

Staff Overview
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ABZA 20-3 VARIANCE APPEAL

2170 FORD PKWY
JOSEPH PERIS — RYAN COMPANIES

JULY 22, 2020





FORD SITE PLANNING AND REDEVELOPMENT

F5 BUSINESS MIXED DISTRICT & GENERAL STANDARDS

The Business Mixed District provides for a variety of retail stores, dining, office buildings and service establishments. Buildings will orient to public right-of-ways and provide dynamic, ground floor activity that transitions between the outdoor public spaces and the building uses. Exterior edges will provide attractive vegetation, patios, amenities and public art that enlivens the public realm. Multi-family dwellings may be incorporated on upper floors.

General Character	Primarily retail, office and service with some multi-family residential
Land Uses	Retail, service & employment; some multi-family
Height Maximum	65 feet, up to 75 feet per Saint Paul Zoning Code
FAR	2.0 - 4.0



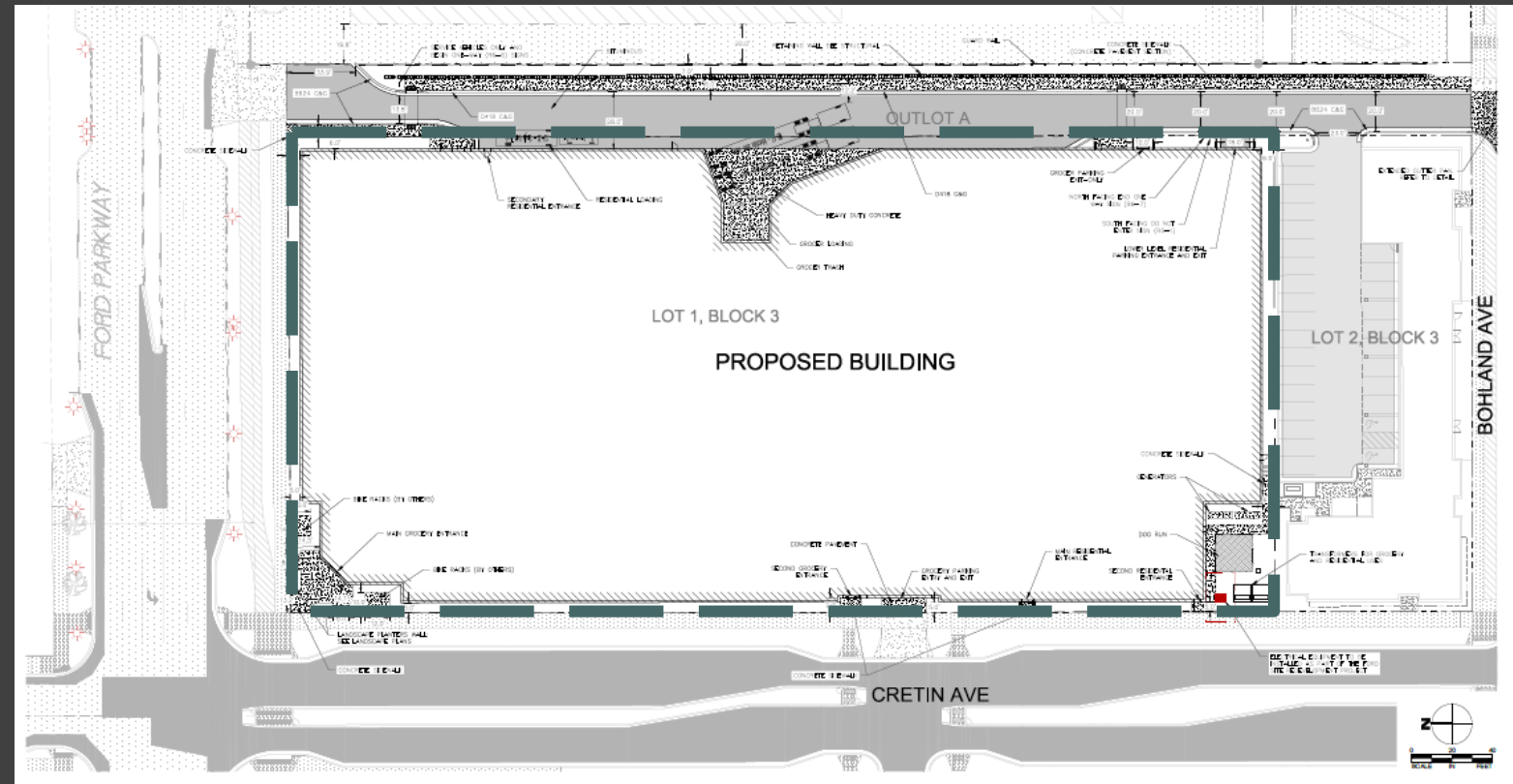


CORNER OF FORD PKWY AND CRETIN AVE

6-Story, Mixed-Use Development

- 51,000 sf grocery retailer
- 230 residential units
- 436 structured parking spaces (210 residential, 226 commercial)
- 9 EV charging spaces
- 240 bike parking spaces

