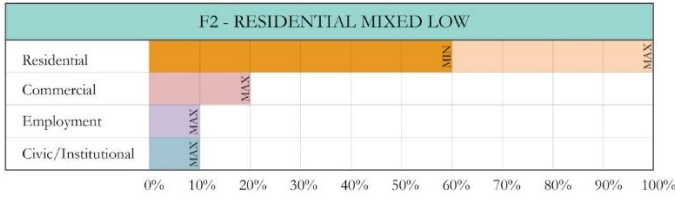
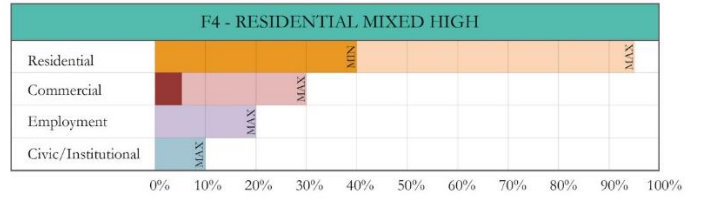
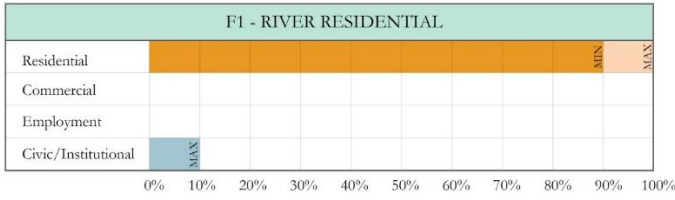
4. Residential Allowance in F6 Gateway Zoning District

Current Master Plan	Ryan Proposal
The MP allows limited residential uses in the F6 Gateway Zoning District Use Table 4.6 p. 42 but no residential uses in the Mix of Uses Table (Table 4.5) on p. 40.	No changes proposed.
Discussion	
<p>There is a conflict between the use table and Allowed Mix of Uses Tables for F6. The intent of the F6 Zoning District was to focus on employment-based and civic/institutional uses. This message was communicated clearly through the engagement and approval processes. As such, the two Gateway districts should limit residential uses, as already shown in the land use tables. However, <i>Table 4.6 District Uses</i> in the adopted plan shows mixed commercial-residential (e.g. live-work units and mixed residential and commercial uses) and adult care home as permitted uses in the F6 Gateway District. While these residential uses also include a mix of employment opportunities within them, the district has a focus on employment, commercial, and civic/institutional uses, together representing at least half of the required use mix (if zero civic/institutional uses are proposed, which is not likely). While civic/institutional uses may represent up to 30% of the required land use mix, this leaves room for between 20-50% of the land uses in F6 to be residential.</p> <p>Ryan is proposing to consider adult care homes as an employment use due to the number of jobs created by that use. However, adult care homes are classified as a residential use in Section 65.151 of the Saint Paul Zoning Code. Of the six Ford Zoning Districts, F6 Gateway is the only one to exclude residential use in the intent statement in Section 66.917.</p>	
Recommendation	
<ul style="list-style-type: none"> • Allow Adult Care Home as the only allowed residential use in F6 Gateway and adjust tables 4.5 <i>Required Mix of Uses</i>, 4.6 <i>District Uses</i>, and the <i>Zoning Code</i> accordingly. • Maintain the minimum requirements for commercial and employment Uses in F6. • Revise the F6 residential component in Table 4.5 to allow no minimum and a maximum of 50% but restrict the use to only adult care home. 	

