



October 10, 2018



Ms. Lucy Thompson
Planning Director
City of Saint Paul
15 Kellogg Blvd W
Saint Paul, MN 55102

RE: Ford Site Zoning and Public Realm Master Plan

Dear Ms. Thompson:

Ryan Companies US, Inc. (Ryan) is submitting an application for proposed amendments to the Ford Site Zoning and Public Realm Master Plan (Public Realm Plan) adopted by the St. Paul City Council on 9/27/17. Ryan has a purchase agreement with Ford Motor Company (Ford) to purchase their current property at 966 Mississippi Blvd South, St. Paul, MN 55116, often referred to as the "Ford Site." Ryan would become the master developer of the Ford Site and will utilize the proposed amendments to help ensure this development is successful.

Based on the effort by City staff, community, and other partners to help shape the future vision of the Ford Site through the master plan process, we intend to deliver that vision. Over the past several months, Ryan has completed a vast amount of due diligence on the site with City staff and neighborhood residents. Coupling the City's planning investment with our current knowledge of the site and various development markets, we believe the amendments proposed in this submittal will enable us to bring the Public Realm Plan vision to reality.

Included in this submittal is the following information:

- **Ryan Companies Executive Summary** – consists of a document that lists the major areas that we are proposing to be amended in the Public Realm Plan. Each section includes our justification for each proposed amendment and how it still relates to the overall approved vision of the development.
- **Ryan Companies Redlines** – consists of the proposed redlines and additions to the approved Public Realm Plan. Where applicable, we have provided additional pages or example images of our proposed intent.
- **Ryan Companies Amendment List** – consists of an Excel spreadsheet that lists each proposed amendment, where it is found in the Public Realm Plan, how that amendment affects the City of St. Paul zoning code/text/map, and the justification linked to each proposed amendment.

Ryan Companies US, Inc.
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Minneapolis, MN 55415

p: 612-492-4000
ryancompanies.com

Equal Opportunity Employer



We look forward to continuing to work with our trusted partners at the City of St. Paul to make the Ford Site redevelopment a 21st Century Community and truly a development which others strive to duplicate.

Please reach out if there are any questions or clarification with the documents.

Sincerely,

A handwritten signature in green ink that reads "Tony Barranco". The signature is fluid and cursive, with a long horizontal stroke extending from the start of the word "Tony".

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

A handwritten signature in green ink that reads "Mike Ryan". The signature is cursive and stylized, with a large, looped initial "M" and a long horizontal stroke at the end.

Mike Ryan
Market Leader North Region
President of Ryan A+E
Ryan Companies US, Inc.



Ford Motor Land Development Corporation
330 Town Center Drive, #1100
Dearborn, MI 48126

313.323.8458 Direct
jlynch11@ford.com

Jeffrey A. Lynch, Vice President

October 17, 2018

Saint Paul Planning Commission
c/o Lucy Thompson
Interim Planning Director
Department of Planning & Economic Development
25 W. 4th Street, Suite 1300
Saint Paul, MN 55102

Re: Ford Motor Company Support of Ryan Development Plan
Saint Paul, Minnesota

Saint Paul Planning Commission:

Ford is the current owner of the 122-acre Ford site in Saint Paul. Ryan Companies is in its due diligence period to purchase the property. Ford is aware of and supports the application submitted by Ryan Companies application for amendments to the Ford Site Zoning and Public Realm Master Plan. If the sale to Ryan is not finalized for any reason, Ford reserves the right to withdraw its support of the application.

Sincerely,
Ford Motor Land Development Company,
a wholly owned subsidiary of Ford Motor Company

A handwritten signature in blue ink, appearing to read "Jeffrey A. Lynch".

Jeffrey A. Lynch,
Vice President

/jvm
cc: Timothy A. Fissinger, Ford Motor Company, via e-mail
Joseph V. Mitchell, Ford Land, via e-mail



10.17.2018

Approximate Ford Site Project Metrics:

For Rent Multifamily – 2,250 Units

For Rent Affordable – 710 Units

For Sale Rowhomes – 270 Units

For Sale Single Family – 35 Homes

For Sale Condominium – 80 Units

Rental Senior Living – 400 Units

Office Area – 265,000 SF

Retail Area – 150,000 SF



Ford Site Zoning and Public Realm Master Plan – Ryan Companies Executive Summary 10.10.2018

Please use this Executive Summary in alliance with the *Ryan Companies Redlines* document and the *Ryan Companies Amendments List* spreadsheet for a comprehensive assessment of the proposed changes to the adopted Ford Site Zoning and Public Realm Master Plan.

The following categories provide an overview of the proposed changes to the Ford Site Zoning and Public Realm Master Plan along with:

- i. Ryan Companies' explanation for why each change is proposed
- ii. Ryan Companies' justification for how the requested changes are consistent with the Vision and Guiding Principles of the Ford Site Public Realm Master Plan, the general intent of the Ford zoning districts and the intent of the affect zoning district(s) per Sec 66.900 of the Saint Paul Legislative Code.

1. Single-Family Homes

Single-Family Homes are proposed to be added to the Ford Site Zoning and Public Realm Master Plan (Public Realm Plan) as a district use for the F1 River Residential Zoning District.

- i. We are requesting single-family homes be allowed, as this housing type will help to blend the new development with the surrounding area and preserve the spirit and historic form of Mississippi River Boulevard (MRB). The addition of single-family homes will add to the continuity already in place along MRB, as the majority of the properties along MRB to the north and south of the Ford site are comprised of single-family homes. The addition of single-family homes provides a greater variety of housing options for the development, which will help during times of market fluctuations. We have provided a sample page of single-family home requirements for reference.
- ii. One of the descriptions used in the Public Realm Plan for the F1 River Residential zoning district is “The district is characterized by deep setbacks from Mississippi River Boulevard, consistent with the historic form of residential homes along the corridor.” The F1 zoning district is also intended for the lowest density of dwelling units of all the zoning districts within the Ford site. Single-family homes will fit the historic form of the corridor, preserve the deep setbacks along MRB, and maintain low density along the west portion of the site.

2. Lot 11 Rezoning

Lot 11 is proposed to be rezoned from F2 Residential Mixed Low to F1 River Residential.

- i. We are requesting to rezone Lot 11 from F2 to F1 to maintain the lower density along MRB and to allow for the flexibility of single-family homes to be developed on that lot. While we understand the purpose of the F2 transition district from high density (F6 district) to low density (F1 district) development, we feel that the division of Bohland Ave between the two districts will serve a similar purpose, as Bohland has one of the widest right-of-ways in the development. Also, the majority of the F6 district directly adjacent to Lot 11 will be comprised of Gateway Park (open parkland and stormwater), so the step in development isn't as drastic as it appears to be when comparing an F6 next to an F1 zone on the zoning map.
- ii. One theme that we noticed with the Public Realm Plan is that it purposefully stepped the development from the west to the east, generally from a low height to a higher height and from a low density use to higher density uses. Rezoning Lot 11, which is along the furthest west portion of the site, meets the vision that the City set forth in keeping the lower height and lower density uses along the western edge of the site, and will improve the continuity along MRB. A similar theme that was noticed was the purposeful step from south to north from lower to higher density. We believe that the rezoning still fits the vision for the south to north step since most of the F6 district north of Lot 11 will be open space, as it's inclusive of the Gateway Park.

3. F3 Zoning Adjustments

Adjustments are proposed to the minimum building height (30' instead of 40') and the minimum floor area ratio (1.0 instead of 2.0) in the F3 Residential Mixed Mid Zoning District.

- i. We are requesting to lower the minimum building height and minimum floor area ratio to allow flexibility for a lower density use in the F3 zones. If townhomes were to be placed in the F3 zones along the west side of the water feature, the FAR would be approximately 1.25. The proposed changes will encourage diverse structure types and heights on both sides of the water feature to maintain the stepped impression of the development from west to east. From a marketability standpoint, the central water feature provides a good break between lower density and higher density structures, which can support leasing and sales.
- ii. The adjustment to the minimum building height and floor area ratio in the F3 district still meets the City's vision for the development, as it maintains the step up in height and density moving from west to east. It also allows for a more extensive range of multi-family residential types as desired in the description for the F3 Residential Mixed Mid District of the Public Realm Plan.

4. F5 Maximum Building Height Adjustments

Adjustments are proposed to the maximum building heights and step backs for buildings within the F5 Business Mixed District.

- i. We have proposed adjustments to the maximum building heights and step backs for this district to better clarify the point at which a step back in the building façade will be needed. The adjustments we have proposed now resemble the description for the F3 district, which clearly delineates the step back thresholds. We have added the caveat that the step backs are not needed when facing plazas. We interpret that the step backs were put in place to reduce the “canyon” feel along roadways and between buildings. However, with plaza spaces, there are typically larger distances between buildings and having massing along the edges often benefits the plaza atmosphere by providing a strong shape. We have added in an exception to the step backs for architectural features as well. An example of this would be a corner tower to a building that would have a small percentage of the building massing. These more descriptive requirements could be incorporated into the Design Standards for the development.
- ii. It has been clear that the City approved stipulations to limit the appearance of mass density near the existing surrounding neighborhood with height limitations and step backs. We have added in a few exceptions for plaza areas and small portions of a building where the development would benefit by a variance from the requirements, but the appearance from the surrounding neighborhood and roadways still remains controlled.

5. Required Land Use Adjustments

Adjustments are proposed to the minimum commercial use in the F3 Residential Mixed Mid District (0% instead of 5%).

Adjustments are proposed to the minimum commercial use in the F4 Residential Mixed High District (0% instead of 5%) and the maximum residential use (100% instead of 95%).

Adjustments are proposed to the maximum commercial use in the F6 Gateway District (50% instead of 25%).

- i. We have proposed to reduce the minimum commercial use in the F3 & F4 zoning districts and increase the maximum commercial use in the F6 zoning district in order to focus on the commercial areas towards the north end of the site. The north portion of the site is the first experience that people will have when traveling along Ford Parkway and we anticipate it to be the most vibrant and active location in the development. From past projects, we've seen that spreading commercial areas out too thinly makes it difficult to keep customers engaged to frequent all of them, leading to high business turnover. Commercial corridors that are consolidated into a central location allow for higher activity and cross traffic, which keeps visitors engaged and the energy

thriving. The existing commercial areas on the north side of Ford Parkway and to the northeast of the site should also see a positive effect with the shift of the commercial area to the north end of the site. Moving the commercial areas out of the F3 & F4 zoning districts also preserves the tranquil residential corridor along the central water feature and throughout the other residential areas. We want to be clear that we are not prohibiting the F3 & F4 districts from having commercial uses if dictated by the market; but shifting the primary focus for commercial uses toward the most active portion of the development. We don't want to force retail in locations where it may not be successful. The proposed adjustment to the maximum residential use in the F4 district supports the shift in moving the commercial areas out of the F4 district.

Adjustments are proposed to the minimum employment use in the F5 Business Mixed District (0% instead of 10%).

- i. We have proposed this change, as much of the employment we anticipate will come through commercial uses, such as retail. It is difficult to decipher which uses should be counted as commercial and which should be counted as employment, as there is much overlap. We are still anticipating the commercial areas will employ many people.

A clarification was added that Adult Care Facilities are assumed to be counted as Housing Units but are allowed in the Office & Employment Development Districts such as the F6 Gateway District. An exception was added that Civic & Institutional space can exceed the maximum allowable if it is for open space or green space.

- i. We are intending to provide two Adult Care Facilities in the F6 Gateway District as there is a high desire from a market standpoint for such facilities. As these facilities are heavy on the employee count, we consider these acceptable in the F6 Gateway District and not strictly a residential use. This view aligns with Table 4.3 on page 42 of the Public Realm Plan. The housing units inside the Adult Care Facilities are included in the development range for the proposed site. An exception was added for open space or green space to exceed the maximum Civic & Institutional uses since we are proposing to keep two of the existing recreational fields.
- ii. One of the overarching goals for the site is to provide "a mix of uses, including residential, commercial, civic and open space uses in close proximity to one another". The adjustments to the minimum and maximum commercial areas between the F3, F4 & F6 zoning places the commercial areas in close proximity towards the north end of the site, which will be easily accessible to the rest of the development through the varying modes of transportation provided.

6. Landscape Adjustments

Adjustments are proposed to the minimum street tree size (2.5" instead of 3") and for the minimum planted tree size in each zoning district (2.5" instead of 2.4").

