

DEPARTMENT OF
PLANNING & ECONOMIC
DEVELOPMENT
Dr. Bruce Corrie, Director



CITY OF SAINT PAUL
Melvin Carter, Mayor

25 West Fourth Street Telephone: 651-266-6626
Saint Paul, MN 55102 Facsimile: 651-228-3341

Date: March 8, 2019
To: Mayor Melvin Carter
Council President Brendmoen and Members of the Saint Paul City Council
From: Betsy Reveal, Chair, Saint Paul Planning Commission
Subject: Public Hearing Testimony and Recommendations to the Ryan Companies' (Ryan) Proposed Amendments to the *Ford Site Zoning and Public Realm Master Plan* (ZF# (#18-117062) on Zoning Code Text and Map Amendments related to the Ford Site

BACKGROUND

On September 27, 2017 the City Council adopted the *Ford Site Zoning and Public Realm Master Plan (MP)* and *Zoning Code §69.900 Ford Districts*. § 69.900 Ford Districts created six new zoning districts specifically for the Ford Site using the new Ford districts. The MP provides additional standards for specific building types and standards, as well-set principles for mix of uses and activities, housing variety, jobs and tax base, energy and sustainability, transportation choice, and parks and amenities.

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 Land supports the application for amendments to the MP submitted by Ryan. This memo analyzes the public testimony on the proposed amendments in relation to the adopted MP and zoning code text amendments.

On October 10, 2018 Ryan submitted proposed Master Plan Amendments to the City. The Comprehensive and Neighborhood Planning Committee (CNPC), on October 31, 2018, forwarded the following recommendation to the Planning Commission for consideration at its November 16, 2018 meeting:

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

At the November 16, 2018 meeting the Planning Commission made the following actions:

1. Adopted a 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;
2. Released the MP and zoning code amendments for public review; and
3. Set a public hearing for January 25, 2019 for proposed amendments to the Ford Site Zoning and Public Realm Master Plan and associated zoning code amendments.

At the January 25, 2019 public hearing, the Planning Commission closed the hearing kept the record open until January 28, 2019, and referred the matter back to the CNPC for consideration at its February 20, 2019 meeting.

Ryan companies submitted an extension to Minnesota State Statue 15.99, Subd.2(a) until April 10, 2019 for City action on their application for MP amendments (see attachment A). To meet this deadline, CNPC is requesting that the Planning Commission make its recommendation on the proposed MP amendments and corresponding zoning code amendments on March 8, 2019.

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

ATTACHMENTS:

Attachment A: Ryan Letter to City of Saint Paul Planning Commission January 23, 2019

Attachment B: Summary of all proposed *Ford Site Zoning and Public Realm Master Plan* Amendments

Attachment C: Relevant Maps and Graphics

STRUCTURE OF THIS MEMO

Ryan proposed several amendments to the Ford MP (a total over 110 redline edits) that can be grouped into 28 amendments related to **Zoning, Building Standards, Parking Adjustments, Roadway Adjustments, Stormwater and Open Space**. Staff initially recommended approval of 68% of Ryan's amendments, and recommended disapproval of 32%. After the staff memo, Ryan stated they could accommodate recommendations such as eliminating a vehicular connection to MRB, keeping electric vehicle (EV) infrastructure in the residential districts on the Ford Site, and denying the amendment to change the Fee-in-Lieu parking section to public parking. Ryan also indicated they could accommodate conditions on car share requirements, roadway adjustments, and stormwater language in the MP. At the February 20 and 27, 2019 CNPC meetings, the Committee recommended 89% of the amendments and recommended disapproval of 11%.

This memo focuses specifically on the areas where there is *disagreement or where substantial public comment was received*. The memo is broken down into the following topics: Zoning, Building Standards, Parking Adjustments, Roadway Adjustments, Stormwater, Open Space Adjustments, Staff Initiated Amendments, and Zoning Study. Each section, except the section on the Zoning Study, is accompanied by a table that addresses the amendments; the original staff response; response by Ryan, if any; relevant public comment and a revised recommendation. Where further discussion is warranted, it is written below the section in more detail. Additionally, Attachment B is a table of all the proposed amendments identified by section in the memo. Zoning code and map amendments are discussed in appropriate places throughout this memo. Section 33 of this memo, the final section regarding the Zoning Study and Zoning Code text and map amendments is simply Zoning Code §69.900, FORD DISTRICTS, in its entirety, showing recommended amendments including a description of the recommended Ford Site zoning map amendments.

SUMMARY OF PUBLIC COMMENT¹

There were close to 200 comments submitted through the Ford email, online form and physical mail. Some of these comments were repeated and some did not include physical addresses. Additionally, over 30 individuals testified at the public hearing.

There was overwhelming support (over 90% of comments) for Ryan’s proposed amendments and enthusiastic support for keeping two of the three Highland ballfields. There remains concern over the proposed density of the site and height of the buildings, and the impact on neighborhood traffic, but generally commenters were in favor of a maximum height of six stories proposed by Ryan, the proposed zoning changes, the parking changes, the street grid, and the proposal to keep two of three Highland Little League fields. Those not in favor of the proposed amendments had concerns about allowing single-family homes on the site, a decrease in commercial development, and an increase in non-residential parking. Those that were neither for or against commented on density in general, changes to the street grid outside of Ryan’s proposed amendments, and the use of TIF on the site.

Comments were received from the Highland District Council, the Macalester-Groveland Community Council, the Saint Paul Public Housing Authority (PHA), the Building and Trade Council, Highland Village Apartments, Highland Business Association, West 7th/Ford Road Federation, and the Friends of the Parks and Trails of St. Paul and Ramsey County. The Alliance and the Sierra Club testified at the public hearing and were generally supportive of the Ryan amendments. The Highland District Council, Macalester-Groveland Community Council, Building Trades Council and Highland Business Association were supportive of Ryan’s proposed amendments. The Macalester-Groveland Community Council had concerns regarding transit on the site. In the Ford MP Cretin Avenue was specifically designed with dedicated transit lanes; Ryan has made no amendments to this configuration and has met with Metro Transit to discuss future transit needs on the site. The PHA sent two letters (and spoke during the hearing) regarding Ryan’s proposal to explore a *connection* on Village Way between Finn and Cleveland to compensate for the Saunders Avenue removal. They are unsupportive of this proposal as is Highland Village Apartments; these letters are discussed in more detail in the Roadways Adjustments section of the staff memo.