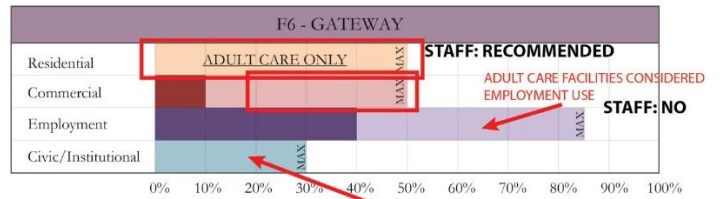
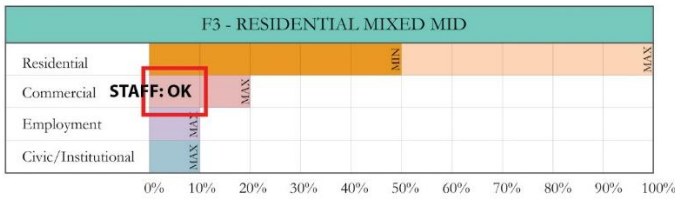
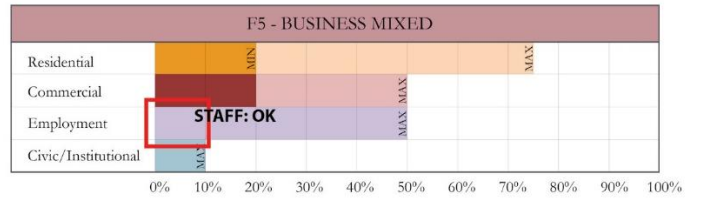
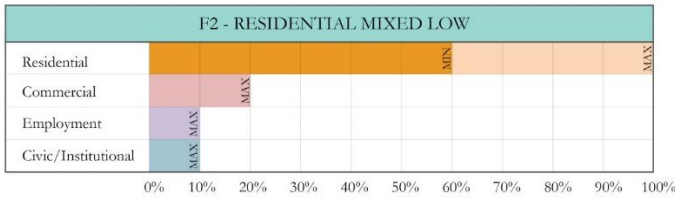
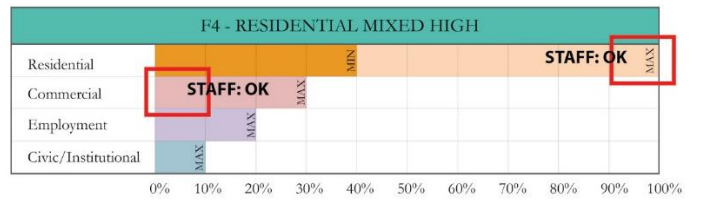
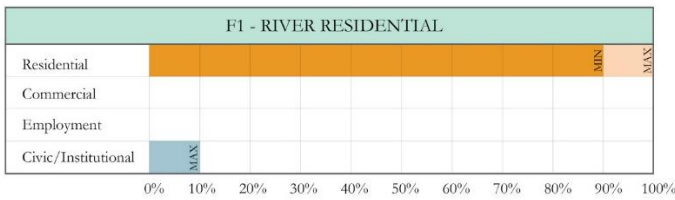
Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
N/A	40, 42	66.921

The following summarizes the proposal and staff recommendations for the required mix of uses:

Current Master Plan



Ryan Proposal with Staff Recommendation



STAFF: NO ALLOW OPEN SPACE TO COUNT TOWARDS CIVIC/INSTITUTIONAL

5. Properties adjacent to Finn

Current Master Plan	Ryan Proposal
The property owned by Burg & Wolfson (Lund’s & Byerlys) northeast of the Ford site is included in the Master Plan, as is the 13-acre Canadian Pacific parcel southeast of the Ford site.	No changes proposed.
Discussion	
<p>Ryan is proposing to develop only within the bounds of the main parcel currently owned by Ford. Their submitted plan shows a north-south block orientation on the block east of Cretin and south of Montreal, and appears to eliminate a street that would divide the large block that includes the Burg & Wolfson property.</p> <p>It is not uncommon for master plans to include multiple parcels that have already been developed. One of the reasons to have a master plan is to adopt a vision for the future that considers how all systems will work together, including those that may be inconsistent with current conditions. A good example of this is at Snelling-Midway, where the adopted station area plan broke up the superblock at the southeast corner of Snelling and University, though it was occupied by a variety of businesses and parking lots at the time. Owners in these areas are not required to change their use in any way, but must consult the City and the Master Plan when significant redevelopment is contemplated.</p> <p>The block orientation in the northeast corner of the Master Plan area is east-west to match the pattern across Ford Parkway, and allow the streets that intersect with Ford Parkway to function well and not increase congestion. If the street runs north and south, City staff have suggested that a one-way street heading north would be appropriate. Consultation with Ramsey County and input from the AUAR will provide additional direction.</p> <p>Ryan is not proposing any work on the Canadian Pacific parcel, which has resulted in some minor adjustments in the south to allow the stormwater feature to function. The number of blocks and orientation of the streets has been adjusted slightly, but reflect the intent of the master plan.</p>	
Recommendation	
See Roadway adjustments section.	

Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
56	30, 83, 94	N/A

6. Design Standards

Current Master Plan	Ryan Proposal
The MP states on page 46: “Design standards for buildings and public spaces on the Ford site redevelopment will be prepared for and added to this Ford Site Zoning and Master Plan in 2018. Until such time, the Traditional Neighborhood design standards for the T3 district shall apply, City Zoning Code Section 66.343.”	No changes proposed.
Discussion	
The City is in the final stage of consultant selection for the design standards. If the contract is executed as expected, a kickoff meeting will occur in November. The work is anticipated to take approximately four months.	
Recommendation	
None.	

Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
N/A	46	N/A

7. Trail East of Mississippi River Boulevard

Current Master Plan	Ryan Proposal
The description and section of Mississippi River Boulevard Trail shows expanded right-of-way to allow for an 11-foot shared-use trail on the east side of the road.	No changes proposed.
Discussion	
Using the trail section in the MP, there are conflicts with a number of established trees on the east side of Mississippi River Boulevard. Many of these conflicts could be avoided and trees could be preserved if the trail is allowed to meander. However, this would require either additional right-of-way or an easement. City staff have suggested that the additional right-of-way is cleaner, and that the location and number of buildings could remain the same if setback language is adjusted accordingly.	
Recommendation	
<ul style="list-style-type: none"> • Add a note at the bottom of page 101 (Mississippi River Boulevard Trail) to accompany existing “Expanded ROW” note that says: “Adjust as necessary to preserve as many mature trees as possible.” • Coordinate with Ryan to create a common understanding of a trail alignment that makes sense. 	

Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
N/A	101	N/A

8. Multi-Unit Home Lot Coverage

Current Master Plan	Ryan Proposal
The MP states a 30% lot coverage maximum for multi-unit homes, the corresponding zoning text (Section 66.931) is 40%.	No changes proposed.
Discussion	
Staff reviewed previous documents related to lot coverage and concluded that 40% is the correct number. In other zoning districts for one unit to multi-unit homes (R1-R4) the lot coverage is 40% with an accessory structure (66.232). Staff also suggest adding the open space requirement to Table 66.931 Ford District Dimensional Standards in the Zoning Code.	
Recommendation	
<ul style="list-style-type: none"> • Change the 30% lot coverage on multi-unit home to 40% in the MP and add the open space column to Table 66.931 of the Zoning Code. Make same change for SF homes if approved as proposed. 	

Change # in Ryan List	Affected MP Page Number(s)	Zoning Section(s)
N/A	69	66.931

ADDITIONAL CONSIDERATIONS:

1. Density, building type, and ownership/rental mixed community and layout of project

In the site plan schematic Ryan has distributed to the public and to staff for review, there is a clear difference in density, building type and tenure between the east and west sides of the central stormwater feature. The area west of the stormwater feature is dominated by rowhomes and a few single-family homes, all planned for ownership. The area east of the stormwater feature is planned for higher-density, multi-family rental units. The MP envisioned a mixed-use site, with a mix of ownership and rental units on both the eastern and western edges of the stormwater feature. In addition, multi-family buildings were envisioned on both sides of the stormwater feature so that building scale matches the scale of the public realm created by the central feature. Staff think Ryan should consider adding more multi-family structures to the western edge of the stormwater feature. Staff believe that the addition of multi-family to the western edge of the rowhomes will not only provide balance to ownership and rental units, but will also better frame the central amenity and more fully activate this important part of the public realm.

2. Land Uses on the Ford Site

The current proposal by Ryan provides no civic or institutional uses. Parks are permitted under civic and institutional uses, but Ryan is not proposing any building on parkland. Ryan could meet the minimum civic and institutional spaces requirement (50,000 Sq. Ft. GFA) in some residential buildings by providing a community room or day care.

The Ryan proposal also provides the minimum retail and commercial space allowed on the site. The MP envisioned the Ford Site to include a range of business and employment opportunities with an emphasis on family-supporting jobs. While the site is not strongly suited for wholesale industrial reuse given the constrained access to interstates and active rail, there is the potential for the site to support smaller-scale industrial uses.⁴ The Zoning Code does allow this type of light industrial activity, staff encourage Ryan to explore these uses in the commercial area to generate jobs that can support families.

Additionally, given that staff is recommending allowing adult care homes as a use in F6, it will be important for Ryan to demonstrate that the commercial spaces on the site provide the opportunity to earn living-wage jobs.

⁴ Ford Site Green Manufacturing and Reuse Study:

<https://www.stpaul.gov/sites/default/files/Media%20Root/Planning%20%26%20Economic%20Development/Ford%20Site%20Green%20Mfg%20Reuse%20Study%20Aug%202009.pdf>

3. Ford Site and Citywide Goals

On October 19, staff from Ryan provided the Planning Commission with a brief preview of their proposed Master Plan Amendments. At that meeting Commissioners asked Ryan staff about the Ford Site and its impact on the rest of St. Paul, not just in the Highland neighborhood.

Staff also acknowledge that the development of the Ford Site impacts not only Highland but the City and the region. Accordingly, during the master planning process numerous professional studies were conducted to understand the impacts of developing on the Ford site. In this next phase of the site, if Ryan is chosen as the Master Developer, the City hopes that Ryan will be a partner in achieving the many goals the City envisioned.

In 2009, the City hired consultants to determine if the Ford Site could support green manufacturing and it was determined that the site was not strongly suited for wholesale industrial re-use given the constrained road access to interstates.⁵ However, the report did identify that smaller scale industries such as companies that manufacture HVAC controls, sensors and monitoring systems, and solar panel companies.