- i. We have proposed a reduction in the minimum street tree size to more closely match industry standard. Likewise, we have proposed an increase in the minimum planted tree size in each zoning district to provide consistency across the development.
- ii. The Public Realm Plan specifies a minimum street tree size to be 3" and a minimum tree size for each lot to be 2.4", so we're landing between those two sizes, as well as matching what is typically found in the industry.

Adjustment is proposed to the minimum setback from roof edges for usable rooftop space (minimum 10' setback down to a minimum 1' setback).

- i. We have proposed a reduction in the setback from roof edges for all usable rooftop outdoor space in order to allow more flexibility with the rooftop amenity design, to allow larger amenity spaces, and to better align with many of the other rooftop patio designs for comparable development buildings in the Twin Cities area. In our recent projects, such as The Vintage on Selby in St. Paul, we have found the amenity spaces for the building to be a major attractor of prospective tenants to residential facilities. The ability to maximize the functional space and the views from the rooftop is critical to completing the best development spaces in the area. This adjustment will also allow better interaction with the open civic spaces for public events.
- ii. The Zoning and Public Realm Master Plan encourages the use of green roofs and functional rooftops, so the reduction in setback allows the development to provide as much usable rooftop space as possible.

7. Rooftop Adjustments

The portions of the Zoning and Public Realm Master Plan that specified flat roofs must use single ply membrane and that all roofing materials shall have a Solar Reflective Index (SRI) minimum and maximums are proposed to be removed.

- i. Recent research has shown that there are more efficient and effective roof systems available in the industry than single ply membrane roofs and roofs that have certain SRI numbers, mostly due to Minnesota's climate of needing to heat more than cool our buildings compared to the rest of the country. The proposed development is expected to take 10-12 years for full completion and by the time future developments are triggered, there may be even better roof systems available for use, so we would like to not restrict our design and construction opportunities. Also, the rooftop restrictions tend to lead us in the direction that a bright white TPO (Thermoplastic Polyolefin) roof will be required, which will be obtrusive from a visibility standpoint for the proposed rooftop amenity features on many of the buildings.

- ii. The remaining roofing requirements, other than those mentioned above, in the Public Realm Plan are in agreement with what we have seen throughout the industry. We will be adhering to those requirements throughout the development and will continue to search for the most economical and energy efficient roofing materials to use on each project to maximize the performance of the roof systems.

8. Parking Adjustments

Adjustment is proposed to the maximum required parking in non-residential districts (1 space per 400 GFA up to 1 space per 200 GFA).

- i. One of the main goals of the Zoning and Public Realm Master Plan is to encourage trips to be made to, from and around the site without a car. However, to make this a vibrant development and attract the wide variety of uses that the city is hoping for, some of the developments will need to have a higher amount of car parking to attract tenants. For much of the non-residential areas, prospective tenants, such as retail or medical office, would require a 1 space per 200 GFA parking ratio to accommodate their clients traveling to the spaces. Based on guidance from quality retail prospects, we have determined that it will not be possible to secure retail tenants with less than the 1 space per 200 GFA ratio.

Adjustment is proposed to the minimum requirement of ground floor structured parking (entire ground floor to 50% of the ground floor).

- i. The requirement that all structured parking facilities must have active uses on the entire ground floor footprint restricts the opportunities for some of the development pads. We would like the option to utilize partial footprints for parking so that we could utilize the remaining footprint for more walkable, 1st story uses such as retail, residential and other commercial uses. The project design will work to meet the intent of the plan, which is active uses along the street edges, while allowing for important convenience parking maximizing retailer interest and guest experience. We see an opportunity for guidance on this topic through the Design Standards for the development as well.

The requirement of structured parking must be designed to be converted for a future use is proposed to be removed.

- i. Where possible, we will design parking structures to be converted for future alternate uses. We have completed some pricing exercises on previous projects for constructing structured parking facilities to be converted to a future use and they have significantly increased both the day one cost and the conversion day cost to the point that it was not possible to construct and still have a viable project.

The Fee-in-Lieu of Parking section is proposed to be changed to a Public Parking section.

- i. Since we are proposing a public parking facility within the initial infrastructure of the development, it seemed that this section were to be better clarified as Public Parking instead of Fee-in-Lieu Parking.

The requirement of bicycle parking in residential congregate living spaces is proposed to be removed and the Recreational bicycle requirement is requested to be changed to 1 per 5,000 SF instead of 1 per 300 SF

- i. The bicycle parking in residential congregate living spaces is proposed to be removed as we will be covered with significant bike parking resources in the Residential, dwellings portion of Table 4.8. The bicycle parking in the Recreational areas is proposed to be changed as we are planning to have a significant amount of recreational areas within the development and the number of bicycle parking stalls that we would be forced to provide is unrealistic. For example: the two existing recreational fields encompass 5.15 acres which would require 748 bicycle parking spots.

The required number of showers in the office and production/processing uses is proposed to be changed from 1 shower per 50 employees to 1 shower per 150 employees.

- i. This change is made due to what we have seen as an adequate amount of showers from recent projects that we have been a part of.

The requirement of car share parking is proposed to be removed.

- i. The car share parking requirements are proposed to be removed as this concept has had mixed results in ridership and implementation. There is also significant stress in the shared vehicle industry including the termination of service in the market of Car2Go service in 2016.

The Electrical Vehicle Infrastructure requirement is proposed to only be needed for off-street parking in the Gateway and Mixed Use Districts north of Bohland Avenue.

- ii. The Gateway and Mixed-Use Districts are the areas that are most likely to attract users of electric vehicles. We don't want to install electrical vehicle parking spots in residential areas that likely won't get as high of a use and remain vacant.
- iii. One of the main goals of the development is to encourage the reduction of automobile traffic and increase of opportunity for alternative transportation. We are continuing to show multiple options for transportation to all parts of the site including pedestrian, bicycle, and potentially future transit through the site, as the existing Public Realm Plan did. With the requested changes listed above, the overall intent of the district in regards transportation is still being met.

9. Roadway Adjustments:

Adjustments are proposed to the roadway network throughout the development.

- i. Many of the proposed roadway sections have been shifted to better balance the auto, bike and pedestrian movements throughout the site and to accommodate traffic flows to certain types of development. However, the overall grid network of roadways and paths of travel remain the same as the Public Realm Plan. We have provided an updated Street Network System map to better convey the overall changes.

One additional access to the site that was not in the existing Public Realm Plan is a roadway connection from Village Way to MRB.

- i. To provide additional site access opportunities, we are proposing to make Village Way a vehicular and pedestrian access point to MRB.

Roadways that have been removed include the roadway connection from Saunders Ave to Cleveland Ave, and Hillcrest Ave between Cretin Ave and Finn St.

- i. As part of our proposal to keep two of the existing baseball fields, we could not make the connection of Saunders Ave to Cleveland Ave. We are proposing provisions for a future vehicular connection on Village Way between Finn and Cleveland in order to compensate for the Saunders Ave removal. Village Way is currently a private road and discussion with the current landowner will be needed if this connection could be made in the future. Hillcrest Ave would dead end at the existing Lund's property and with the uncertainty as to whether that property will ever be redeveloped, we have proposed to remove this section.

New roadway sections include a wider Woodlawn Ave (South), a wider Ranger Way, and a new retail roadway section that stretches between Mount Curve Blvd and Cretin Ave for the F5 Business Mixed District.

- i. We have added street parking to Woodlawn Ave (South) to meet the demands of visitor parking, online deliveries, moving vans, and the use of companies such as Lyft and Uber. Any of these demands could provide an impediment for travel through the F1 & F2 zones and could be unsafe to pedestrians and bikers that share the roadway. We proposed changing Ranger Way from a bike/ped only path to a two lane road. The main purpose of this change is to help remove as much traffic off Cretin Ave for vehicles turning into underground parking on each property in the F4 district. We anticipate the queuing of vehicles on Cretin Ave to be greatly reduced, helping improve traffic flow through the development. A new retail road section is proposed to enhance the use of the F5 district. On-street parking will be provided for a portion of the street to allow for immediate access to retail spaces and for valet parking and Uber/Lyft drop off for certain uses such as restaurants. The roadway will then narrow to two lanes of travel where the Civic Square spaces connect with one

another. We anticipate the revised section will reduce travel speeds to make this area a safer place for pedestrians.

The roadway sections also have all been revised to 6' of landscaping space between the curb and sidewalks.

- i. We have widened out the landscaping space for all roadway sections to be 6' in order to provide a healthy space for tree and other plantings in the boulevards.
- ii. Our proposed changes align with the existing Zoning and Public Realm Master Plan as it removes the barrier that the site currently causes and will help blend the new development with the rest of the neighborhood. We are still providing a surplus of pedestrian and bicycle transportation options throughout the entire site.

10. Stormwater Adjustments:

We are proposing to have small portions of the development, mainly along the western edge of the site, drain to locations other than the central water feature.

- i. The existing site slopes approximately 60' from east to west, making it challenging to drain all of the land area on the west side of the central water feature back to the center of the site. The existing ground conditions, which include varying depths of bedrock and perched groundwater, as well as the existing infrastructure surrounding the site, limit the area that can drain to the central stormwater basin without substantial additional costs.
- ii. The proposed development plan conforms to the Public Realm Plan as the overall intent was to reduce the amount of stormwater treatment on each individual property and regionalize the treatment areas to be more efficient with space and get a higher quality of treatment. The stormwater areas that are now treating the site runoff will collect runoff from multiple sites as the intended goal. We are not able to infiltrate on site due to soils type and the requirements of the watershed.

11. Parks and Open Space Adjustments:

Adjustments are proposed to the size, shape and locations of the open space areas throughout the Ford site. Changes to the public open space options include: the removal of the Pocket Park between MRB and the Neighborhood Park, the addition of pocket and neighborhood parks bordering the CP Rail property, and the movement of some bike/pedestrian only paths.

- i. The park spaces have been moved around and resized, and will continue to be adjusted as the design of the development progresses to fit within the overall master plan layout. Some of the bike/pedestrian paths were

shifted to balance the bike and pedestrian traffic throughout the site with the intended development.

- ii. The adjustments to the Parks and Open Space areas conform to the Public Realm Master Plan as the amount of open space has only been shifted to different locations. We plan to meet or exceed the amount of open space that was in the original Public Realm plan.

Ford Site Zoning and Public Realm Master Plan - Ryan Companies Amendments List 10.10.2018

Change	Requested Change to Ford Zoning and Public Realm Master Plan	Page #	Corresponding Change to Zoning Code Text or Map	Section #	Justification for Request *Refer to Executive Summary Document*
Chapter 1: Preface					
1	Addition of Single-Family Homes to the development options for the Ford Site	8	Add in Single-Family Homes to the Ford District Uses Table 66.921	66.921	See Justification #1 in Executive Summary
2	Update to the expected timeline of construction for streets, sewers, and other infrastructure (2019-2020 instead of 2020-2021)	11	-	-	The timeline was adjusted to the expected entitlement approvals for the development
Chapter 4: Zoning - Districts & General Standards					
3	Addition of Single-Family Homes to the development options for the Ford Site	28	Add in Single-Family Homes to the Ford District Uses Table 66.921	66.921	See Justification #1 in Executive Summary
4	Rezoning Lot 11 from F2 Residential Mixed Low to F1 River Residential	30	Update to the Zoning Map	-	See Justification #2 in Executive Summary
5	Addition of Single-Family Homes to the F1 River Residential District Land Uses	31	Add in Single-Family Homes as an allowed use in the F1 district	66.912	See Justification #1 in Executive Summary
6	Adjustment to the minimum building height restriction in the F3 Residential Mixed Mid district (30' minimum instead of 40' minimum)	31	Revisions to Table 66.931 F3 requirements	66.931	See Justification #3 in Executive Summary
7	Adjustment to the floor area ratio restriction in the F3 Residential Mixed Mid district (1.0 minimum instead of 2.0 minimum)	31	Revisions to Table 66.931 F3 requirements	66.931	See Justification #3 in Executive Summary
8	Adjustment to the graphics to display the minimum floor area ratio adjustment in item #7 above	32	-	-	See Justification #3 in Executive Summary
9	Adjustment to one of the graphics to display the minimum building height adjustment in item #6 above	33	-	-	See Justification #3 in Executive Summary
10	Adjustment to the allowable number of dwelling units in the F1 River Residential District (one to six dwelling units allowed instead of two to six dwelling units)	34	Change two (2) to six (6) dwelling units to one (1) to six (6) dwelling units	66.912	See Justification #1 in Executive Summary
11	Addition of Single-Family Homes to the F1 River Residential District Land Uses	34	Add in Single-Family Homes as an allowed use in the F1 district	66.912	See Justification #1 in Executive Summary
12	Updates to graphics to include the rezoning of Lot 11 to the F1 zoning district and to show a single-family home in the precedent imagery	34	Update to the Zoning Map	-	See Justification #1 & #2 in Executive Summary
13	Update to graphic to include the rezoning of Lot 11 so that it is no longer in the F2 zoning district	35	Update to the Zoning Map	-	See Justification #2 in Executive Summary
14	Revisions to the description of the F2 zoning block that we are rezoning to F1 that speaks to the transition between the Gateway and River Residential blocks	35	-	-	See Justification #2 in Executive Summary
15	Adjustments to the minimum building height and floor area ratios in items #6 & #7 above	36	Revisions to Table 66.931 F3 requirements	66.931	See Justification #3 in Executive Summary
16	Adjustments to the maximum building height and step backs for buildings in the F5 Business Mixed District (heights and step backs consistent with other areas in public realm plan with exceptions for buildings facing plazas and for architectural elements)	38	Revisions to Table 66.931 F3 Notes	66.931	See Justification #4 in Executive Summary
17	Adjustments to the F3 minimum commercial land use (0% Min instead of 5% Min)	40	Revisions to the required mix of uses	66.922	See Justification #5 in Executive Summary