ZONING

# Amendment	Staff Response (11/13/2018)	Ryan Response	Public Comment	PC Recommendation
-------------	--------------------------------	------------------	-------------------	-------------------

¹ Note Ryan companies submitted a compilation of comments regarding their community outreach on their proposed plan for the Ford site. Staff did not analyze these comments as they are not part of the official public record but they can be viewed here: <https://www.stpaul.gov/sites/default/files/Media%20Root/Planning%20%26%20Economic%20Development/Ryan-Companies-Ford-Site-Community-Feedback.pdf> and here: <https://www.stpaul.gov/sites/default/files/Media%20Root/Planning%20%26%20Economic%20Development/Ryan-Companies-Ford-Site-Scorecard.PDF>

1	Allow Single Family Homes in the F-1	Recommend	See below	See below	Do not Recommend
2	Rezone Block11 to F1 from F2 to allow the possibility of Single Family Homes (SFH)	Do not Recommend	See below	See below	Do not Recommend
3	F3 (Residential Mixed Mid) amend the minimum FAR to 1.0 from 2.0 and minimum height to 30 feet from 40 feet	Do not Recommend	See below	See below	Recommend
4	Amend the maximum height in the F5 (Business Mixed) when facing civic square	Recommend	None	None	Recommend
5	F3 (Residential Mixed Mid) amend the minimum required commercial land uses to 0% from 10%	Recommend	None	None	Recommend
6	F4 (Residential Mixed High) amend the required minimum commercial land uses to 0% from 5% and the maximum residential uses to 100% from 95%	Recommend	None	None	Recommend
7	F5 (Business Mix) require a minimum of 0% from 10% in employment uses	Recommend	None	None	Recommend
8	F6 amend maximum commercial uses to 50% from 25% and allow Adult Care as a residential use from no residential uses currently allowed	Recommend	See below	See below	Recommend
9	Allow the open space to count toward civic and institutional requirement for required land use mixes	Do not Recommend	See below	See below	Not applicable. Civic and institutional uses are defined with Gross Floor Area (i.e. a physical building) in the Ford MP; which is not applicable to green and open space. Ryan intends to meet the minimum civic and institutional spaces within the buildings proposed on the site

1. Allow Single-Family Homes in the F1 District

Original Staff Response: Allow single-family homes in the F1 District and allow the addition of an ADU via a text amendment.

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.

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. 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 multi-family development.

Ryan Response:

Design

- Does not exclude multi-family; carriage homes/condos remain approved uses
- Consistency along MRB/soften edges of the site
- Similar building massing as MP which calls for 2-6-unit dwellings
- This change will not eliminate public access to MRB. It will be the same public access as defined in the MP, including public walks and ROW.

Public Feedback

- Significant support of SF Homes
- Can achieve maximum residential units with this change
- Preserve existing MRB trees and feel of the corridor

Market Considerations

- Two to six-unit dwellings (as allowed in MP) would be significant investments; difficult to finance traditionally, likely more expensive to own/rent

Value in Diversity

- The aspirations of the Master Plan-diverse blend of housing types and affordability levels

Public Comment

Staff initially recommended approval of this proposed amendment with the addition that ADUs be permitted as an accessory use. Of the nearly 200 comments received (includes letters); 13% mentioned single-family homes. Of the 13%, 60% were in favor of SFHs and 40% were against. Those who were in favor of the SFH wrote about continuing the design of MRB with SFH, the variety of housing provided, and the integration with the greater Highland neighborhood.

Those opposed wrote that Ryan should maximize density on the site, and that SFHs are an inefficient use of space and not affordable. Additionally, some commenters requested that if SFH are approved, higher affordability percentages at the 50-60%AMI should apply to the site.

PC Recommendation: Do not amend the F1 River Residential District to allow single-family homes as a permitted use

The PC would like to encourage more density near the river; the amendment to allow SFH in the F1 is contrary to this desire; therefore, the PC does not recommend allowing SFH in the F1 District.

2. Rezone Block 11 to F1 from F2 to allow the possibility of Single-Family Homes

Original Staff Response: Do not allow Lot 11 to be rezoned from F2 to F1; keep the original zoning at F2.

As proposed in the MP, Lot 11 serves as a transition from the lower-density F1 District to the more intense uses in the F6 Gateway District. Ryan is proposing to rezone this block 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.

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 (Block 1- 30 feet, Block 5- 40 feet, and Block 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.

Ryan Response:

- Allows SFH to be on Block 11
- Maintains the consistency of SFH on MRB
- Gateway Park already provides transition
- Alternative: split-block zoning for Block 11, with west portion going to F1, east portion staying F2

Public Comment

Of the over 200 comments received, only a few (less than one percent) specifically mentioned Block 11. However, the majority of those in favor of amendments (90%) wrote about their support for desired zoning changes, which staff interprets as the proposed amendments to Block 11. Executive Director of the Friends of the Parks and Trails of St. Paul and Ramsey County wrote specifically in favor of the rezoning of Block 11 to F1 from F2 given the MP goals to develop the Ford site in a way that respects the history and context of the neighborhood. Those who wrote against this amendment used similar reasons to the addition of SFH in the F1 District.



PC Recommendation: Do not amend zoning on Block 11 to F1 River Residential from F2 Residential Mixed Low

Similar to the recommendation regarding single family homes in the F1; the PC would like more density by the River.