In 2015, the City assembled a working group to identify best business and industry types to target for job recruitment, based on the site's amenities, constraints, emerging industry trends and industry sectors.⁶ Businesses on the Ford Site can draw from a pool of more than 280,500 employees within a 20-minute commute. The jobs strategy report identified the following sectors for employment: Health and Medical, Research and Development, Custom Light Manufacturing, Institutional (i.e. Educational), Office, and Retail & Services.

The City is unaware of Ryan's partners for the commercial and retail portions of the site; Ryan has also proposed no civic and institutional uses other than parks on the site. Staff hope Ryan will be open to exploring uses such as light manufacturing (the uses is allowed in zoning districts in F3, F4, F5, and F6) and civic and institutional uses (permitted in F2, F3, F4, and F5). Additionally, we hope that Ryan would be open to meeting with City representatives, Minnesota Department of Employment and Economic Development (DEED), GREATER MSP, the Saint Paul Chamber of Commerce, the St. Paul Port Authority, and the Highland Business Association, to attract the right mix of local businesses to support living wage jobs on the site.

The development of the Ford site will bring thousands of temporary construction jobs. If Ryan is to seek public funds for the development of the site it should expect to follow the City's compliance requirements but staff also hope Ryan will go above and beyond given the unique opportunity of the site. For example, Ryan should consider hiring the formally incarcerated, encourage apprenticeship programs, and prioritize local hiring.

⁵ The Ford site Green Manufacturing and Re-use Study can be found here:

<https://www.stpaul.gov/sites/default/files/Media%20Root/Planning%20%26%20Economic%20Development/Ford%20Site%20Green%20Mfg%20Reuse%20Study%20Aug%202009.pdf>

⁶ The Jobs Strategy Report can be found here:

https://www.stpaul.gov/sites/default/files/Media%20Root/Planning%20%26%20Economic%20Development/Jobs%20Strategy%20Report_Final.pdf

The MP sets ambitious plans for affordable housing on the site at the following AMI levels:

- 5% of housing units should be affordable to households earning 60% or less of Area Median Income
- 5% of housing units should be affordable to households earning 50% or less of Area Median Income
- 10% of housing units should be affordable to households earning 30% or less of Area Median Income

For reference, the Area Median Income (AMI) for a household of 4 in 2018 as calculate by the U.S. Department of Housing and Urban Development (HUD) is \$94,300. A household of 4 at 50% AMI earns \$47,150 and at 30% AMI is \$28,300.

Ryan is not proposing any changes to the proposal in the MP and we look forward to working with Ryan, their affordable housing partners, and the housing staff in PED and the HRA to meet the 20% affordable housing goal on the site.

The MP sets ambitious goals for sustainability on the site. The City in encouraged that Ryan is exploring opportunities related to the district energy system and solar energy. Additionally, the street network proposed in the MP encourages the uses of alternative forms of transportation on the site with an extensive network of bike and pedestrian trails and allows for additional transit service. Providing a strong transit connection to the site will also provide the opportunity to bring in new employees and visitors and reduce the need for additional parking requested on the site. Ryan has started meeting with Metro Transit and PED staff look forward to exploring transit on the site in more detail.

ARTICLE IX. 66.900. FORD DISTRICTS

Division 1. 66.910. Ford District Intent

Sec. 66.911. General intent, F Ford districts.

The Ford districts are designed specifically for the Ford site for use with the *Ford Site Zoning and Public Realm Master Plan*, which provides additional standards for specific building types and standards to address sustainability objectives. The Ford districts are intended to provide for a desired mix of residential, civic and commercial uses across the site, and a mix of housing styles, types and sizes to accommodate households of varying sizes, ages and incomes.

(Ord 17-40, § 1, 9-27-17)

Sec. 66.912. Intent, F1 river residential district.

The F1 river residential district provides for high quality one-family, two-family and multi-family dwellings ~~unit homes~~ with ~~two (2)~~ up to six (6) dwelling units each and rear carriage house dwellings with an additional one (1) to two (2) dwelling units in a combined garage structure. The district is characterized by deep setbacks from Mississippi River Boulevard, consistent with the historic form along the parkway.

(Ord 17-40, § 1, 9-27-17)

Sec. 66.913. Intent, F2 residential mixed low district.

The F2 residential mixed-use low-rise district provides for compact, pedestrian-oriented residential with at least seventy (70) percent of the development acres dedicated for townhouse use. The district provides for some low-scale multi-family structures, live-work units, and limited neighborhood serving retail, office, civic and institutional uses.

(Ord 17-40, § 1, 9-27-17)

Sec. 66.914. Intent, F3 residential mixed mid district.

The F3 residential mixed-use mid-rise district provides for a more extensive range of multi-family residential and congregate living types, as well as transit-oriented mixed-use development with retail, office, civic and institutional uses. A variety of housing and land uses within each block is encouraged to provide visual interest and convenient pedestrian access to amenities and services.