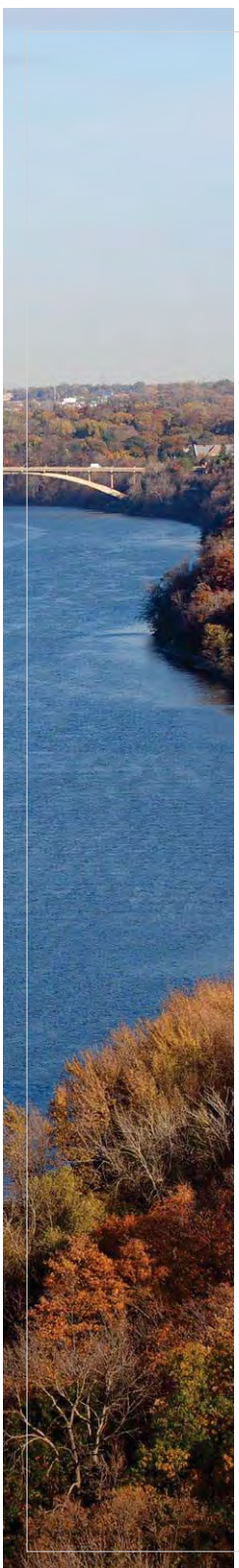
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18	Adjustments to the F4 minimum commercial land use (0% Min instead of 5% Min) and maximum residential land use (100% Max instead of 95% Max)	40	Revisions to the required mix of uses	66.922	See Justification #5 in Executive Summary
19	Adjustments to the F5 minimum employment land use (0% Min instead of 10% Min)	40	Revisions to the required mix of uses	66.922	See Justification #5 in Executive Summary
19	Adjustments to the F6 maximum commercial land use (50% Max instead of 25% Max)	40	Revisions to the required mix of uses	66.922	See Justification #5 in Executive Summary
20	A clarification was made that Adult Care Facilities will be counted towards the total number of housing units but are allowed in the F6 Gateway District as they are highly employed facilities	41	Revisions to the required mix of uses	66.922	See Justification #5 in Executive Summary
21	An exception to the maximum Civic & Institutional space was made for additional open space or green space	41	Revisions to the required mix of uses	66.922	See Justification #5 in Executive Summary
22	Addition of Single-Family dwellings in the F1 Zoning District Uses	42	Add in Single-Family Homes to the Ford District Uses table	66.921	See Justification #1 in Executive Summary
23	Adjustment to the minimum caliper tree size for deciduous street trees (3" down to 2.5")	48	-	66.945	See Justification #6 in Executive Summary
24	Adjustment to the minimum caliper tree size for trees (2.4" up to 2.5")	49	-	66.945	See Justification #6 in Executive Summary
25	Removal of the text that specifies that flat roofs must be single ply membrane material.	56	-	66.945	See Justification #7 in Executive Summary
26	Removal of the SRI minimum values for roofs	56	-	66.945	See Justification #7 in Executive Summary
27	Adjustment to the minimum setback of usable outdoor space on rooftops (1' setback instead of 10' setback)	57	-	66.945	See Justification #6 in Executive Summary
28	Adjustment to the maximum required parking in non-residential districts (1 space per 200 SF GFA instead of 1 space per 400 SF GFA)	58	Revision to maximum number of stalls in nonresidential land uses	66.942	See Justification #8 in Executive Summary
29	Adjustment to the requirement of structured parking having parking on the entire ground floor (minimum of 50% of the ground floor instead of the entire ground floor)	58	-	-	See Justification #8 in Executive Summary
30	Adjustment to the line that structured parking must be designed and constructed in order to be converted to a future use (added in "where practical")	58	-	-	See Justification #8 in Executive Summary
31	Adjustment to the title of the Fee-in-Lieu of Parking section (revised to be a Public Parking section)	59	-	-	See Justification #8 in Executive Summary
32	Removal of required bicycle parking in residential congregate living spaces	60	Removal of text for Residential - Congregate Living spaces	66.943	See Justification #8 in Executive Summary
33	Adjustment to the Recreational bicycle requirement (1 space per 5000 SF instead of 1 space per 300 SF)	60	Revision to Recreation land use minimum bicycle spaces	66.943	See Justification #8 in Executive Summary
34	Adjustment to the number of showers need for office and production/processing uses (1 shower per 150 employees instead of 1 shower per 50 employees)	61	-	-	See Justification #8 in Executive Summary
35	Removal of the Car Share Parking requirement	62	-	-	See Justification #8 in Executive Summary

Ford Site Zoning and Public Realm Master Plan - Ryan Companies Amendments List 10.10.2018

36	Adjustment to the Electric Vehicle Infrastructure requirements to clarify that the requirements apply to only off-street parking in the Gateway and Mixed Use Districts north of Bohland Ave	62	-	-	See Justification #8 in Executive Summary
Chapter 5: Zoning - Building Types					
37	Addition of Single-Family homes in the allowable building types on the Ford site. Adjust graphic to allow single-family homes in the F1 district.	68	Add in Single-Family Homes to the Ford District Uses Table 66.921	66.921	See Justification #1 in Executive Summary
38	Addition of Single-Family homes in the building type standards summary table	69	Add in Single-Family Homes to the Dimensional Standards Table	66.931	See Justification #1 in Executive Summary
39	Adjustment to maximum number of parking stalls required mentioned in Item #28 above	69	Revision to maximum number of stalls in nonresidential land uses	66.942	See Justification #8 in Executive Summary
40	Addition of Single Family Home building type page	69A	Add in Single-Family Homes to the Ford District Uses Table 66.921	66.921	See Justification #1 in Executive Summary
41	Adjustment to maximum number of parking stalls required mentioned in Item #28 above	76	Revision to maximum number of stalls in nonresidential land uses	66.942	See Justification #8 in Executive Summary
42	Adjustment to maximum number of parking stalls required mentioned in Item #28 above	77	Revision to maximum number of stalls in nonresidential land uses	66.942	See Justification #8 in Executive Summary
43	Adjustment to maximum number of parking stalls required mentioned in Item #28 above	78	Revision to maximum number of stalls in nonresidential land uses	66.942	See Justification #8 in Executive Summary
Chapter 6: Infrastructure					
44	Overall street grid map to be updated per locations of new roads	83	-	-	See Justification #9 in Executive Summary
45	Proposed correction to the curb to curb distance for Montreal Ave West of Cretin	86	-	-	See Justification #9 in Executive Summary
46	Proposed correction to the curb to curb distance for Montreal Ave East of Cretin	87	-	-	See Justification #9 in Executive Summary
47	Mount Curve Blvd (North) section is proposed to extend only to Bohland Ave in lieu of Beechwood Ave. The right of way is proposed to be widened to allow for 6' wide boulevards instead of 4' wide boulevards. Proposed correction to the curb to curb distance	88	-	-	See Justification #9 in Executive Summary
48	Mount Curve Blvd (South) section proposed to be Mount Curve Blvd (Center) section. The right of way is proposed to be widened to allow for 6' wide boulevards instead of 4' wide boulevards	89	-	-	See Justification #9 in Executive Summary
49	Woodlawn Ave (North) section is proposed to extend down to Bohland Ave in lieu of Beechwood Ave. The total right of way is proposed to be widened to allow for 6' wide boulevards instead of 4' wide boulevards	90	-	-	See Justification #9 in Executive Summary
50	Mount Curve Blvd (South) is proposed to be the same section as Woodlawn Ave (North)	90	-	-	See Justification #9 in Executive Summary
51	Village Way (West) and Village Way (East) are proposed to be the same section as Woodlawn Ave (North)	90	-	-	See Justification #9 in Executive Summary

Ford Site Zoning and Public Realm Master Plan - Ryan Companies Amendments List 10.10.2018					
52	A new section should be added for the retail street corridor between Mount Curve Blvd (North) and Cretin Ave	90A	-	-	See Justification #9 in Executive Summary
53	Bohland Ave section is proposed to be renamed Bohland Ave (West) to differentiate between the east and west sides of Cretin Ave. The total right of way is widened to allow for 6' wide boulevards instead of 4' wide boulevards. A door zone is proposed between the bike lane and the on-street parking.	91	-	-	See Justification #9 in Executive Summary
54	Bohland Ave (East) is proposed to be the same section as Finn Street	92	-	-	See Justification #9 in Executive Summary
55	Saunders Ave (East) from Finn St to Cleveland Ave is proposed to be removed. The section between Cretin Ave and Finn St has been moved to another page	93	-	-	See Justification #9 in Executive Summary
56	Hillcrest Ave east of Cretin Ave is proposed to be removed	94	-	-	See Justification #9 in Executive Summary
57	Woodlawn Ave (South) is proposed to be widened to a 30' right of way and to include on-street parking	95	-	-	See Justification #9 in Executive Summary
58	Beechwood Avenue is proposed to be the old section of Village Way (West)	98	-	-	See Justification #9 in Executive Summary
59	Village Way (East) is proposed to be switched to a new section called Village Way (Central). This right of way and boulevard space were widened in order to match the proposed right of way width of Village Way (West & East) on page 90	99	-	-	See Justification #9 in Executive Summary
60	Ranger Way is proposed to be widened to accommodate vehicular traffic	100	-	-	See Justification #9 in Executive Summary
61	Saunders Ave and Yorkshire Ave are proposed to be the same as the Galaxie Way section.	102	-	-	See Justification #9 in Executive Summary
62	Clarification was made that the entire site will not drain to the central stormwater basin	106	-	-	See Justification #10 in Executive Summary
63	Reference to returning the existing groundwater connection has been removed	107	-	-	See Justification #10 in Executive Summary
Chapter 7: Parks and Open Space					
64	The Open Space System Map has been updated to show the expected locations of each public open space	110	-	-	See Justification #11 in Executive Summary
65	Existing fields have been added as an option for the Recreational Fields	117	-	-	See Justification #11 in Executive Summary
Chapter 9: Sustainability					
66	References to groundwater have been removed from the masterplan	129	-	-	See Justification #10 in Executive Summary



FORD SITE

A 21st Century Community

Ford Site Zoning and Public Realm Master Plan

**Ford Site Zoning and Public Realm
Master Plan - Ryan Companies Redlines
10.10.2018**

Adopted by Saint Paul City Council: 9/27/17



ACKNOWLEDGEMENTS

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Community and Partners

- Ford Motor Company -- particularly project leads from Ford Land and from the Ford Environmental Quality Office
- All members of the public that attended meetings, provided input and shared ideas
- The Highland District Council for hosting, supporting and facilitating numerous meetings and conversations with the Highland community
- Dozens of consultants that assisted us on over a dozen studies regarding aspects of the Ford Site redevelopment
- Dozens of organizations, agencies and foundations that provided staff, expertise and funding to support the Ford site planning work across a wide range of topics and issues