3. Amend the F3 Zoning District to reduce the minimum FAR to 1.0 from 2.0 and minimum height to 30 feet from 40 feet

Original Staff Response: Do not allow reduction in minimum height to 30 feet and FAR to 1.0.

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 diversify 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 more lower-density development (for example, 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.

Ryan Response

- Ryan will not proceed with the project without approval of this request
- Consistency of massing by location, creating a district
- Ryan is not seeking to preclude higher density; just to allow for some smaller
- Diverse housing options; Missing Middle; ownership of attainable housing is benefit of rowhomes
- Quicker occupancy will create a sense of place
- Ownership of rowhomes attainable housing option (i.e. would be at a lower price point than the SFH on-site)
- Market drive, quicker occupancy
- Close to maximum residential units with current rowhome design

Public Comment

Of the over 200 comments received, the majority of those in favor of the amendments related to the F3; (90%) wrote about their support for desired zoning changes, which was interpreted to mean the proposed amendments to the changes to F3. There is a desire to see the townhomes and more ownership opportunities. Those who wrote against this amendment wrote about the site being segregated between ownership and rental products. and a desire to see more density on the site.

PC Recommendation: Amend the F3 Residential Mixed Mid District to reduce the minimum height to 30 feet and minimum Floor Area Ratio to 1.0

Given the overall support for this amendment, and that the proposal does not preclude higher-density development, the PC is recommending approval of this change.

4-7. Amendments 4-7 received no significant public comments and have no revisions

8. Allow an increase of maximum commercial in F6 Gateway Zoning District to 50% from 25%. Do not change the minimum. Allow Adult Care Facilities in F6 Gateway Zoning District.

Original Staff Response: Allow an increase of maximum commercial in F6 Gateway Zoning District to 50% from 25%. Do not change the minimum. Allow Adult Care Facilities in F6 Gateway Zoning District.

Ryan Response

- Generally, support staff's recommendation
- Ryan is requesting flexibility to continue to explore with Planning staff the ability to offer other multi-family residential options in F6, including in mixed-use buildings.

Public Comment

Generally, commenters that mentioned commercial development were supportive (90%) of Ryan's requested change to reduce the commercial square footage on the site. Of those who specifically mentioned it, there was only one comment that was unsupportive of the changes requested by Ryan to reduce the commercial and employment uses in the F3, F4, F5, and F6.

PC Recommendation: Amend F6 Gateway District maximum commercial uses to 50% and allow Adult Care as a residential use

Given that Ryan is proposing a lower amount of commercial development than originally envisioned in the Master Plan; and amendments to the F3, F4, and F5 Districts to remove the minimum commercial uses were recommended, this recommendation for the F6 district remains unchanged.

9. Allow Open Space to count toward civic and institutional requirement

Original Staff Response: Do not allow Ryan Companies to remove a minimum GFA for institutional uses on the site

Ryan Response

- Not a Ryan request to remove
- Open to explore uses as suggested by staff, including places of worship and day care. These uses may be within other developments, such as community rooms in mixed use buildings

Public Comment

There was one comment that specifically mentioned a desire to see a community center on the site.

PC Recommendation: Leave language as is in the MP

Ryan has stated its commitment to explore uses that meet the definition of institutional uses such as day care, community rooms and places of worship, and PC notes that civic and institutional uses are defined with Gross Floor Area (i.e. a physical building) in the Ford MP; which is not applicable to green and open space.

BUILDING STANDARDS

#	Amendment	Staff Response (11/13/2018)	Ryan Response	Public Comment	PC Recommendation
10	Change the dimensional standards on tree calipers to match the industry standard of 2.5"	Recommend	None	None	Recommend
11	Allow rooftop adjustments to provide more flexibility for materials and eliminate the Solar Reflective Index requirement	Recommend	None	None	Recommend
12	Revise the roof setback requirement to 10 feet from one foot from the outer roof edges	Recommend	None	None	Recommend

10-12. Amendments 10-12 received no significant public comments and have no revisions

PARKING ADJUSTMENTS

#	Amendment	Staff Response (11/13/2018)	Ryan Response	Public Comment	PC Recommendation
13	Amend the maximum required parking for non-residential uses to 1 space/200 GFA from 1/400 GFA	Do Not Recommend	See below	See below	Revise Recommendation. Require a CUP if non-residential needs more parking than the maximum of 1:400 GFA
14a	Structured parking is permitted provided, at a minimum, that 50% of the ground floor of the structure contains active uses with entrances on all street frontages.	Recommend with conditions	<ul style="list-style-type: none"> - We are amenable to staff's recommendation of this request - Detailed plan and pricing information at the time of building design review 		Revise Recommendation. Structured parking is permitted provided, that it meets the parking and design standards in the T3 district where arterial will mean primary street and collector will mean secondary street as defined in Ford Master Plan
14b	Where practical structured parking 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	Recommend with conditions	-		1Amend the structured parking requirement to say that above-ground structured parking should 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 and such design is determined cost-effective
15	Amend the bicycle parking to 1/5,000 square feet from 1/300 square feet for recreational areas, and eliminate the bicycle	Recommend	None	See Below	Recommend

#	Amendment	Staff Response (11/13/2018)	Ryan Response	Public Comment	PC Recommendation								
	parking for residential congregate living												
16	Amend the Fee-in- Lieu of Parking to Public Parking to reflect that Ryan is proposing a public parking facility within the initial infrastructure	Do Not Recommend	See Below	See Below	Do Not Recommend								
17	Eliminate the Car Share requirement for one every 20 paces of individual parking	Do not recommend as proposed. Amend the car- share parking requirement (based on the number of residential units and stalls in non-residential areas) via a future amendment submitted within 10 years if no car-share operator is secured or the space is not used for other shared modes such as bicycles or scooters.	Amenable to staff's request	None	Do not Recommend. Revise recommendation as follows: Car- share parking requirement shall be based on the number of residential units and stalls in non-residential areas as follows: <table border="1" data-bbox="1507 776 1896 1258"> <thead> <tr> <th>Number of Residential Units</th> <th>Number of required Car- Share spaces</th> </tr> </thead> <tbody> <tr> <td>0-49</td> <td>None</td> </tr> <tr> <td>50-200</td> <td>1</td> </tr> <tr> <td>201+</td> <td>2, plus 1 for every 200 units over 200</td> </tr> </tbody> </table>	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 Residential Units	Number of required Car- Share spaces												
0-49	None												
50-200	1												
201+	2, plus 1 for every 200 units over 200												

