

SUBDIVISION STAFF REPORT

FILE # 20-058-653

1. **FILE NAME:** Highland Bridge Rowhome 1st Addition Plat **HEARING DATE:** 9/16/2020 (Scheduled)
 2. **TYPE OF APPLICATION:** Preliminary Plat
 3. **LOCATION:** 966 Mississippi River Boulevard
 4. **PIN AND LEGAL DESCRIPTION:** Ford Plat, Lot 2 Block 8 (172823130003), Lot 1 Block 10 (172823130006), Lot 2 Block 14 (172823130009), Lot 1 Block 15; (172823130010)
 5. **PLANNING DISTRICT:** 15 **PRESENT ZONING:** F1,F2,F3
 6. **ZONING CODE REFERENCE:** § 69.301; § 69.401 - § 69.404
 7. **STAFF REPORT DATE:** September 2, 2020 **BY:** Menaka Mohan
 8. **DATE RECEIVED:**
Preliminary Plat Received: July 21, 2019 **DEADLINE FOR ACTION:** November 18, 2020
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- A. **PURPOSE:** Subdivide 4 lots on 4 blocks of the Ford Plat into 75 rowhouse lots and 4 outlots for the Highland Bridge Rowhomes 1st Addition Plat
- B. **PARCEL SIZE:** Approximately 3.7 acres
- C. **EXISTING LAND USE:** Vacant
- D. **SURROUNDING LAND USE:**

North: Primarily commercial with residential near the northwest corner of the site

East: Primarily multi-family residential, but with some commercial in the northeast corner of the site

South: Unused rail yard with single-family residential and park beyond

West: Abandoned industrial that sees occasional use as a parking facility, park, Mississippi River

- E. **ZONING CODE CITATION:** § 69.301 states that platting is required when a subdivision (1) creates five or more lots or parcels each of which is 2½ acres or less in size, or (2) requires paved streets, alleys and other public improvements, or (3) is previously unplatted land. § 69.406 provides criteria for review of subdivision applications. This application is proposing to subdivide previously platted land (Ford Plat) into 75 lots for rowhomes and is the first phase of the subdivision applications for rowhomes.
- F. **HISTORY/DISCUSSION:** The site was an automotive manufacturing plant owned and operated by Ford Motor Company between 1925 and 2011. Soon after the plant closure was announced, the City of Saint Paul began a planning process that resulted in rezoning and the 2017 *Ford Site Zoning and Public Realm Master Plan* ("Ford MP"), which established zoning districts and a public realm framework in preparation for future land sale and development. The applicant, Ryan Companies, was awarded development rights by Ford in June of 2018 and began its due diligence work soon after. In preparation Ryan Companies platted the Ford Site into 36 private development blocks, right-of-way, City parkland, and outlots in November 2019 (RES PH 19-386). The current applicant, Pulte Homes, will be building 320 rowhomes in four phases. This subdivision application is for the first phase of development which encompasses 75 rowhomes and four private outlots (A, B, C, and D) which are serving as private alleys.

City staff reviewed the preliminary plat and sent staff comments to Pulte which will be included in the final plat. Comments ranged from clarifying labels on the plat, ensuring private sewer laterals are in conformance, stating the building code requirements for exterior walls, and clarifying the relationship, maintenance, cross drainage, and access easements between the outlots A and B.

In addition, the outlots identified in the Highland Bridge Rowhome Plat are subject to stormwater management fees authorized by the creation of the Ford Site Green Infrastructure Stormwater Management District (Ford Site GID). The Ford Site GID was created by a City resolution (RES 20-672) in conformance with the City's Green Infrastructure Ordinance (ORD 19-29). The ordinance enacted § 81.08.01 which allows a green infrastructure stormwater management district to be

established by City Council resolution. Each net developable parcel area (land area less roads, parks, and stormwater easements) within the district is subject to the green infrastructure system charges. The Ford Site GID set fees based on the parcels of land identified in the Ford Plat (RES PH 19-386). The Ford Plat subdivided the Ford Site into 36 private development lots, 4 outlots, dedicated right of ways and City parkland. The connection fees for the Ford GID were premised on and apply to the entirety of the 36 private lots including Lot 2 Block 8, Lot 1 Block 10, Lot 2 Block 14, and Lot 1 Block 15. As such the *private alleys* identified in Highland Bridge Plat are subject to the stormwater management fees established by the Ford Site GID.