(Ord 17-40, § 1, 9-27-17)

Sec. 66.915. Intent, F4 residential mixed high district.

The F4 mixed-use high-rise district provides for high density, transit-supportive, pedestrian-oriented multi-family residential and congregate living; with integrated retail, office, civic and institutional uses; and with the scale and mass of buildings moderated by use of vegetative buffers, step backs on upper floors, courtyards, and architectural features that break up the mass of facades.

(Ord 17-40, § 1, 9-27-17)

Sec. 66.916. Intent, F5 business mixed district.

The F5 business mixed district provides for a variety of retail, dining, office and service establishments, with buildings oriented to public right-of-way, ground floor activity that transitions between outdoor public spaces and indoor uses. Multi-family residential use may be incorporated on upper floors.

(Ord 17-40, § 1, 9-27-17).

Sec. 66.917. Intent, F6 gateway district.

The F6 gateway district is intended to serve as the main entrance and economic heart of the Ford redevelopment site. The district provides for a variety of business and office uses independently or in combination with retail and service establishments. Limited employment-supporting housing and civic and educational uses may also be present. The district is focused on employment activity and complementary work force services.

(Ord 17-40, § 1, 9-27-17).

Division 2. 66.920. Ford District Uses

Sec. 66.921. Ford district use table.

Table 66.921, Ford district uses, lists all permitted and conditional uses in the F1-F6 Ford districts, and notes applicable development standards and conditions.

Table 66.921. Ford District Uses

Use	F1	F2	F3	F4	F5	F6	Definition (d) Standards (s)
Residential Uses							
<i>Dwellings</i>							
One-family dwelling	P						(d)
Two-family dwelling	P						(d)
Multiple-family dwelling	P	P	P	P	P		(d)
Carriage house dwelling	P	P					(d)
<i>Mixed Commercial-Residential Uses</i>							
Home occupation	P	P	P	P	P	P	(d), (s)
Live-work unit		P	P	P	P	P	(d), (s)
Mixed residential and commercial use		P	P	P	P	P	
<i>Congregate Living</i>							
Adult care home		P	P	P	P	P	(d)
Community residential facility, licensed correctional		C	C	C			(d), (s)
Dormitory				P	P		(d), (s)
Emergency housing facility		C	C	C			(d), (s)
Foster home	P	P	P	P			(d)
Shareable housing		P	P	P	P		(d)
Shelter for battered persons	P/C	P/C	P/C	P/C	P/C		(d), (s)
Sober house	P/C	P/C	P/C	P/C	P/C		(d), (s)
Supportive housing facility	P/C	P	P	P	P		(d), (s)
Civic and Institutional Uses							
Club, fraternal organization, lodge hall		P	P	P	P		(d)
College, university, specialty school		P	P	P	P	P	(d), (s)
Day care, primary and secondary school		P	P	P	P	P	(d), (s)
Public library, museum	P	P	P	P	P	P	
Public and private park, playground	P	P	P	P	P	P	
Recreation, noncommercial		P	P	P	P	P	(d)
Religious institution, place of worship		P	P	P	P	P	(d)
Public Services and Utilities							
Antenna, cellular telephone	P/C	P/C	P/C	P/C	P/C	P/C	(d), (s)
Electric transformer or gas regulator substation			P	P	P	P	(s)
Municipal building or use	P	P	P	P	P	P	(s)
Public utility heating or cooling plant		P	P	P	P	P	
Utility or public service building	P	P	P	P	P	P	(d), (s)
Commercial Uses							
<i>Office, Retail and Service Uses</i>							
General office, studio		P	P	P	P	P	(d)
General retail		P	P	P	P	P	(d)
Service business, general		P	P	P	P	P	(d)
Service business with showroom or workshop		P	P	P	P	P	(d)
Animal day care					P	P	(d), (s)
Business sales and services					P	P	(d)
Dry cleaning, commercial laundry			P	P	P		
Farmers market		P/C	P/C	P/C	P/C	P/C	(d), (s)
Garden center, outdoor			P	P	P	P	(d)
Greenhouse				P	P	P	(d), (s)