#	Amendment	Staff Response (11/13/2018)	Ryan Response	Public Comment	PC Recommendation								
					<table border="1"> <tr> <td data-bbox="1507 228 1698 415">Number of non Residential parking spaces</td> <td data-bbox="1698 228 1894 415">Number of required Car-Share spaces</td> </tr> <tr> <td data-bbox="1507 415 1698 456">0-24</td> <td data-bbox="1698 415 1894 456">None</td> </tr> <tr> <td data-bbox="1507 456 1698 496">25-49</td> <td data-bbox="1698 456 1894 496">1</td> </tr> <tr> <td data-bbox="1507 496 1698 711">50+</td> <td data-bbox="1698 496 1894 711">2, plus 1 for every 40 spaces over 50</td> </tr> </table> <p data-bbox="1507 756 1961 964">A future amendment may be submitted within 10 years if no car-share operator is secured or the space is not used for other shared modes such as bicycles or scooters.</p>	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
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												
18	Eliminate EV infrastructure for F1, F2, F3, and F4 Districts	Do Not Recommend	Amenable to staff's request		Do Not Recommend								
19	Amend the shower requirement to 1 per to 150 employees instead of 1 shower to 50 employees	Recommend	None	None	Revised Recommend to 1 to 100 employees								

13. Amend the maximum parking for non-residential uses to 1 space/200 GFA to 1 space/400 GFA

Original Staff Response: Do not amend the maximum required parking requirement for non-residential uses to 1 space per 200 GFA to 1 space to 400 GFA

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. Staff has concerns with increasing the non-residential parking ratio because the specific retail uses remain unknown. In addition, the site is well-served by transit and other options to the automobile.

Ryan Response

- Quality retailers need adequate parking to lease space
- Retail will be vacant or not financeable without parking
- Feedback from quality tenant has been very direct about parking ratio being at least 1:200 GFA
- Inadequate parking may cause overflow to the surrounding residential areas
- Ryan will not proceed with the project without approval of this request
- Ryan also provided average parking ratio for ITE manual for uses such as sit-down restaurants, grocery stores, gyms, and coffees, bakeries, and breweries
- Open to explore uses as suggested by staff; ex places of worship, daycares. These uses may be inside of other developments such as community rooms in mixed use buildings

Public Comment

Of those who commented specifically about the parking ratio, 80% were in favor of increasing the maximum parking allowed for non-residential uses; 20% were opposed. Commenters wrote about parking impacts to the surrounding neighborhood for both inducing trips by building too much parking and by not building enough.

PC Recommendation: Non-residential parking may exceed the maximum parking spaces of 1/400 GFA with a conditional use permit based on demonstration of need.

Ryan is requesting the ability to have additional parking in non-residential districts because they state it will not be possible to secure quality retail tenants with less than 1 space per 200 GFA. It is unclear, however, who these retail tenants would be. Additionally, Ryan cited the International Transportation Engineers (ITE) standards for uses such as sit-down restaurants, bakeries, and grocery stores. The ITE standards are not known for their accuracy or scientific basis, and have been cited for years as requiring

municipalities to build more parking than is required.² At the same time, building underground parking is extremely expensive for developers. If Ryan states that parking needs exceed the maximum allowed for non-residential uses (1:400 GFA), the PC recommendation is to require a Conditional Use Permit (CUP) to justify parking that exceeds the maximum.

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 (a)</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

(a) Additional parking may also be provided with a conditional use permit based on demonstration of need.

(b) 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.

14a. Structured parking is permitted provided, at a minimum, that 50% of the ground floor of the structure contains active uses with entrances on all street frontages

Original Staff Response: Condition the approval for structured parking on 50% of the ground floor of parking ramps only if building facades fronting on primary and secondary streets are lined with active uses at street level with direct access to the sidewalk

At the February 20, 2019 PC meeting Ryan indicated that they would like the language changed from the original staff response to their original amendment.

Ryan states that in the F5 and northern portion of the F6 district they are designing in buildings that have four sides and having active uses on all sides will not be possible

² Shoup, D. 2018. **Parking and the City**. London, UK. Routledge and <https://www.bisnow.com/atlanta/news/retail/tenants-investors-continue-to-resist-developers-reducing-parking-spaces-in-urban-retail-95761>

At the February 27, 2019 CNPC meeting, the Committee recommended the following based on the staff recommendation that the T3 design standards address this condition in the interim; additionally, specific design standards for the Ford Site are being developed that will address this condition.

PC Recommendation: Structured parking is permitted provided, that it meets the parking and design standards in the T3 district where arterial will mean primary street and collector will mean secondary street as defined in Ford Master Plan

14b. Where practical structured parking 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

The intent of this requirement is to design parking ramps in such a way that they could be converted into other uses if parking is no longer a needed use in the future. Level parking floors allow the possibility that a parking structure could be converted to either commercial or perhaps residential uses. Minneapolis undertook this type of regulation in 2017; their code acknowledges design features that facilitate future conversion are expensive by not requiring flat floors and instead encourage the use of flat floors in their downtown parking garages.³

As a compromise to Ryan's amendment; staff proposed the following condition:

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

While Ryan has indicated that they still prefer their original amendment language that does not include an analysis of cost to build and convert structured parking. Staff would still like to include the condition related to the cost to build and convert structures to the recommendation.

At the February 27, 2019 CNPC meeting, the Committee agreed with the staff recommendation and provided clarity that this condition would only apply to a structured parking.