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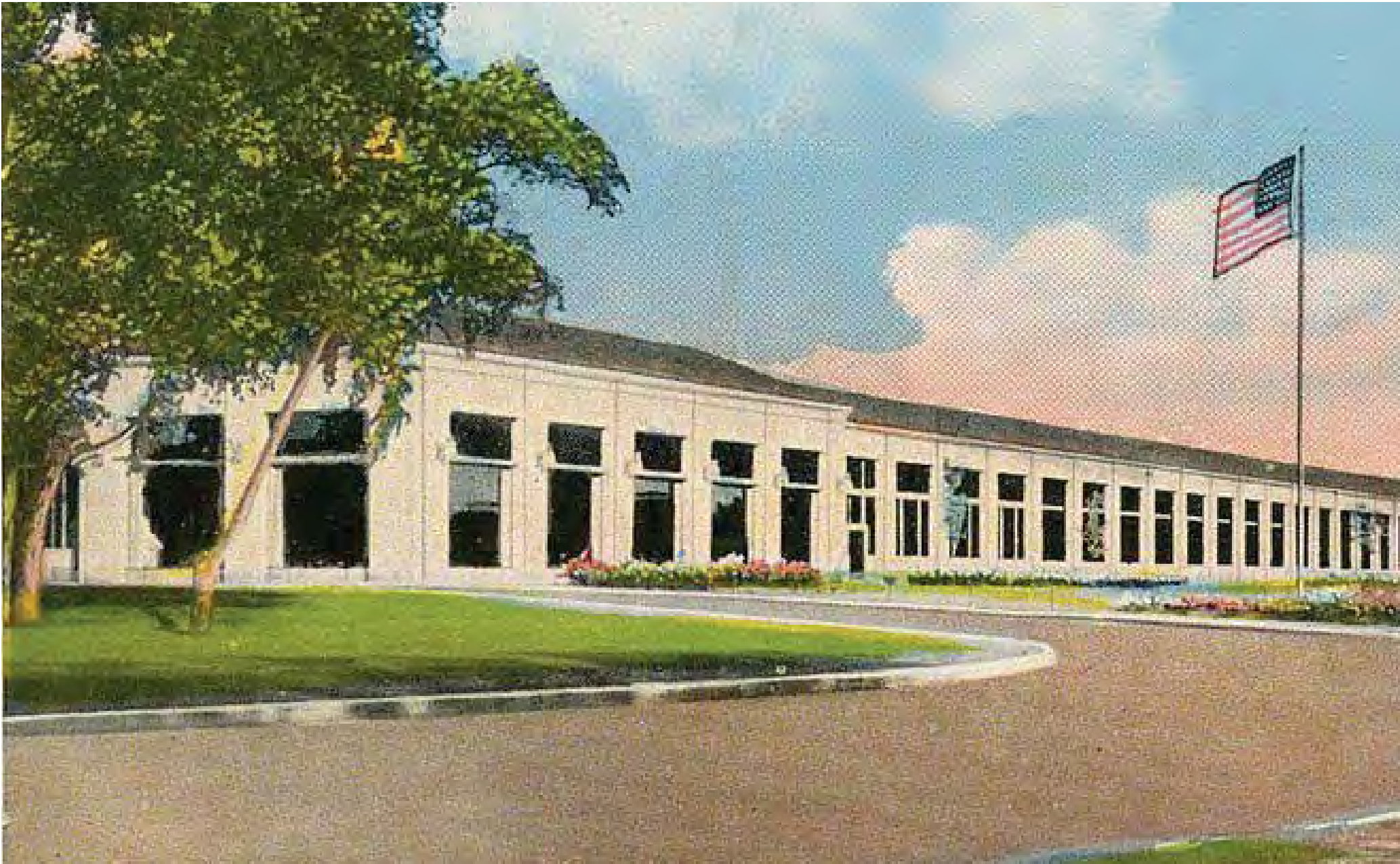
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CHAPTER 1: PREFACE





Introduction

The Ford Site Zoning and Master Plan provides a framework to guide mixed-use redevelopment of the former Ford Motor Company assembly plant and the adjacent Canadian Pacific railyard. This plan is the culmination of a decade of planning for the site. The City of Saint Paul has been in active dialogue with Ford Motor Company and Canadian Pacific Railway representatives during those years, to examine all ideas for property reuse. There has been extensive dialogue with members of the public, with partner agencies at the regional, state and federal level, with interested organizations, and with real estate and development professionals. The City has collaborated with foundation and professional consultants to undertake a series of studies examining site reuse priorities and their technical and financial feasibility. The decade of research and dialogue has led to the firm conclusion that the site is best repositioned as a mixed-use urban neighborhood that advances economic, environmental and social sustainability.

This document – The Ford Site Zoning and Public Realm Master Plan – plays a large role in guiding the future of the site. It provides the regulatory zoning standards for future uses, building form, and public realm design, as well as the layout and general design for future public right-of-ways, parks and open space, and stormwater management. This document complements the City of Saint Paul Zoning Code by providing site-specific standards in six new zoning districts for the Ford site, while relying on the existing City zoning for more general requirements not referenced herein.

It is anticipated that this document may be updated over the course of the site's final planning and expected decade plus build out, in order to accurately reflect evolving conditions, opportunities and priorities for site redevelopment. Updates to this document must be reviewed and adopted as a plan amendment by the Saint Paul Planning Commission and the Saint Paul City Council.

1.1 Opportunity

The Ford site offers an unparalleled opportunity for the future of Saint Paul and for the entire region. Rarely does a city have the chance to redevelop 135 acres of land on the banks of one of the world's major rivers and in the heart of a thriving neighborhood and commercial area. It is a unique opportunity and one that requires the utmost care and commitment to ensure that a framework is in place for future development to take place as envisioned.

The Ford site should reemerge as a connected, livable and sustainable site that will serve as a world-wide model for a 21st Century Community. It will look to the future with clean technologies and high quality design for energy, buildings and infrastructure. The redeveloped site will support walking, biking and transit, and provide services, jobs and activities that every generation can enjoy. The site can be redeveloped in a way that respects the history and context of the neighborhood, while designing a thriving community that significantly lowers its impact on the environment. A redeveloped Ford site can demonstrate that residents, employers, workers, and visitors can enjoy all the amenities and comforts of modern living while using much less energy, producing clean energy on site, reducing waste, reducing and treating storm-water runoff, restoring a natural ecosystem, and providing an infrastructure system that reduces vehicle trips and encourages walking, biking and transit.

The Ford Site is five to seven miles from MSP's International Airport, the downtowns of Saint Paul and Minneapolis and the Mall of America. It is in the heart of a thriving business community, near dozens of educational and research institutions, has transit and nearby rail corridor access and sits along the unique gorge reach of the Mississippi National River and Recreation Area. Employers can draw from a pool of more than 280,500 employees within a 7-mile and 22-minute commute. This active, amenity-rich area will attract high-quality employers and employees, in addition to residents and visitors. Returning a strong base of employment to the site is a priority for the City.

Housing on the site will expand the range of living options in the neighborhood and the city, with a focus on townhomes and multi-family buildings in different sizes and styles, senior living, ^{single-family homes,} carriage houses and residential above retail and services. The housing will vary in size and price, meeting the needs of many people in different stages in their lives.



Open space, vegetation and public places will form the backbone of the community, bringing people together through nature, for recreation and at community events. A network of parks, trails, and attractive public streets will provide the fabric of places and spaces for people.

Transportation will focus on all modes of travel – walking, biking, public transit and personal vehicles. The site will be designed to balance movement with safety and encourage trips to be made to, from and around the site without a car. Vehicles will be accommodated with streets and parking, but not given primacy over other forms of travel, safety and livability. All elements together provide a site that is environmentally, socially and economically sustainable. A bold vision for redevelopment of the Ford site can and will be realized, making it a model of urban living that people from around the world can emulate.



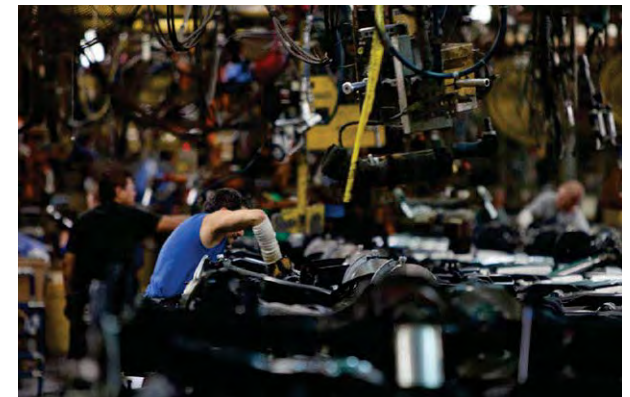
1.2 Site History

Long before an auto assembly plant came to the banks of the Mississippi River in Saint Paul, Minnesota, the land was oak savanna wilderness, visited by transitory settlements of the Santee Dakota, who lived in the wider area. In the early 1800s, European and American fur traders arrived in the region, followed by Western settlers and the United States government, displacing the native inhabitants. The property now known as the “Ford site” became farm land for the new settlers, while early city plans identified it for platting into a new residential and commercial area of Saint Paul. However, before that development could occur, Henry Ford purchased the land.

Ford Motor Company’s long history in Minnesota began in 1912 in a small, converted warehouse in Minneapolis where 100 employees assembled Ford Model Ts with hand tools. As technology evolved, Henry Ford became interested in a much grander vision for production in the Twin Cities.

Working with industrial architect Albert Kahn, Henry Ford began plans for a new, single-level assembly plant, hydropower facility and a steam plant on farm land in Saint Paul. In 1925, Ford Motor Company opened the Twin Cities Assembly Plant (originally for Model T automobiles) in Highland Park.

Over the years, the plant manufactured a series of products, including the Model T, armored cars and light tanks during WWII, the Sportsman convertible, the Galaxie, the LTD, and the Ford Ranger pickup truck. The plant employed up to 2,100 at its peak, providing well-paid jobs to tens of thousands of people over its lifetime. After 84 years in operation, Ford Motor Company closed the plant in 2011 as part of its national restructuring plan.





1.3 Moving to Redevelopment

Ford has worked diligently since 2012 to prepare its 122-acre former assembly plant parcel the site for redevelopment. All buildings and foundations were removed, a full environmental investigation was conducted, and Ford is remediating the property for the envisioned range of uses under close observation by the Minnesota Pollution Control Agency. Ford Motor Company's 13-acre parcel adjacent to the river is also being evaluated by Ford for possible sale and reuse, but due its unique circumstances and strictly limited reuse potential under the Critical Area overlay rules, it was not included by the City in the larger site planning and zoning study. Review of potential plans for the river parcel will occur independently.

When clean-up is near completion, likely in 2018, Ford will put the site on the market for sale to a Master Developer. It is anticipated that a Master Developer will buy the property and do detailed planning for the site, based on the framework provided by the City zoning and the Ford Site Master Plan. It is expected that the master developer may identify new opportunities or considerations for site redevelopment not envisioned in the City adopted Ford Site Zoning and Public Realm Master Plan and will apply for amendments based on the new ideas and information. The Planning Commission and City Council will consider proposed amendments and may approve them following community and stakeholder input.

Given the scale of the site, environmental review such as an Alternative Urban Areawide Review and detailed traffic study will be required on the Master Developer's detailed plan. Once environmental review is complete and possible refinements made to the City zoning and Master Plan, the City Council can adopt the detailed development plan and plat for the property. Construction of streets, sewer, and other infrastructure can then begin, expected in ~~2020 or 2021 at the very soonest~~ **2019 or 2020**.

Development of buildings on the site will follow the start of infrastructure and proceed in phases across the site, with total site build out expected to take 12-20 years.

1.4 Genesis of the Plan

Community Engagement

The City began an extensive engagement effort in 2007, seeking people’s vision and priorities for the site. Planning for the Ford site has involved an extensive public process.

Since 2007 there have been...

- Over 45 public meetings
- Over 1,300 different people have attended meetings
- Over 100 articles in print, radio and television media
- Over 80 presentations to business, civic, and non-profit groups
- Student group input and participation from Horace Mann Elementary, Highland Catholic School, St. Paul Academy, and the Humphrey School of Public Affairs

The City received thousands of ideas and suggestions over the past ten years and these shaped the backbone of the proposed redevelopment framework for the Saint Paul Ford site. In 2015, the City hosted eight large public meetings to review the key principles and to receive input on how to advance them.