Use	F1	F2	F3	F4	F5	F6	Definition (d) Standards (s)
Hospital				P	P	P	(d)
Mortuary, funeral home				P	P	P	
Outdoor commercial use			P/C	P/C	P/C	P/C	(d), (s)
Package delivery service					P	P	(d)
Small engine repair, automotive bench work					P	P	
Veterinary clinic		P	P	P	P	P	(d), (s)
<i>Food and Beverages</i>							
Bar				P/C	P/C	P/C	(d), (s)
Brew on premises store			P	P	P	P	(d), (s)
Coffee shop, tea house		P	P	P	P	P	(d)
Restaurant		P	P	P	P	P	(d), (s)
Restaurant, fast-food					P/C	P/C	(d), (s)
<i>Commercial Recreation, Entertainment and Lodging</i>							
Bed and breakfast residence	P						(d), (s)
Health/sports club			P	P	P	P	(d)
Hotel, inn			P	P	P	P	
Indoor recreation			C	C	C	C	(d), (s)
Reception hall/rental hall			C	C	P	P	
Short-term rental dwelling unit	P/C	P/C	P/C	P/C	P/C	P/C	(d), (s)
Theater, assembly hall, concert hall			C	C	C	C	
<i>Automobile Services</i>							
Auto convenience market					C		(d), (s)
Auto service station, auto specialty store					C		(d), (s)
Auto repair station					C		(d), (s)
Auto sales, indoor					C		
Car wash, detailing					C		(s)
<i>Parking Facilities</i>							
Parking facility, commercial		C	C	C	C	C	(d)
<i>Transportation</i>							
Bus or rail passenger station				C	C	C	
Railroad right-of-way	C	C	C	C	P	P	(s)
<i>Limited Production, Processing and Storage</i>							
Agriculture	P	P	P	P	P	P	(d), (s)
Brewery, craft		P	P	P	P	P	(d)
Distillery, craft			P	P	P	P	(d)
Finishing shop					P	P	(d), (s)
Limited production and processing			P	P	P	P	(d), (s)
Mail order house			P	P	P	P	
Printing and publishing			P	P	P	P	
Recycling drop-off station					C	C	(d), (s)
Research, development and testing laboratory					P	P	
Wholesale establishment					P		(d)
Winery, craft		P	P	P	P	P	(d)
Accessory Uses							
Accessory use	P	P	P	P	P	P	(d), (s)
<u>Dwelling unit, accessory</u>	<u>P</u>						<u>(d), (s)</u>

P – Permitted use C – Conditional use requiring a conditional use permit

Notes to table 66.921, Ford district uses:

(d) Definition for the use in Chapter 65, Land Use Definitions and Development Standards.

(s) Standards and conditions for the use in Chapter 65, Land Use Definitions and Development Standards.
(Ord 17-40, § 1, 9-27-17)

Sec. 66.922. Ford district required mix of uses.

The Ford Site Zoning and Public Realm Master Plan, Chapter 4.5, requires a specific mix of residential, commercial, employment, and civic/institutional uses within each of the six (6) Ford districts. There are minimum and maximum requirements for these four (4) land use types as a percentage of total floor area constructed within a district, including all current and planned construction for the district.

(Ord 17-40, § 1, 9-27-17)

Division 3. 66.930. Ford District Dimensional Standards

Sec. 66.931. Ford district dimensional standards table.

Table 66.931, Ford district dimensional standards, sets forth density and dimensional standards that are specific to Ford districts. These standards are in addition to the provisions of chapter 63, regulations of general applicability. Where an existing building does not conform to the following requirements, the building may be expanded without fully meeting the requirements as long as the expansion does not increase the nonconformity.

Table 66.931. Ford District Dimensional Standards

Building Type by Zoning District (a)	Floor Area Ratio Min. - Max	Lot Width Min. (feet)	Building Width Max. (feet)	Building Height (feet)		Max. Lot Coverage by Buildings	Building Setbacks (feet) (e)	
				Min.	Max.		ROW (f) Min.-Max.	Interior Min.
F1 river residential								
One-family dwelling	0.25	60	60	20	30	40%	10 - 40 (g)	10
Multi-unit home	0.25 – 1.5	80	60	20	48	40%	10 - 40 (g)	10
Carriage house	0.25 – 1.5	n/a	60	n/a	30	40%	10 - 20 (g)	6 (h)
F2 residential mixed low								
Townhouse, rowhouse	1.0 – 2.0	30	150	30	55	50%	10 - 20	6 (h)
Multifamily low	1.0 – 2.0	60	200	30	55	70%	10 - 20	6 (h)
Carriage house	1.0 – 2.0	n/a	60	n/a	30	per main building	10 - 20	6 (h)
Live/work	1.0 – 2.0	30	150	30	55	70%	5 - 20	6 (h)
Nonresidential or mixed	1.0 – 2.0	n/a	500	30	55	70%	5 - 15	6 (h)
F3 residential mixed mid								
Townhouse, rowhouse	2.0 – 4.0	30	150	40	65 (b)	50%	10 - 20	6 (h)
Multifamily	2.0 – 4.0	60	n/a	40	65 (b)	70%	10 - 20	6 (h)
Live/work	2.0 – 4.0	30	150	40	65 (b)	70%	5 - 20	6 (h)
Nonresidential or mixed	2.0 – 4.0	n/a	500	40	65 (b)	70%	5 - 15	6 (h)
F4 residential mixed high								
Townhouse, rowhouse	3.0 – 6.0	30	150	48	75 (c)	50%	10 - 20	6 (h)
Multifamily medium	3.0 – 6.0	n/a	n/a	48	75 (c)	70%	10 - 20	6 (h)
Live/work	3.0 – 6.0	30	150	48	75 (c)	70%	5 - 20	6 (h)
Nonresidential or mixed	3.0 – 6.0	n/a	500	48	75 (c)	70%	5 - 15	6 (h)
F5 business mixed								
Nonresidential or mixed	2.0 – 4.0	n/a	500	40	65 (d)	70%	5 - 15	6 (h)
F6 gateway								
Nonresidential or mixed	1.0 – 3.0	n/a	500	30	65	70%	5 - 15	6 (h)