At the March 8, 2019 PC meeting, staff provided clear language that acknowledged the desire to see re-use of parking structures and as well as the cost to constructing these types of structures.

³ https://library.municode.com/mn/minneapolis/ordinances/code_of_ordinances?nodeId=861626

PC Recommendation: Amend the structured parking requirement to say that above-ground structured parking should 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 and such design is determined cost-effective

15. **Amend the bicycle parking to 1/5,000 square feet from 1/300 square feet of area for recreational areas, and eliminate the bicycle parking for residential congregate living**

Original Staff Response: Amend the bicycle parking from 1/300 square feet of area to 1/5,000 square feet for recreational areas, and eliminate the bicycle parking for residential congregate living

Public Comment

There were a few comments that expressed concern over the reduction of bicycle parking requirements on the site.

PC Recommendation: Amend the bicycle parking to 1/5,000 square feet from 1/300 square feet of area for recreational areas, and eliminate the bicycle parking for residential congregate living

Some of the comments received voiced concern about the reduction of bicycle parking. 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 more bicycle parking than needed for recreational uses. The MP currently requires 1 space/300 square feet of recreational space, which would generate 748 bicycle parking spaces for the two ball fields. The City of Minneapolis uses a ratio of 1 space/5,000 GFA for institutional uses such as libraries and three spaces total for outdoor recreational areas.⁴ The City of San Francisco⁵ also uses a similar ratio of 1: 5,000 occupied floor area for institutional uses such as community facilities. Ryan's amendment is aligned with requirements in other cities.

16. **Amend the Fee-in-Lieu of Parking to Public Parking to reflect that Ryan is proposing a public parking facility within the initial infrastructure**

Original Staff Response: Do not amend Public Parking from Fee-in-Lieu of Parking

Ryan Response

⁴ http://www.ci.minneapolis.mn.us/www/groups/public/@council/documents/webcontent/convert_272933.pdf

⁵ http://default.sfplanning.org/publications_reports/ZAB_09_BicycleParking.pdf

- Ryan is requesting that a public parking component be allowed use as a use in the Master Plan
- Provides access to all; visitors have a place to park when visiting site (Farmers Market, civic square)
- Prevent overflow parking in residential areas
- Leverage parking resources with shared use times

Public Comment

Of the comments that specifically mentioned the ramp, nearly 100% were supportive of this change.

PC Recommendation: Do not amend Fee-in-Lieu Parking to Public Parking

Ryan is requesting that a public parking component be an allowed use in the MP. A parking facility is not allowed in the F1 but is a Conditional Use in the F2, F3, F4, F5, and F6 Districts. Additionally, Ryan only requested an amendment to the title of the section. The intent of the section is to allow non-commercial uses to satisfy minimum parking requirements by providing a fee-in-lieu of building the parking spaces. It does not necessarily mean that the parking spaces would be private; the spaces could be accessed publicly.

17-19. Amendments 17-19 received no significant public comments have some revisions and can be accommodated by Ryan

Note the Planning Commission did discuss the shower requirement for employees. At the meeting staff noted that many jurisdictions govern shower requirements by the gross floor area (GFA) of the building instead of employee count. As a compromise PC offered 1 to 100 employees.

ROADWAY ADJUSTMENTS

#	Amendment	Staff Response (11/13/2018)	Ryan Response	Public Comment	PC Recommendation
20	Add an additional vehicular connection to MRB	Do Not Recommend	Amenable to staff's recommendation of this request	None	Do Not Recommend

21	Removal of Saunders between Finn and Cleveland Ave, and explore an E/W connection through Village Way	Recommend	- We are amenable to staff's recommendation on this request - Originally traffic study did not require Saunders Avenue connection	See Below	Revised Recommendation. Conditionally explore the removal of Saunders Avenue and continue to explore E/W connections to the site
22	Removal of Hillcrest Ave between Cretin Ave and Finn St	Do not Recommend	See Below	See Below	Recommend approval of Hillcrest Avenue between Cretin Avenue and Finn Street using the extension of Ranger Way to eliminate the superblock
23	Addition of on-street parking to Woodlawn Avenue	Recommend	None	None	Recommend
24	Change Ranger Way from a bicycle/pedestrian only to a two-lane road	Recommend	Amenable to staff's recommendation on this request	One comment concerned about lack of dedicated paths for cyclists and pedestrians	Conditionally recommend dependent on results of AUAR and confirmation that Ranger Way can still safely accommodate pedestrians and cyclists
25	New retail road section between Cretin and Mount Curve Blvd North	Recommend	None	None	Recommend
26	Revise landscaping space from 4' to 6' to provide an adequate buffer	Recommend	None	None	Recommend

20. Amendment 20 received no significant public comments, has no revisions and can be accommodated by Ryan.

21. Remove Saunders between Finn and Cleveland Ave, and explore an E/W connection through Village Way

Original Staff Response: Conditionally approve the removal of the Saunders Avenue connection to Cleveland Avenue dependent on results from the AUAR.

Ryan Response

- We are amenable to staff's recommendation on this request
- Original traffic study did not require Saunders Avenue connection

Public Comment

Staff received two letters from the Saint Paul Public Housing Authority and Highland Village Apartments opposing the Village Lane connection. Village Lane is currently a private road. There were a few other comments that specifically mentioned the lack of east-west connections on the site and concern about eliminating Saunders Avenue. There were a few comments specifically in favor of eliminating the Saunders connection.

PC Recommendation: Conditionally explore the removal of Saunders Avenue between Finn and Cleveland, and continue to explore E/W connections to the site in the AUAR

While the traffic study completed in 2016 did not anticipate many trips on Saunders Avenue, the street grid in the MP was designed to integrate into the neighborhood to ease traffic congestion. Eliminating an east-west connection will require further evaluation in the AUAR process. PED staff originally wrote the recommendations to be amenable to a Village Way connection if feasible; depending the result of a private negotiation between Ryan and adjacent land owners; noting in the report that Village Way is a private road.