The big messages heard were:

- Weave the site into the neighborhood with good connections and amenities
- Make it a safe and welcoming place for all ages and incomes to live, work and visit
- Provide a wide range of housing options to expand choices in the neighborhood and the city
- Minimize traffic impacts and do not overburden surrounding streets
- Provide connections to the river and networks for walking and biking
- Create a great water feature through the site and down to Hidden Falls
- Provide civic space and parks for special events, markets, art, recreation, and leisure



This input was used to further refine priorities for the site and shaped the concept zoning and public realm plan released publicly in November 2016.

Following its release in November 2016, there were...

- Seven community and 18 stakeholder meetings on the concept plan
- Over 400 people attended a Ford meeting for the first time

The City received hundreds of comments on the concept plans reflecting a wide range of opinions and sentiment regarding the site's future. In general, people were supportive of the concept plan layout for streets, trails, water features and parks. Responses to the zoning concept were more varied. Some people embraced the type and scale of redevelopment presented, some people wanted to see a more intense level of development, and some people wanted the site to look like the rest of Highland. For this latter group, concerns focused on the scale of buildings, the number of people that would live and work there, traffic, and the amount of open space.



Determining the nature of future development at the site and the mix of uses is critical and is dependent on many important considerations that involve both community sentiment and broader trends and issues related to housing needs, urban growth, real estate economics and vibrant and livable neighborhoods for people of all ages and backgrounds.

Partnerships

The City of Saint Paul had invaluable assistance from key partners at the local, regional, state and Federal level, as well as businesses, civic groups and non-profits. These partners offered technical advice, identified policy considerations, provided study funding, and pushed us to think more broadly. A number of key funders were instrumental in supporting the professional studies and expert input.



The Katherine B. Andersen Fund
Of the Saint Paul Foundation

Studies

Since 2006, when Ford Motor Company announced its intent to close the plant, the City of Saint Paul has been working actively to plan for the site's future. A variety of studies by the City have looked at a wide range of topics, such as industrial reuse potential, geotechnical analysis of the tunnels under the site, open space priorities, sustainable design, stormwater management and traffic impacts.

The studies were essential to understand opportunities for and limitations on site redevelopment -- economically, environmentally, socially, and within the context of the community. The studies identified infrastructure efficiencies, cost-effectiveness, opportunities for environment design and conservation, and how to strike a balance between development and the creation of great public spaces and places.

1. Ford Site Transportation Study (2016)
2. Aquifer Thermal Energy Storage (ATES) Feasibility Study (2016)
3. Integration of Rooftop Photovoltaic Systems in St. Paul Ford Site's Redevelopment Plans (2016)
4. Sustainable Stormwater Management Study (2016)
5. Jobs Strategy Report (2016)
6. Sustainable Ford Site Redevelopment – A LEED-ND Evaluation (2016)
7. Saint Paul Ford Site Energy Study Report (2015)
8. Market Analysis for the Ford Site (2015)
9. Ford Site Zoning Framework Study (2013)
10. The Roadmap to Sustainability for the Saint Paul Ford Site (2011)
11. Ford Site Open Space Guidelines (2010)
12. Sustainable Stormwater Feasibility Report (2009)
13. Green Manufacturing Potential for the Ford Site (2009)
14. Vision, Goals and Five Redevelopment Scenarios (2007)

CHAPTER 2: VISION AND GUIDING PRINCIPLES





Vision Statement

The redeveloped Ford site will balance economic, social and environmental sustainability in a way that conserves and improves the qualities and characteristics of the unique Highland Park neighborhood and Mississippi River valley in which it sits while advancing the City's economic wealth and community goals, resulting in a forward-thinking 21st Century development.

-Ford Site Planning Task Force, 2007

Guiding Principles



Mix of Uses and Activities

- Vibrant place to live, work, and recreate for all people.
- Services and amenities that meet local needs to reduce auto dependency.
- Well-designed urban neighborhood that complements and integrates into the Highland Park area and broader community.
- Mix of traditional and modern building forms, styles and materials.



Housing Variety

- Range of housing types and affordability that expand choices in the area and in the city.



Jobs and Tax Base

- Significant increase in the tax base over time that strengthens surrounding property values.
- Increased regional significance and economic value.
- Range of business and employment opportunities with an emphasis on family supporting jobs.



Energy and Sustainability

- Regional, national, and global model for sustainable planning, design, and day-to-day living that protects our air, water and natural resources for future generations.
- Locally generated power from an integrated, renewable, site-based energy system.
- Best technologies in infrastructure and buildings to save money, increase efficiency, and reduce impacts on the environment.



Transportation Choice

- Mix and density of activities to support transit through and around the site.
- Interconnected system of streets, bikeways, and walkways that is safe and accessible for people of various ages and abilities.
- Urban design and site layout to reduce auto trips and manage traffic impacts.



Parks and Amenities

- Natural spaces and active places for people to play, relax, and interact, including the Ford Little League fields.
- Greenery, public art, and cultural activities to create an attractive and vibrant community.
- Reflect the heritage of the Ford plant and its employees through design and amenities.
- Strong connections to the Mississippi River, within the site and to the neighborhood.

CHAPTER 3: EXISTING CONDITIONS





3.1 Community Context

Naturally bordered by the scenic and winding Mississippi River, and the national park through which it flows, Highland Park is centrally located in the Twin Cities. The Village, a shopping district with numerous shops, restaurants, and a movie theater, is in the heart of the Highland Park neighborhood. Households in the area enjoy the variety of schools, services, tree-lined streets, a community center and library, recreational opportunities like golf, ball fields and playgrounds, and the proximity of the Mississippi River valley, lined with trails and natural parks.

Highland Park was farm land on the western edge of Saint Paul until the 1920s, when the construction of the Intercity bridge between Saint Paul and Minneapolis and the arrival of the Ford Plant in 1924 sparked development. The first major residential projects were the Highland Manor and the Highland Village apartments which opened in October of 1939 at the intersection of Cleveland and Ford Parkway. Businesses grew up around the intersection and spread down Ford Parkway and Cleveland Avenue. With the growth of the business community came the housing boom for most of Highland Park.

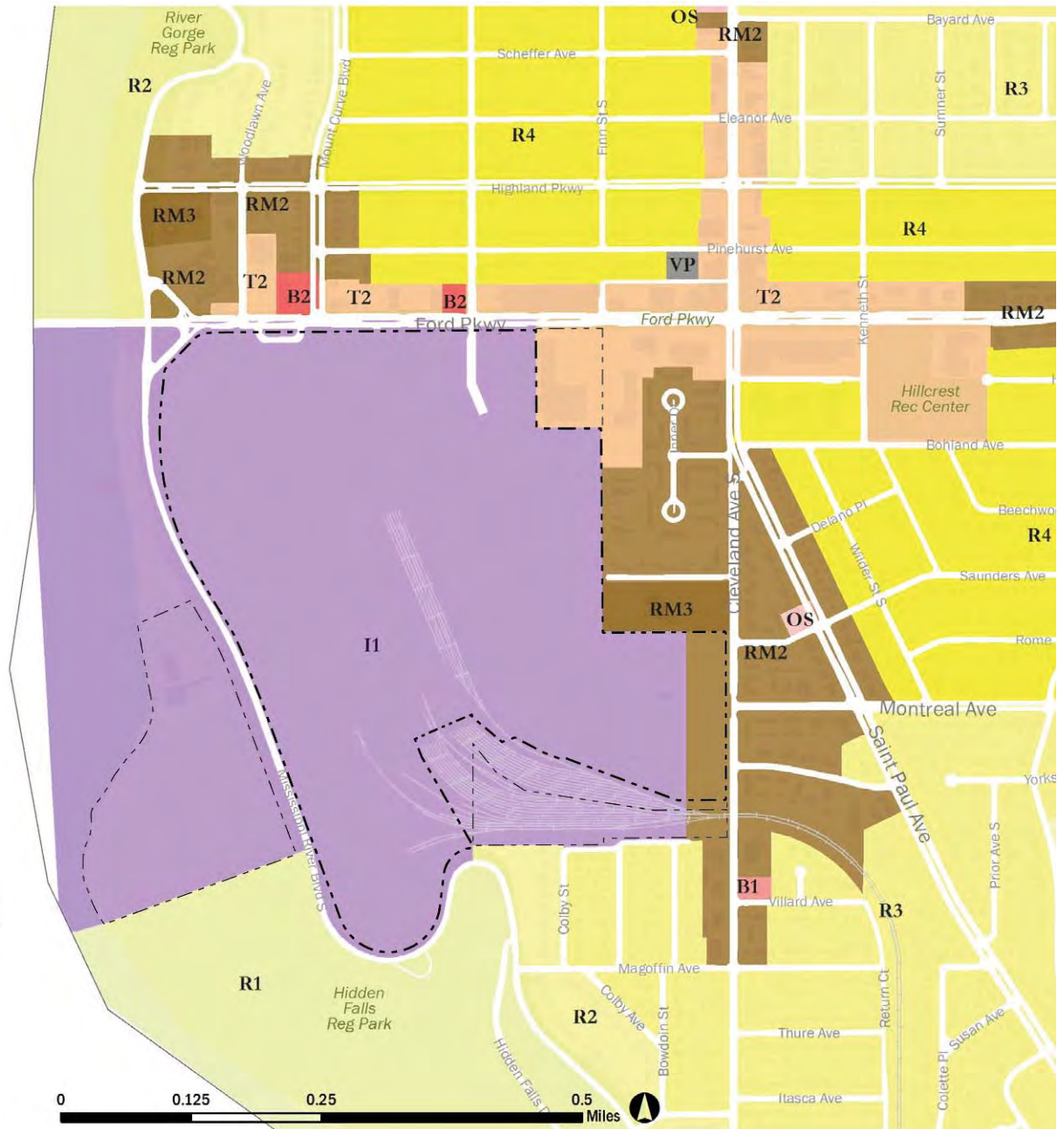
Highland Park consists of many single-family houses dating from the 1920s and 1930s in many period-revival styles as well as many homes from the 1950s and later in ranch, split-level, and rambler styles. Apartments and condominiums are primarily sprinkled around the Village area and in the West 7th Street-Shepard Road area.

Highland Park today is one of the City's wealthier neighborhoods, with a population demographic that tends to be better educated, less racially diverse, and somewhat older than the population of Saint Paul as a whole.