- G. **REQUIRED FINDINGS:** § 69.406 of the Zoning Code requires that all of the following findings shall be made prior to approval of a subdivision:
1. *All the applicable provisions of the Legislative Code are complied with.* City staff have reviewed the proposed plat and have determined that all applicable provisions of city codes are met, acknowledging that the private alleys are subject to § 81.08.01. § 81.08.01 allows green infrastructure system fees to be charged if a district is established. The Ford Site GID was created by City Council resolution (RES 20-672) therefore connection fees were set based on the developable land in the Ford Plat. The Ford Plat established 36 private development blocks which informed the Ford GID and associated connection fees. The Ford GID includes Lot 2 Block 8, Lot 1 Block 10, Lot 2 Block 14, and Lot 1 Block 15 which are being subdivided by the Highland Bridge Rowhome Plat. As such the *private alleys* identified in Highland Bridge Plat are subject to the stormwater management fees enabled by the Ford Site GID.
 2. *The proposed subdivision will not be detrimental to the present and potential surrounding land uses.* The proposed plat is consistent with the surrounding land uses and will not be detrimental to present and future use of surrounding land. Present and future surrounding land uses were considered in the development of the Ford MP, subsequent amendments, and the Ford Plat.
 3. *The area surrounding the subdivision can be planned and developed in coordination and compatibility with the proposed subdivision.* Most of the developable area surrounding the proposed plat is already developed and compatible with the proposed plat. The organization of the plat is consistent with the Ford MP and the Ford Plat, which considered development interaction with the surrounding development.
 4. *The subdivision is in conformance with the comprehensive plan.* The subdivision is in conformance with the Land Use Chapter of the 2030 Comprehensive Plan, which identifies the site as part of a mixed-use corridor and an opportunity site. While not yet adopted, it is also consistent with the draft 2040 Comprehensive Plan submitted to the Metropolitan Council, which also identifies the site as an opportunity site. The proposed plat is also in conformance with the Ford MP and Highland Park District 15 Plan, which references the Ford MP and describes a future site consistent with it in its Land Use chapter.
 5. *The subdivision preserves and incorporates the site's important existing natural features whenever possible.* The site is in a fully developed part of Saint Paul with no remaining natural features.
 6. *All land intended for building sites can be used safely without endangering residents by peril from floods, erosion, continuously high water table, severe soil conditions or other menace.* The site slopes gently to the southwest. Building sites can be fully developed with no flooding or erosion as long as rate and erosion control measures are followed. There are no known high water table or soil condition problems.
 7. *The subdivision can be economically served with public facilities and services.* The subdivision can be economically served with public facilities and services from surrounding streets and from the green infrastructure management system established by City Council resolution (RES

20-672). Additionally, each parcel of land within the district, in this case the private alleys is subject to the green infrastructure system charges.

H. **PARKLAND DEDICATION:** § 69.511 allows the City to require the dedication of parkland as part of the platting process. The Ford Plat dedicated slightly over the maximum of nine (9) percent of the total acreage of lots for the Ford Site. As such, no additional parkland dedication is required for the Highland Bridge Rowhomes Plat 1st Addition.

I. **STAFF RECOMMENDATION:** Based on the required findings above staff recommends approval of the proposed plat, *Highland Bridge Rowhome Plat*, for the Ford Site subject to the following conditions:

1. Outlots A, B, C, and D on the Highland Bridge Rowhome Plat 1st Addition are subject to the infrastructure system charges established in the Ford Site Green Infrastructure Stormwater Management District.
2. The applicant shall file a copy of the Council Resolution approving the plat with the Ramsey County Recorder's Office.

J. **ATTACHMENTS**

Application
Preliminary Plat
Aerial Map
Land Use Map
Zoning Map