22. Removal of Hillcrest Ave between Cretin Avenue and Finn Street

Original Staff Response: Do not recommend approval of the 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. Staff would like Ryan to explore retaining a street connection through that superblock.

Ryan Response

- Support staff's recommendation but use extension of Ranger Way to eliminate superblock
- Existing Highland Village Shopping Center operations would be disrupted
- Momentum to create a strong sense of place is critical; cannot wait for unknown period for redevelopment

- Ryan will not proceed with the project without the removal of Hillcrest Avenue right-of-way

Public Comment

There were not many specific comments on Hillcrest Avenue connection. However, many individuals spoke in favor of the Ryan amendments (over 90%); which staff interpret to be supportive of this amendment.

PC Recommendation: Recommend approval of Hillcrest Avenue between Cretin Avenue and Finn Street using the extension of Ranger Way to eliminate the superblock.

Ryan is amendable to using Ranger Way to break up the superblock.

23-26. Amendments 23-26 received no significant public comments, have no revisions and can be accommodated by Ryan.

STORMWATER ADJUSTMENTS

#	Amendment	Staff Response (11/13/2018)	Ryan Response	Public Comment	PC Recommendation
27	Remove groundwater reference and request flexibility regarding the west side of the site draining to the central stormwater feature	Recommend	<ul style="list-style-type: none"> - We are amenable to staff’s request for this amendment - Engineering details with site balancing due to 50’ of grade drop across the site and bedrock concerns - Continue to explore the most cost-effective options 	No significant public comment	Recommend

OPEN SPACE ADJUSTMENTS

#	Amendment	Staff Response (11/13/2018)	Ryan Response	Public Comment	PC Recommendation
28	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.	Recommend	None	None	Recommend

STAFF-INITIATED CHANGES

#	Amendment	Ryan Response	Public Comment	PC Recommendation
29	District Energy System: 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; and to changes necessary for the AUAR.”	<ul style="list-style-type: none"> - We support staff’s recommendation to this request - Continue to explore the viability of the District Energy System 	None	Recommend
30	Bohland Bike Lanes: 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.	<ul style="list-style-type: none"> - We support staff’s recommendation to this request 	None	Recommend
31	Trail East of Mississippi River Boulevard: 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, which creates conflicts with established trees east of MRB. Add a note at the	<ul style="list-style-type: none"> - We support staff’s recommendation to this request 	None	Recommend

	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.” Additionally, coordinate with Ryan to create a common understanding of a trail alignment that makes sense.			
32	Multi-Unit Lot Coverage: The MP states a 30% lot coverage maximum for multi-unit homes; the corresponding zoning text (Section 66.931) is 40%. 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.	- We support staff’s recommendation to this request	None	Recommend

ZONING STUDY

33. Zoning Code Text and Map Amendments were initiated by the Planning Commission and are changed to reflect recommendations discussed above.

The zoning study initiated by the Planning Commission is amended below to reflect the PC recommendations.

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 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>							
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)

Use	F1	F2	F3	F4	F5	F6	Definition (d) Standards (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)

Use	F1	F2	F3	F4	F5	F6	Definition (d) Standards (s)
<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)

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	Lot Coverage by Open Space (minimum)	Building Setbacks (feet) (e)	
				Min.	Max.			ROW (f) Min. - Max.	Interior Min.
F1 river residential									
Multi-unit home	0.25 – 1.5	80	60	20	48	40%	<u>50%</u>	10 - 40 (g)	10
Carriage house	0.25 – 1.5	n/a	60	n/a	30	40%	<u>50%</u>	10 - 20 (g)	6 (h)
F2 residential mixed low									
Townhouse, rowhouse	1.0 – 2.0	30	150	30	55	50%	<u>25%</u>	10 - 20	6 (h)
Multifamily low	1.0 – 2.0	60	200	30	55	70%	<u>25%</u>	10 - 20	6 (h)
Carriage house	1.0 – 2.0	n/a	60	n/a	30	per main building	<u>50%</u>	10 - 20	6 (h)
Live/work	1.0 – 2.0	30	150	30	55	70%	<u>25%</u>	5 - 20	6 (h)
Nonresidential or mixed	1.0 – 2.0	n/a	500	30	55	70%	<u>25%</u>	5 - 15	6 (h)

F3 residential mixed mid									
Townhouse, rowhouse	2.0 1.0 – 4.0	30	150	40 30	65 (b)	50%	<u>25%</u>	10 - 20	6 (h)
Multifamily	2.0 – 4.0	60	n/a	40	65 (b)	70%	<u>25%</u>	10 - 20	6 (h)
Live/work	2.0 – 4.0	30	150	40	65 (b)	70%	<u>25%</u>	5 - 20	6 (h)
Nonresidential or mixed	2.0 – 4.0	n/a	500	40	65 (b)	70%	<u>25%</u>	5 - 15	6 (h)
F4 residential mixed high									
Townhouse, rowhouse	3.0 – 6.0	30	150	48	75 (c)	50%	<u>25%</u>	10 - 20	6 (h)
Multifamily medium	3.0 – 6.0	n/a	n/a	48	75 (c)	70%	<u>25%</u>	10 - 20	6 (h)
Live/work	3.0 – 6.0	30	150	48	75 (c)	70%	<u>25%</u>	5 - 20	6 (h)
Nonresidential or mixed	3.0 – 6.0	n/a	500	48	75 (c)	70%	<u>25%</u>	5 - 15	6 (h)
F5 business mixed									
Nonresidential or mixed	2.0 – 4.0	n/a	500	40	75 (d) 65 (d)	70%	<u>25%</u>	5 - 15	6 (h)
F6 gateway									
Nonresidential or mixed	1.0 – 3.0	n/a	500	30	65	70%	<u>25%</u>	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 stepback 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 (a)</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

(a) Additional parking may be provided with a conditional use permit based on demonstration of need.