3.2 Current Zoning

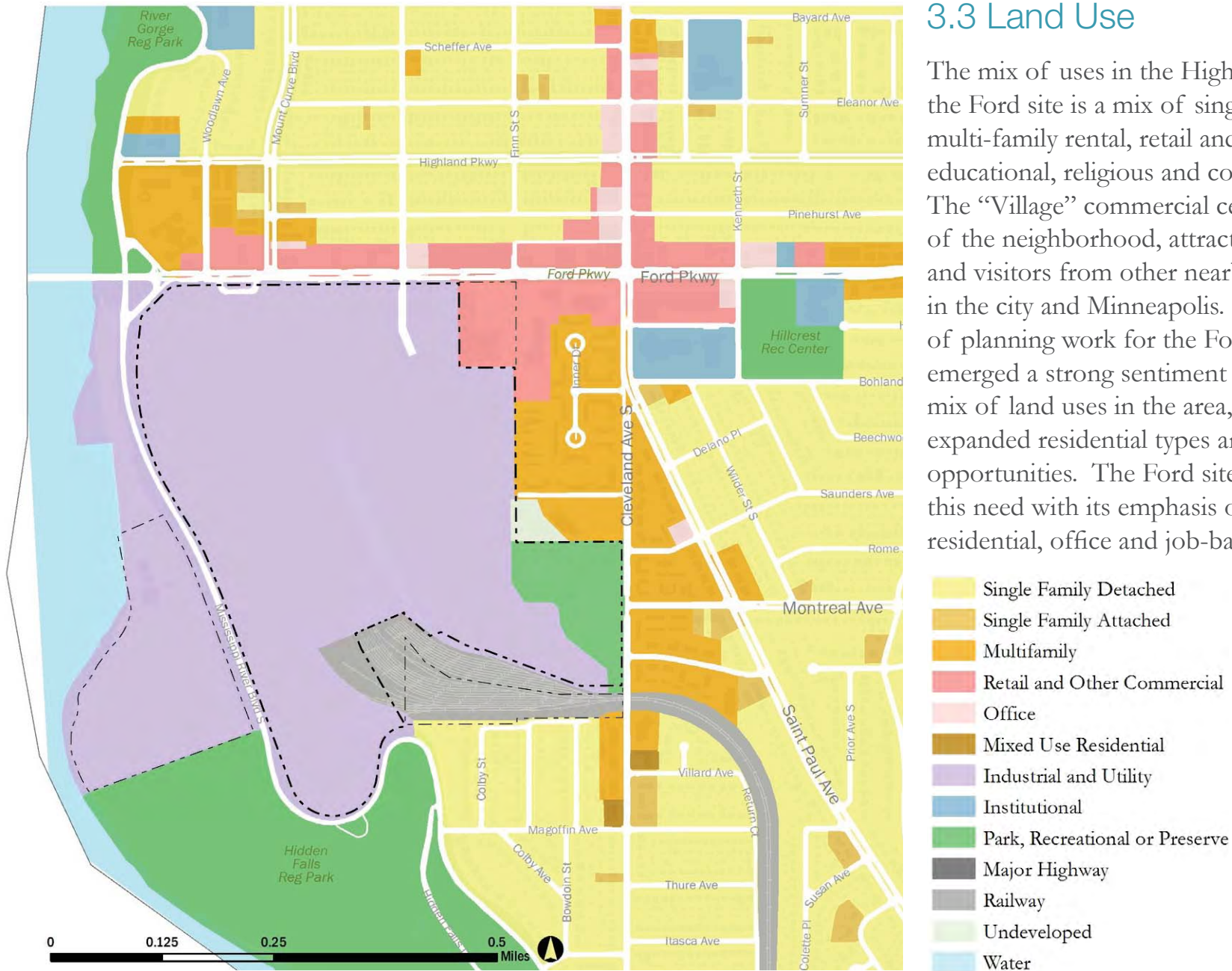
Existing zoning around the Ford site is a mix of single-family residential, multi-family residential, business, and traditional neighborhood mixed-use. The zoning for the Ford site properties is I1 Light Industrial, which allows a wide range of industrial uses and warehousing, most retail, commercial, office and educational uses, as well as some types of congregate living and multi-family housing above commercial. While expansive, I1 zoning is inconsistent with the future of the site, which has a very limited industrial market, a soft retail market, and an expansive residential market.

- R1 One-Family
- R2 One-Family
- R3 One-Family
- R4 One-Family
- RT1 Two-Family
- RM2 Multiple-Family
- RM3 Multiple-Family
- T2 Traditional Neighborhood
- OS Office-Service
- B1 Local Business
- B2 Community Business
- I1 Light Industrial
- VP Vehicular Parking



3.3 Land Use

The mix of uses in the Highland Park area around the Ford site is a mix of single-family residential, multi-family rental, retail and services, parks, and educational, religious and community institutions. The “Village” commercial center is the focal point of the neighborhood, attracting local residents and visitors from other nearby neighborhoods in the city and Minneapolis. Over the decade of planning work for the Ford site, there has emerged a strong sentiment for diversifying the mix of land uses in the area, particularly with expanded residential types and employment opportunities. The Ford site plan seeks to meet this need with its emphasis on multi-family residential, office and job-based uses.



3.4 Airport Zones

The proximity of the Ford site to the Minneapolis St. Paul International Airport means that portions of the site fall within airport restriction zones for land use and height, as described below.

Horizontal Surface Zone

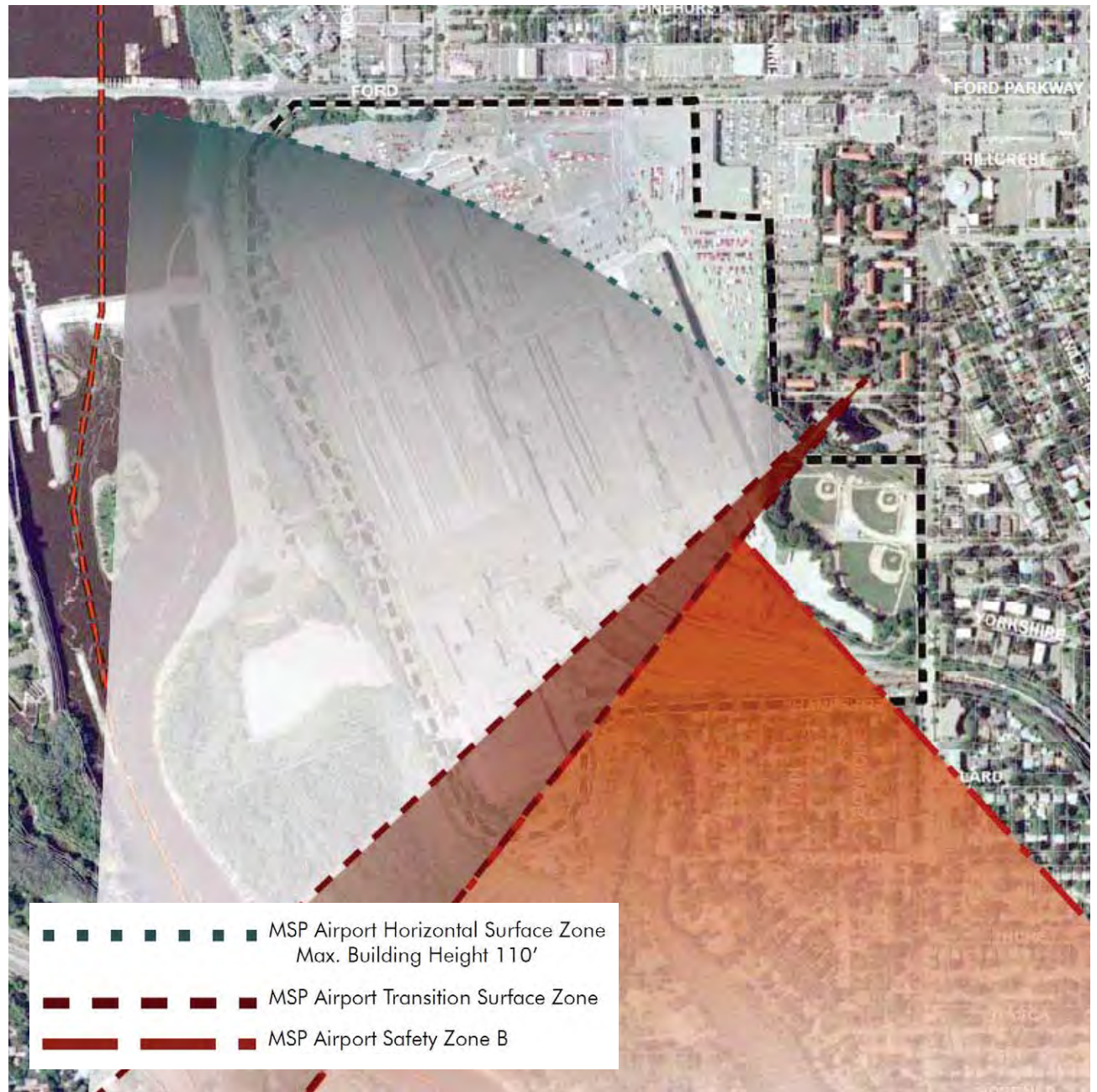
Within the boundaries of the gray cone on the map, there is a maximum building height of 110'.*

Safety Zoning B

Within the boundaries of Safety Zone B, the area indicated by the large red triangle on the southern edge of the site, the following land uses are NOT allowed*:

Churches, hospitals, schools, theaters, stadiums, hotels, motels, trailer courts, campgrounds, and other places of frequent public or semi-public assembly, and ponds.

**Source: MSP Long Term Comprehensive Plan Update
Metropolitan Airports Commission, CHAPTER 6:
LAND USE COMPATIBILITY 6.3.3*