SITE PLAN



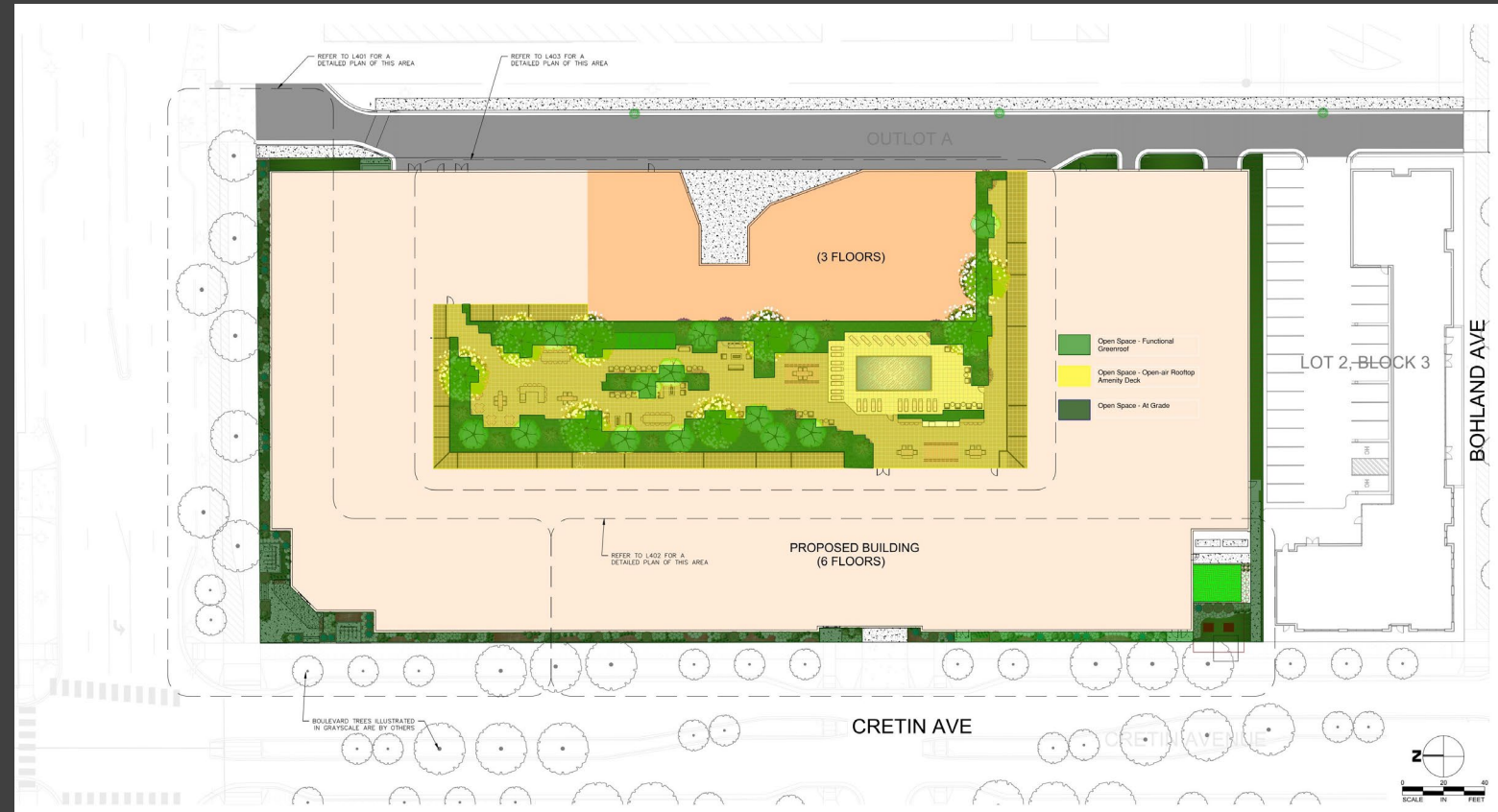
Ford Site Master Plan
Open Space
Coverage
requirement for
private development
parcels.

Separate and distinct
from the public Parks
& Open Spaces
dedicated site-wide.