Min. – Minimum Max. – Maximum ROW – Public Right-of-Way n/a - not applicable

Notes to table 66.331, Ford district dimensional standards:

- (a) Building types are described and defined in Chapter 5 of the Ford Site Zoning and Public Realm Master Plan.
 - (b) A maximum building height of seventy-five (75) feet may be permitted with a minimum ten (10) foot setback from all minimum setback lines for all portions of the building above a height of twenty-five (25) feet.
 - (c) All portions of a building above a height of twenty-five (25) feet shall be stepped back a minimum of ten (10) feet from all minimum setback lines. The maximum building height may exceed seventy-five (75) feet, to a maximum of one hundred ten (110) feet, subject to the following conditions:
 - (1) A minimum of one (1) acre of buildable land in the F1, F2, F3, and/or F4 districts shall have been dedicated or conveyed to the city for public use for parks, playgrounds, recreation facilities, trails, or open space, in excess of the amount of land required to be dedicated for parkland at the time of platting. Such dedication of the additional parkland must be consistent with the criteria for parkland dedication in section 69.511, and is subject to city council approval.
 - (2) Maximum developable gross floor area of dedicated land from (c)(1), based on its underlying zoning, may be transferred and added to development allowed in an F4-zoned area, in compliance with other applicable requirements for the district or building, such as FAR, setbacks and open space coverage.
 - (d) ~~All portions of a building above a height of twenty-five (25) feet shall be stepped back a minimum of ten (10) feet from all minimum setback lines.~~ Building height may exceed sixty-five (65) feet, to a maximum of seventy-five (75) feet, with a minimum ten (10) foot setback from all minimum setback lines for all portions of the building above a height of thirty (30) feet, except for corner elements and portions of the building facing the civic square identified in the Ford Site Zoning and Public Realm Master Plan, Chapter 7.
 - (e) Building setback is the horizontal distance between a lot line and the nearest above-grade point of a building. An interior setback is measured from an interior lot line, which is a lot line separating a lot from another lot or lots. A public right-of-way (ROW) setback is measured from a lot line that is not an interior lot line: a lot line separating a lot from a street, alley, or public way.
 - (f) Maximum building setback shall apply to at least sixty (60) percent of the building facade along the right-of-way.
 - (g) Buildings shall be setback a minimum of thirty (30) feet, with no maximum setback, from a lot line separating a lot from Mississippi River Boulevard.
 - (h) No setback is required for building walls containing no windows or other openings when the wall meets the fire resistance standards of the Minnesota State Building Code and there is a Common Interest Community (CIC) or recorded maintenance easement that covers the affected properties.
- (Ord 17-40, § 1, 9-27-17)

Division 4. 66.940. Ford District Development Standards

Sec. 66.941. Ford district accessory building standards.

In addition to the standards for accessory buildings in Section 63.501, accessory buildings in Ford districts shall be subject to the following regulations:

- (a) Accessory buildings shall meet required public right-of-way setback requirements for a carriage house in F1-F2 districts, and for the principal building on the lot in F3-F6 districts.
- (b) The Ford Site Zoning and Public Realm Master Plan, Chapter 5, regulates the number of accessory buildings permitted on a lot by building type.

(Ord 17-40, § 1, 9-27-17)

Sec. 66.942. Ford district vehicle parking standards.

Off-street parking shall be provided as follows. These requirements supersede the parking requirements in section 63.207.

Table 66.942. Vehicle Parking Requirements by Use

<i>Land Use</i>	<i>Minimum Number of Parking Spaces</i>	<i>Maximum Number of Parking Spaces</i>
Residential, dwellings	0.75 space per dwelling unit	2 spaces per dwelling unit
Residential, congregate living	0.25 space per bedroom	1 space per bedroom
Nonresidential	1 space per 600 square feet GFA	1 space per 400 square feet GFA

GFA – Gross Floor Area

The Ford Site Zoning and Public Realm Master Plan, Chapter 4.7, sets vehicle parking facility standards that are in addition to the parking facility standards in chapter 63.