(b) 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)

Zoning Map.

Anticipated Zoning Map amendments based on recommendations would be as follows:

- Splitting Block 11 into two separate Blocks with the western portion zoned F1 and the eastern side zoned F2; if recommended by the Planning Commission
- Adjusting the road alignments to match minor proposed shifts



January 23, 2019



Saint Paul Planning Commission
Ms. Betsy Reveal, Chair
Saint Paul City Hall Annex
25 West Fourth Street
Room 1400
Saint Paul, Minnesota, 55102

Re: City Zoning File No. 18-117062. Request for Time Extension under Minn. Stat. § 15.99 in the matter of Ryan Company's Application to Amend the Ford Site Zoning and Public Realm Master Plan.

Dear Ms. Reveal:

I am the Applicant's duly appointed representative in the above referenced matter.

Pursuant to Minn. Stat. § 15.99, Subd.3(g) and on behalf of the Applicant, I hereby request that the time limit under Minn. Stat. § 15.99, Subd.2(a) for deciding this matter be extended to April 10, 2019.

We are excited to be working with the City of Saint Paul on this transformational project. Please let me know if you have any questions.

Sincerely,

A handwritten signature in green ink that reads "Tony Barranco".

Tony Barranco
Senior Vice President, Real Estate Development
Ryan Companies US, Inc.

Cc: Menaka Mohan, Ford Site Planner
Matthew Slaven, Assistant City Attorney

Ryan Companies US, Inc.
533 South Third Street, Suite 100
Minneapolis, MN 55415

p: 612-492-4000
ryancompanies.com

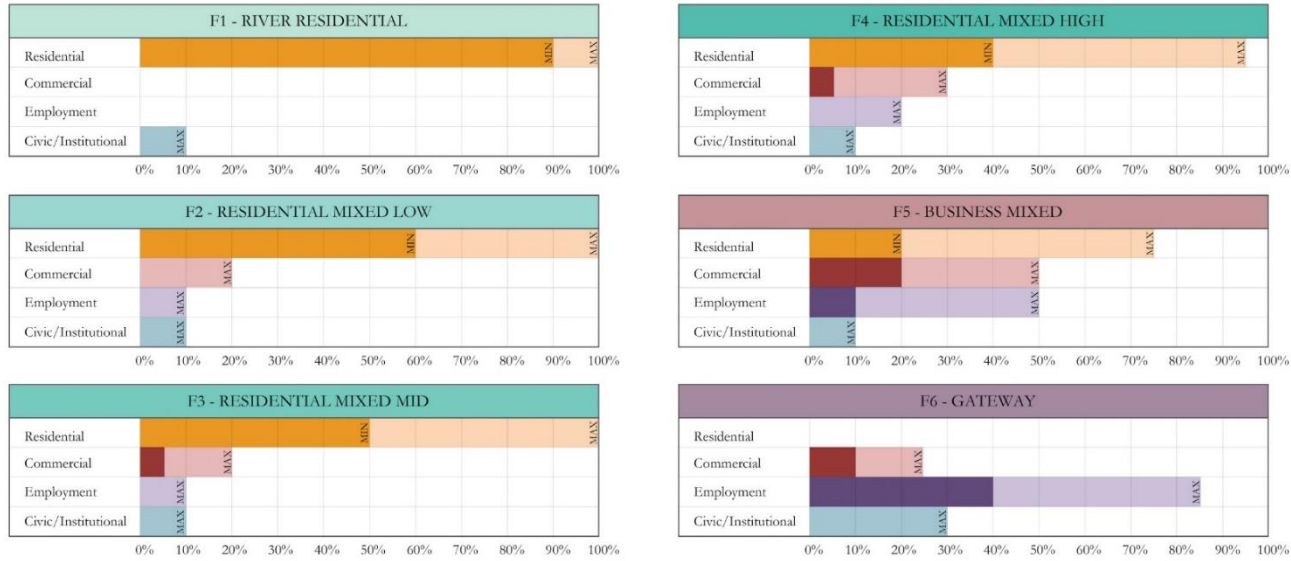
Zoning and Block Map



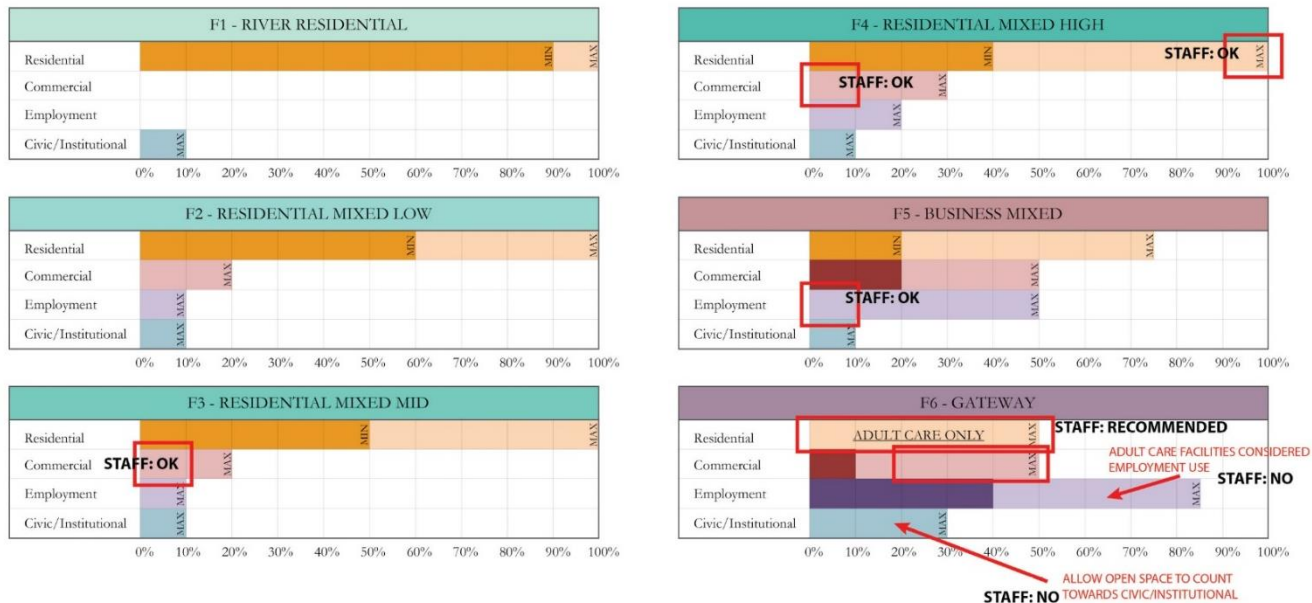
ATTACHMENT B: Maps and Graphics (#18-117062)