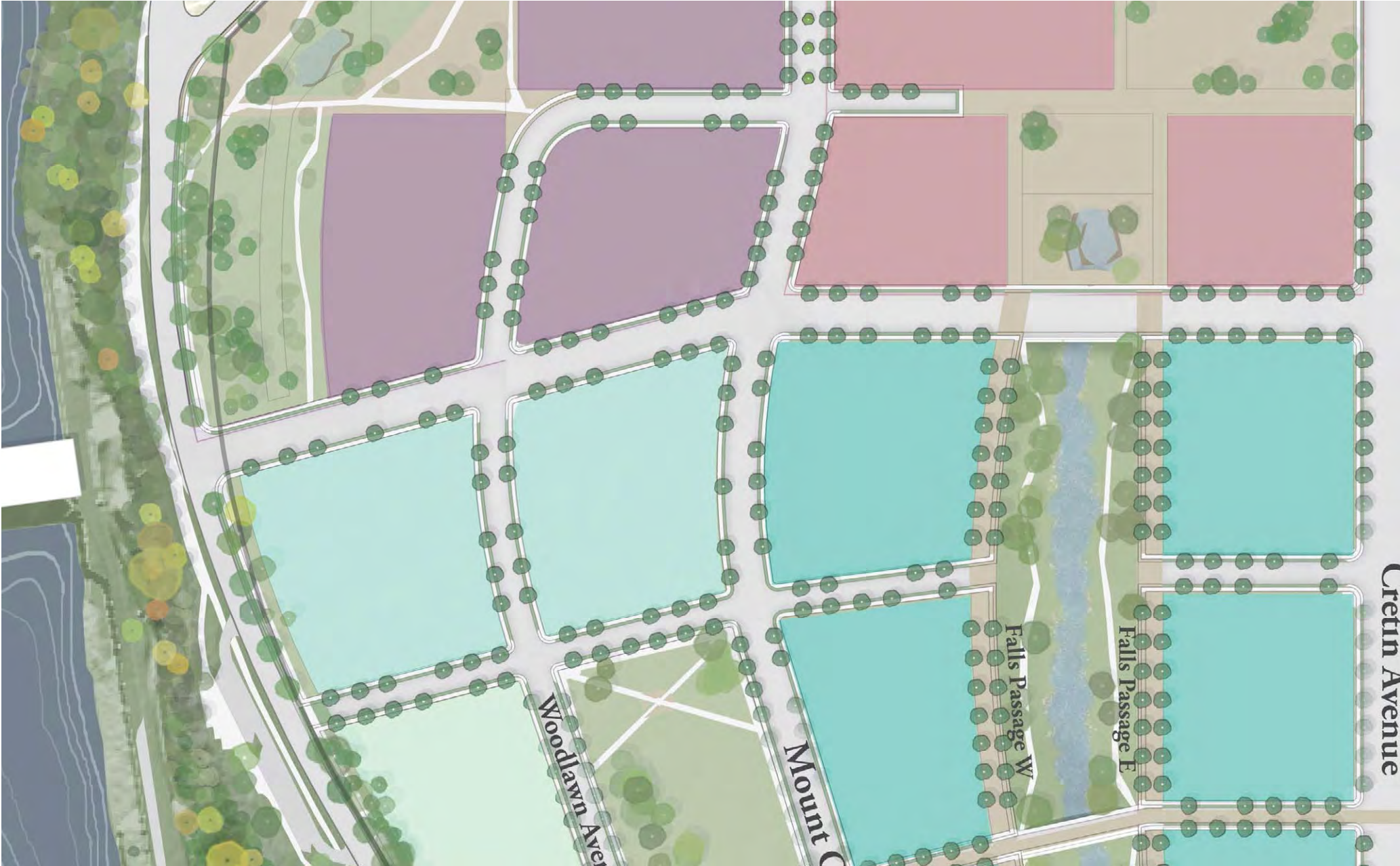


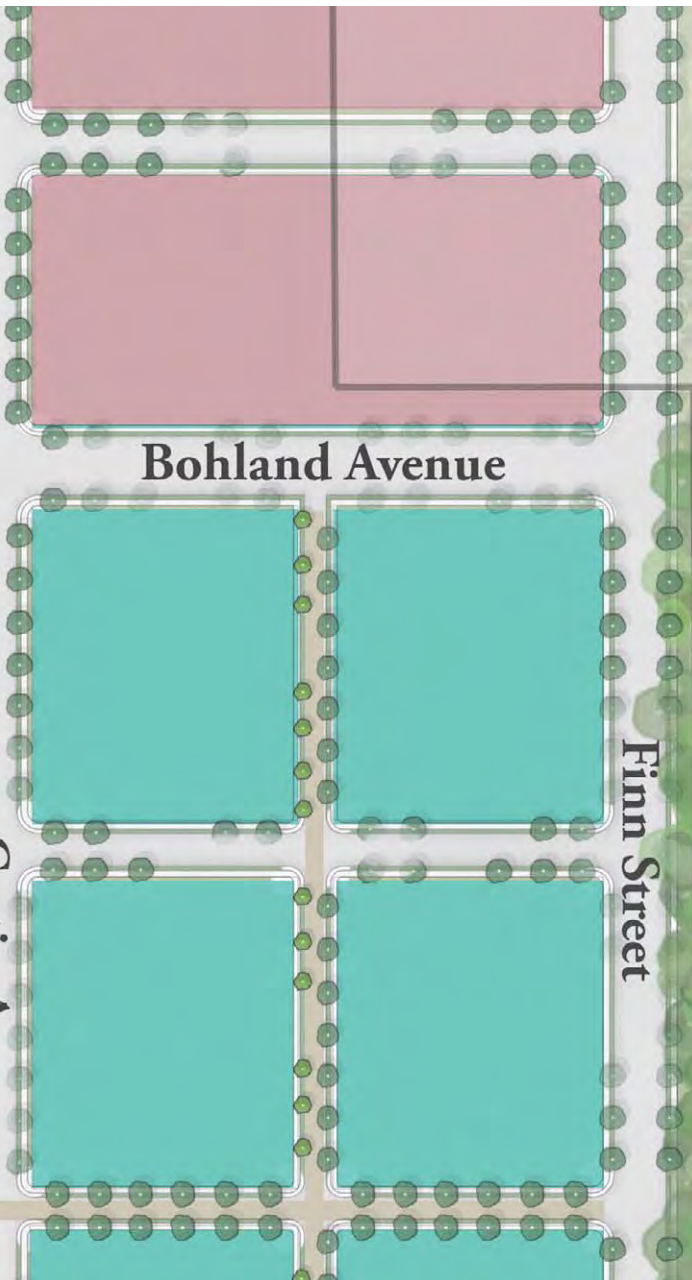
3.5 Critical Area

The Mississippi River Corridor Critical Area (MRCCA) is a land corridor along the Mississippi River in the Twin Cities Metropolitan Area governed by special land development regulations that protect and preserve the unique natural, recreational, transportation, and cultural features of this section of the Mississippi River. It comprises 72 miles of river and 54,000 acres of surrounding land in 30 local jurisdictions. The MRCCA protects these resources through local governments' land use plans and zoning ordinances that regulate structure placement, height, vegetation clearing, land alteration, and subdivision of land, in a manner consistent with the administrative provisions, districts, and standards contained in [State of Minnesota] Executive Order 79-19. The map and general standards below act as overlay zoning for development at the Ford site. Additional detail and guidance on Critical Area regulations are available from the Minnesota Department of Natural Resources.



CHAPTER 4: ZONING - DISTRICTS & GENERAL STANDARDS





4.1 Zoning Overview

Six zoning districts will guide the type and scale of redevelopment at the Ford site. The zoning districts, labeled F1-F6, were designed for the Ford site and modeled closely on the Traditional Neighborhood zoning districts used in other mixed-use areas of the city. The unique characteristics of the Ford districts are context sensitive to the Highland area and Mississippi River valley, provide a desired mix of uses across the site, incorporate design elements that balance larger building scales with open space to maintain a neighborhood feel throughout the site, and feature standards that address sustainability objectives for lighting, roofing, and energy.

This chapter outlines the basic standards for the six zoning districts, including:

- location of the districts
- allowed land uses
- floor area ratios
- building heights
- lighting
- roofing and solar
- vegetation and open space
- parking for vehicles and bicycles

The next chapter on Building Types and Form Standards provides greater zoning detail, based on the building type. The two chapters are to be used in concert to identify key requirements for lots and buildings on the Ford site. The requirements identified are defining elements of the site zoning, but not exhaustive. The Saint Paul Zoning Code acts as the backdrop of zoning regulations for all elements not specifically referenced within this document and is to be used in tandem throughout the design and review process.

4.2 Character & Site Organization

General Character

The Ford site will be developed over time to become a vibrant, mixed-use, urban neighborhood with interwoven green space. Development may consist of a wide range of townhouse and multi-family buildings, ~~rent~~ ^{single-family homes,} neighborhood retail and services focused in mixed-use nodes and along transit corridors, and office and light-industrial hubs blended into mixed-use areas.



Streets, Blocks & Movement

The site will be organized on a general grid network of east-west and north-south connections serving vehicles, bicycles and pedestrians. Distinctive to the site will be a network of non-vehicular trails and paths connecting within and through the site, providing convenient and attractive movement options for pedestrians and bicyclists. Block sizes will be similar to those found in other parts of the city, with some variation in shape for transitions to adjacent, curved properties, streets and natural features.











Public Realm

The public realm is intended to serve as the connective tissue within the site and to the neighborhood beyond. It is made up of the space between buildings - the right-of-way for streets and trails, the central stormwater spine, and the park spaces. The private space between the right-of-way and buildings will be further defined by design standards to be added to the Ford site zoning districts.



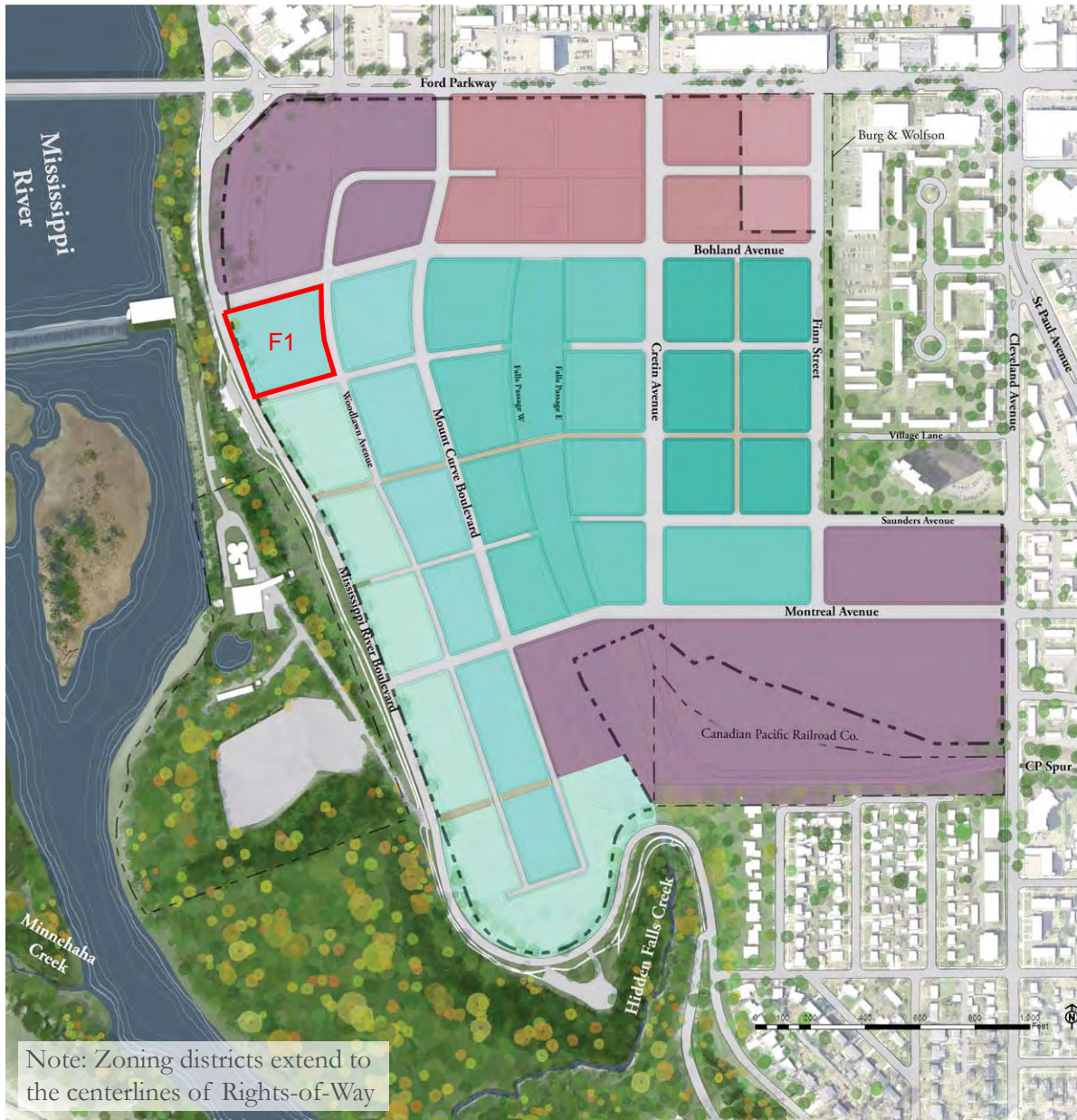
4.3 Where Regulations Apply

The regulations in this document apply to different elements of the built environment. The graphic below describes which section applies to which part and generally indicates what is addressed in each section.

Regulation	Zoning District	Building Type	Street Type	Frontage Type*
				
Location		 <p data-bbox="808 1193 1060 1219">Building footprints are illustrative</p>	 <p data-bbox="1270 1193 1522 1219">Building footprints are illustrative</p>	 <p data-bbox="1732 1193 2005 1219">Building footprints are illustrative</p>
Addresses	<p data-bbox="149 1242 493 1365">Building Height Floor Area Ratio (FAR) Uses</p>	<p data-bbox="611 1242 1039 1365">Setback Lot Coverage Dwelling Units per Building</p>	<p data-bbox="1073 1242 1396 1317">Right of Way Width Travel Modes</p>	<p data-bbox="1535 1242 1900 1365">Entries Landscaping Architectural Elements</p>

* Frontage Types to be addressed in forthcoming design standards (2018)

4.4 Zoning Districts



The range of land use and development across the districts aims to achieve four overarching goals for the site:

- (a) A mix of uses, including residential, commercial, civic and open space uses in close proximity to one another;
- (b) A mix of housing styles, types and sizes to accommodate households of varying sizes, ages and incomes;
- (c) A system of interconnected streets and paths that offer multiple routes for motorists, pedestrians and bicyclists, and are connected to existing and future streets;
- (d) A system of open space resources and amenities; and incorporation of environmental features into the design of the neighborhood.

ZONING DISTRICTS

- River Residential (48' Max)
- Residential Mixed Low (55' Max)
- Residential Mixed Mid (65' or 75' Max)¹
- Residential Mixed High (75' or 110' Max)²
- Business Mixed (75' Max)
- Gateway (65' Max)

¹ Maximum height up to 75' with stepbacks per Table 66.931(b)

² Maximum height up to 110' with dedicated parkland per Table 66.931(c)

The site shall be developed in a moderately dense, urban manner that reflects the historic pattern of mixed-use urban neighborhoods. Buildings are to be located toward the front of the lot, ranging in height from two (2) to ten (10) stories, and occupying much of the available lot area, with remaining space used efficiently for landscaping, small yard or common areas, parking access, and storage or waste facilities.