(Ord 17-40, § 1, 9-27-17)

Sec. 66.943. Ford district bicycle parking standards.

Bicycle parking and related facilities shall be provided as follows:

Table 66.943. Bicycle Parking Requirements by Use

<i>Land Use</i>	<i>Minimum Number of Bicycle Parking Spaces</i>
Residential, dwellings	1 space per dwelling unit
Residential, congregate living	1 space per bedroom
Education	1 space per 5 students
Recreation	1 space per 300 <u>5,000</u> square feet of facility land or gross floor area
General civic and commercial	1 space per 5000 square feet gross floor area
Production and processing	1 space per 15,000 square feet gross floor area

The Ford Site Zoning and Public Realm Master Plan, Chapter 4.7, sets bicycle parking standards that are in addition to the parking facility standards in chapter 63.

(Ord 17-40, § 1, 9-27-17)

Sec. 66.945. Ford district general development standards.

- (a) The design standards in section 66.343 for the T3 traditional neighborhood district apply in all Ford districts.
- (b) The Ford Site Zoning and Public Realm Master Plan, Chapter 4.7, sets standards for vegetation and landscaping, lighting, solar energy, and roofing that are in addition to chapter 63 standards.

(Ord 17-40, § 1, 9-27-17)

Division 5. 66.950. Ford District Planning Requirements

Sec. 66.951. Ford Site Zoning and Public Realm Master Plan.

A Ford Site Zoning and Public Realm Master Plan, for use with this article to guide redevelopment of the Ford site, shall be adopted and can be amended by city council resolution after a public hearing and planning commission review and recommendation.

(Ord 17-40, § 1, 9-27-17)

Sec. 66.952. Platting required.

A master developer for the Ford site shall prepare and record a plat for the Ford site, subject to city council approval under the provisions of chapter 69, subdivision regulations, including dedication of land for public use for streets, storm water drainage and holding areas, parks, playgrounds, recreation facilities, trails, and open space.

(Ord 17-40, § 1, 9-27-17)

Sec. 66.953. Master site plan.

A master developer for the Ford site shall prepare and submit a master site plan for the entire site, for planning commission review and approval pursuant to section 61.402, with sufficient detail to demonstrate general compliance with the provisions of this code and the Ford Site Zoning and Public Realm Master Plan, including the required mix of uses within each of the Ford districts. The master site plan may be amended and refined under the provisions of section 61.402 as development takes place in phases over a number of years. The master site plan is in addition to more detailed site plans for development on individual sites that are required to be submitted for review and approval, pursuant to section 61.402, before building permits are issued.

(Ord 17-40, § 1, 9-27-17)

city of saint paul
planning commission resolution
file number _____
date _____

INITIATION OF FORD SITE ZONING AMENDMENTS

WHEREAS, Zoning Code § 61.801(b), based on Minnesota Statutes § 462.357, Subd. 4, provides that amendments to the Zoning Code may be initiated by the Planning Commission; and

WHEREAS, Zoning Code § 66.911 states that the Ford zoning districts are designed specifically for the Ford site for use with the *Ford Site Zoning and Public Realm Master Plan*, which was adopted by the City Council in September 2017; and

WHEREAS, Zoning Code § 66.953 requires that a master developer for the Ford site shall prepare and submit a master site plan for the entire site, with sufficient detail to demonstrate general compliance with the Zoning Code and the *Ford Site Zoning and Public Realm Master Plan*, including the required mix of uses within each of the Ford districts; and

WHEREAS, in June 2018, Ford Land announced Ryan Companies as the Master Developer for the Ford site; and

WHEREAS, Zoning Code § 66.951 provides that the *Ford Site Zoning and Public Realm Master Plan* can be amended by City Council resolution after a public hearing and Planning Commission review and recommendation; and

WHEREAS, on October 10, 2018, Ryan Companies, with the support of Ford Land, submitted an application for proposed amendments to the *Ford Site Zoning and Public Realm Master Plan*, and Zoning Code amendments would be needed for consistency with some of the proposed amendments; and

WHEREAS, the Comprehensive and Neighborhood Planning Committee, on October 31, 2017, forwarded its recommendation to the Planning Commission for initiation of a zoning study for Zoning Code amendments corresponding to proposed amendments to the *Ford Site Zoning and Public Realm Master Plan*;

NOW, THEREFORE, BE IT RESOLVED, under provisions of Minnesota Statutes § 462.357 and Legislative Code § 61.801, that the Planning Commission hereby initiates a zoning study to consider Zoning Code amendments corresponding to proposed amendments to the *Ford Site Zoning and Public Realm Master Plan*.

moved by _____
seconded by _____
in favor _____
against _____