Required Mix of Uses by Ford Zoning Districts

Current Master Plan

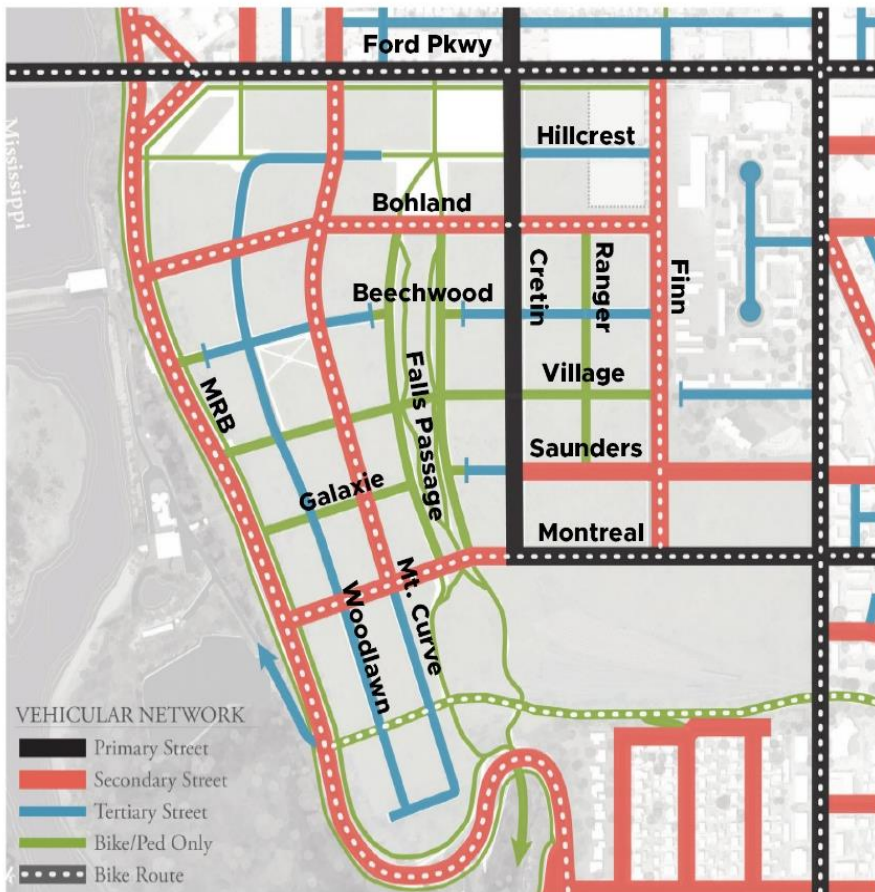


Ryan Proposal with Staff Recommendation

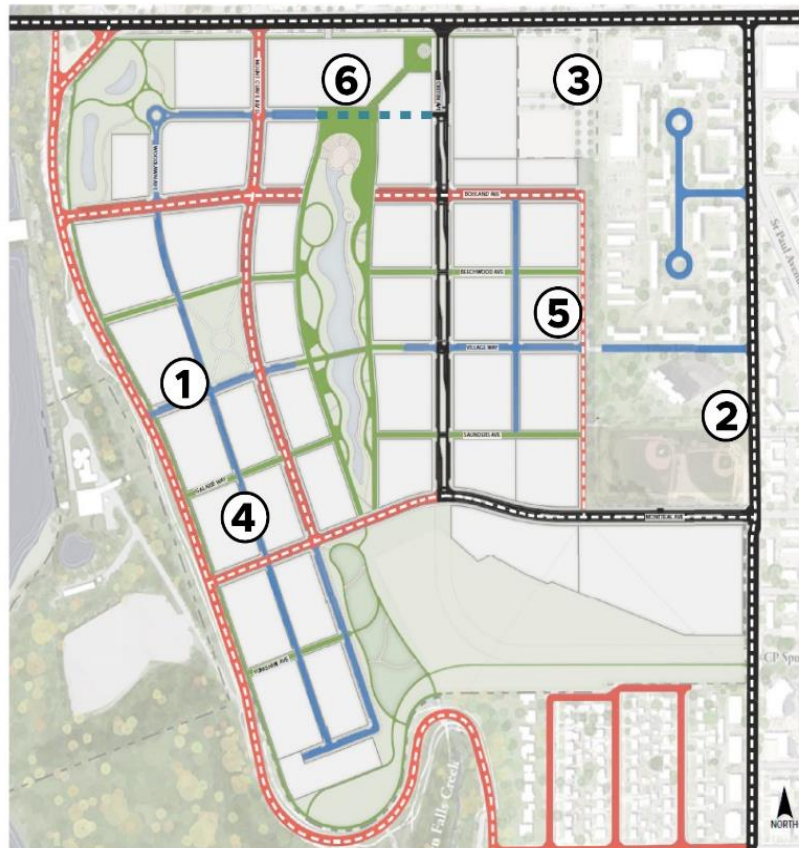


Vehicular Network

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.

Open Space

Current Master Plan



Ryan Proposal



Updated Map from Ryan Companies (2/22/2019)