2170 Ford Pkwy
meets requirement:

- 7,300 sf ground level open space
- 22,000 sf outdoor amenity deck and green roof

OPEN SPACE PLAN



BZA DECISIONS JUNE 29, 2020

Approved Variances:

Glazing Percentage

Building Height – interior lot lines

Building Height – corner element

Denied Variances Appealed:

Lot Coverage Maximum

Car Share Parking Spaces

- *7 letters of support received including HDC and adjoining properties*
- *166 letters in opposition received; not all directly related to the variances*

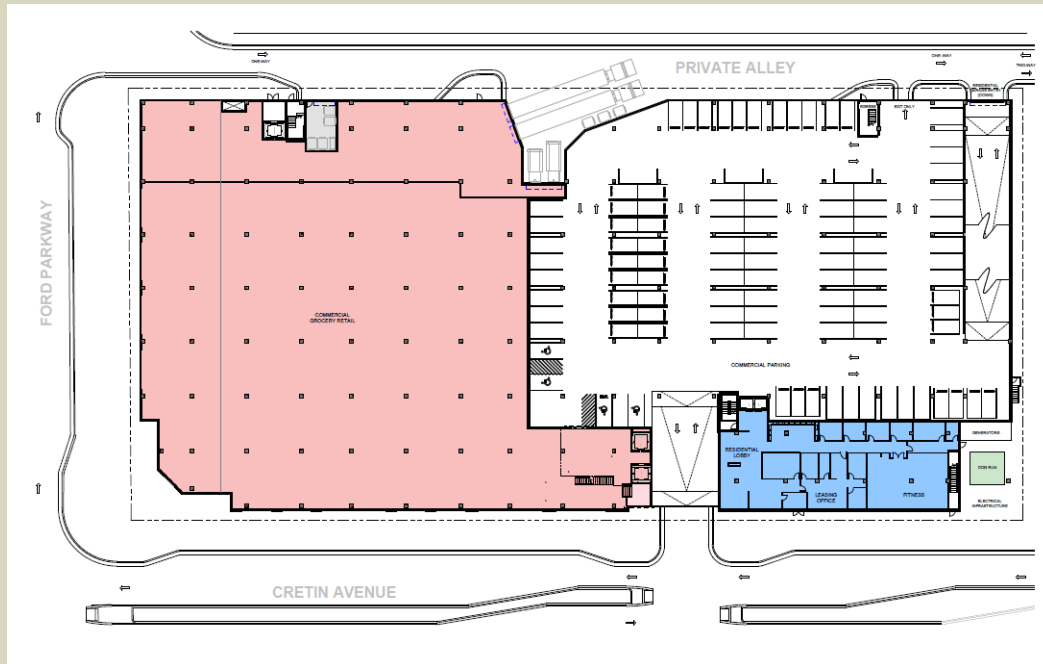
VARIANCE FINDINGS — LEG. CODE SEC. 61.601

1. The variance is in harmony with the general purposes and intent of the zoning code.
2. The variance is consistent with the comprehensive plan.
3. The applicant has established that there are **practical difficulties in complying with the provision**, that the property owner proposes to **use the property in a reasonable manner** not permitted by the provision. Economic considerations alone do not constitute practical difficulties.
4. The plight of the landowner is due to **circumstances unique to the property** not created by the landowner.
5. The variance will not permit any use that is not allowed in the zoning district where the affected land is located.
6. The variance will not alter the essential character of the surrounding area.

BUILDING LOT COVERAGE

70% maximum building lot coverage; 90.3% proposed.

78.3% building lot coverage if adjoining portion of Outlot A included in parcel area.



Appeal based on meeting Findings:

#3 - Practical difficulty complying with max building lot coverage and use of the property is reasonable.

- The building footprint is typical for a commercial grocer with structured parking and is a reasonable request that cannot be accomplished without the variance.
- The lot coverage calculation excludes the private alley parcel (Outlot A) to be developed by the project for building access.

#4 - Unique circumstances to the property.

- Master Plan and F5 Zoning comprise multiple overlapping requirements for commercial uses with structured parking, buildings oriented to the right-of-way and setbacks, FAR, lot coverage, open space coverage, and maximum impervious area for stormwater management, which create a unique circumstance.
- The building footprint incorporates structured parking and overall is proportionate to the density and dimensional standards that are met.

CAR-SHARE REQUIREMENT

Ford Site Public Realm Master Plan – Chapter 4.7 – General Standards. Special Parking Facilities

- 8 car share spaces required based on residential units and commercial parking spaces; Project is proposing zero spaces.

Appeal based on meeting Finding #3 that there are practical difficulties in complying with the Master Plan provision

- Hour Car is currently the only car-share provider in the Saint Paul area and is no longer adding out-and-back car-share stations.
- No provider is presently able to provide car-sharing at the site, creating a practical difficulty complying with the Master Plan.