Table 4.1 Zoning District Summary

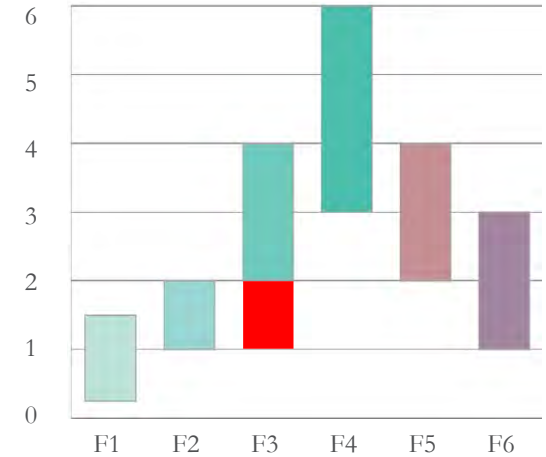
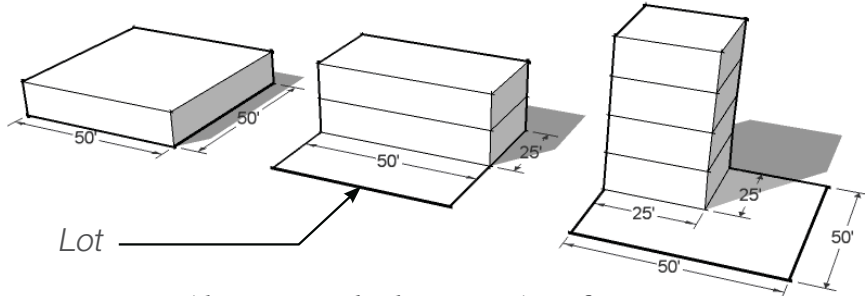
Zoning District	Description	Land Uses	Building Heights	Floor Area Ratio
F1 River Residential	High quality design and residential form that is compatible with the look of Mississippi River Blvd Boulevard	Residential mix of multi-unit homes and carriage houses single-family homes	20 feet - Minimum 48 feet - Maximum	0.25 - 1.5
F2 Residential Mixed Low	Primarily residential with few business uses; lower density	Residential mix of primarily townhouses with some small multi-family	30 feet - Minimum 55 feet - Maximum	1.0 - 2.0
F3 Residential Mixed Mid	Primarily residential with some business uses; medium density	Predominantly multi-family residential, with limited retail, service and office	30 40 feet - Minimum 65 feet - Maximum (or 75 feet with stepback) ¹	2.0 1.0 - 4.0
F4 Residential Mixed High	Mix of residential and business uses; high density	Predominantly multi-family residential, with limited retail, service and office	48 feet - Minimum 75 feet - Maximum (or 110 feet with dedicated parkland) ²	3.0 - 6.0
F5 Business Mixed	Primarily retail, office and service with some multi-family residential	Primarily retail, service & office with some multi-family	40 feet - Minimum 75 feet - Maximum	2.0 - 4.0
F6 Gateway	Attractive gateways into site, focused on employment with some retail and service	Office, institutional, retail & service	30 feet - Minimum 65 feet - Maximum	1.0 - 3.0

¹ Maximum height up to 75' with stepbacks per Table 66.931, note (b)

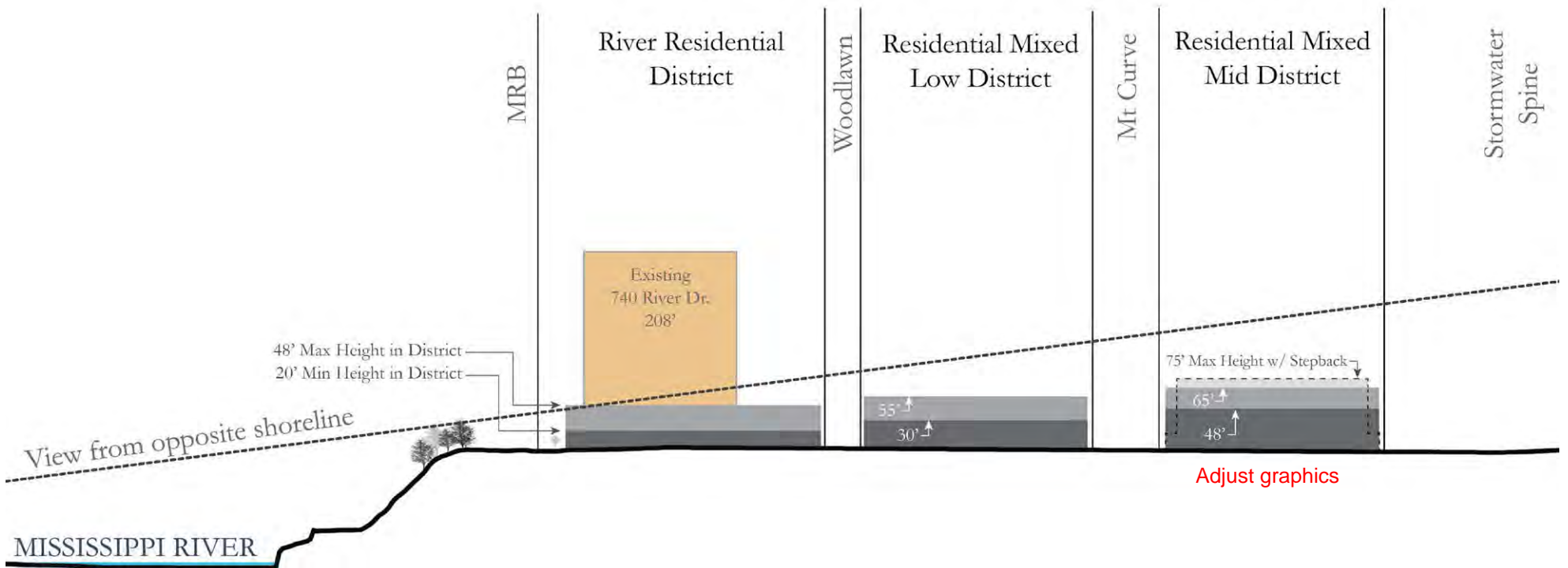
² Maximum height up to 110' with dedicated parkland per Table 66.931, note (c)

Floor Area Ratio (FAR)

Floor Area Ratio, or FAR, is a measurement of the total floor area of all buildings and structures on a zoning lot divided by the area of said lot. FAR establishes the overall mass of buildings on a property and is used to complement to or in place of other lot and building standards such as height, lot coverage and setbacks.

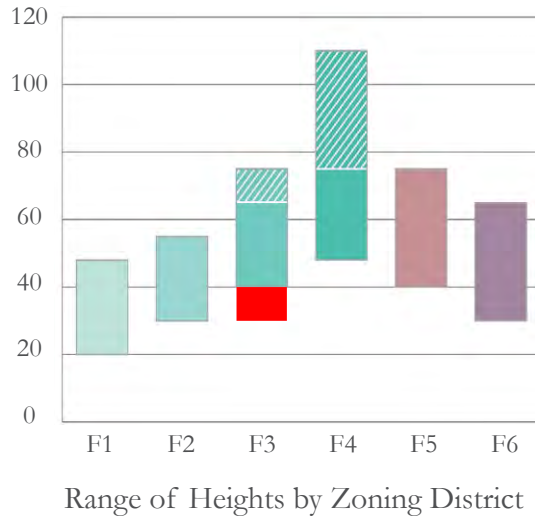


Range of FAR by Zoning District

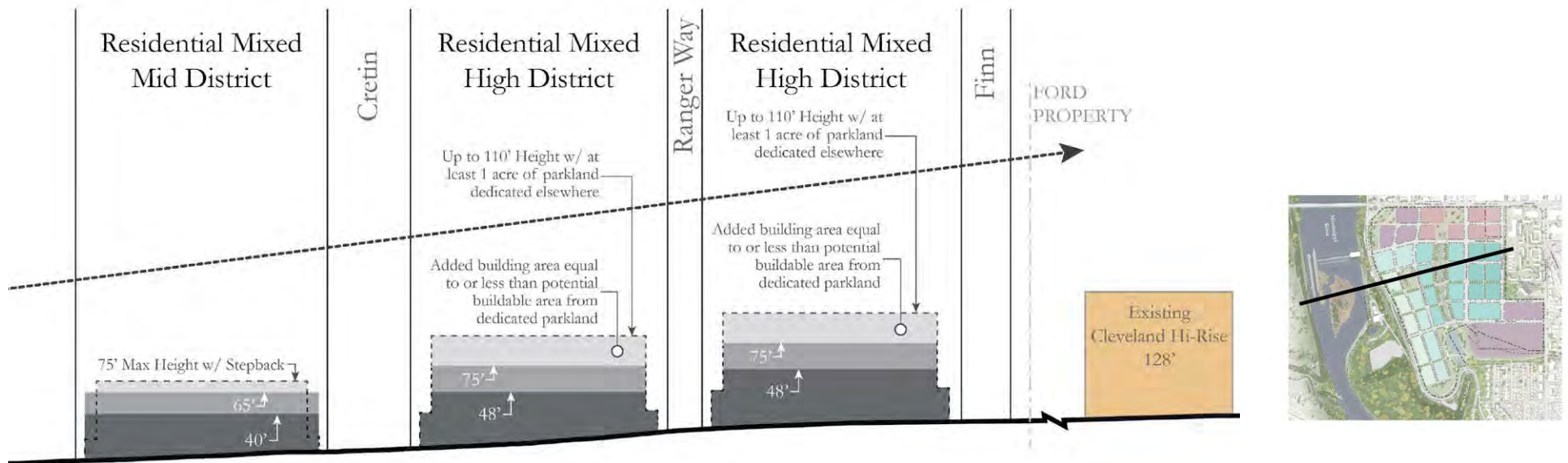


Adjust graphics

Building Heights



The location of the site along the bluffs of the Mississippi River and within a mixed-use neighborhood lends itself to a range of building heights. In keeping with the general intent for the site to become a vibrant, moderate-density neighborhood, one-story buildings for primary structures are not permitted. Heights on the site will allow a range of two-story to ten-story buildings, tiered across the site starting with lower buildings on the west and moving steadily upward in height to the east. Heights on any single street or block may have some limited variation, within an allowed range as identified by the sitewide height standards. Limited shifts in adjacent building heights will enable each building to preserve rooftop solar access, and utilize the natural grade of the area to provide views opportunities to the west for buildings across the site. Maximum allowed heights on blocks zoned F2, F3, F4, F5 and F6 that lay within the Critical Area overlay may require Conditional Use Permit review to determine if heights above Critical Area standards will be allowed.

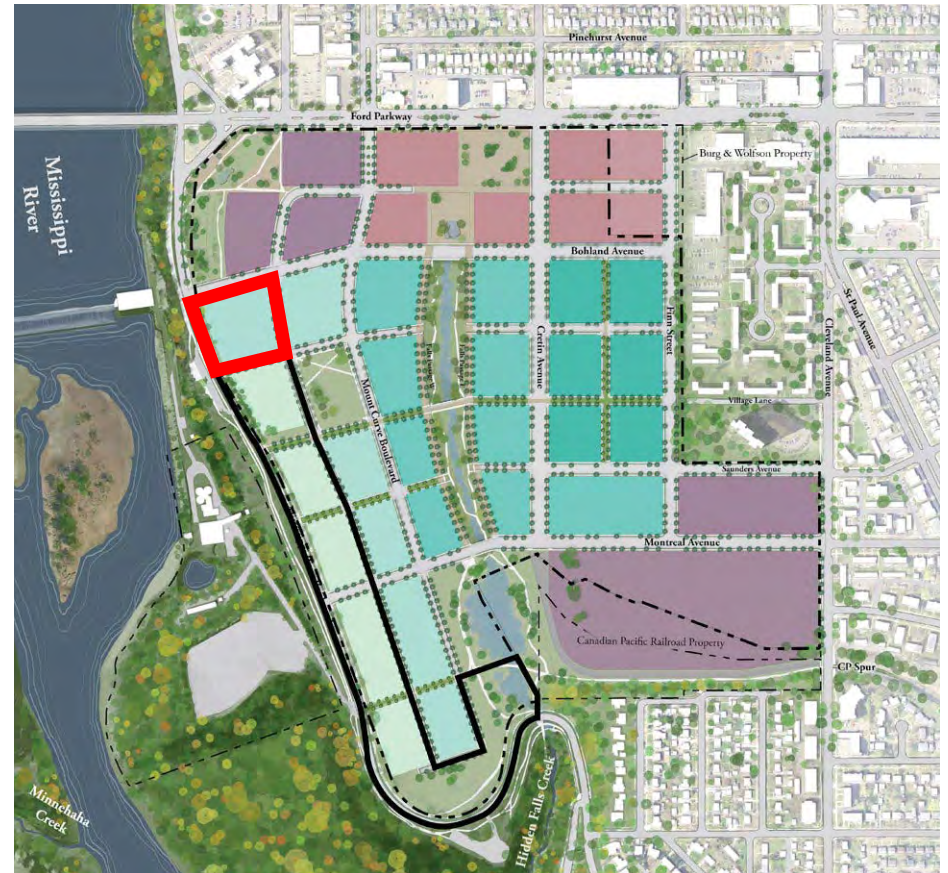


This diagram shows the visibility of allowed height ranges if standing on the opposite shoreline and looking towards the site. This analysis assumes a condition of full foliage, per DNR definition of “treeline.”

F1 River Residential District

The River Residential District is intended to provide for high-quality, large home buildings with ~~two~~^{one} to six dwelling units each and rear carriage units with an additional one to two housing units in a combined garage structure. The district is characterized by deep setbacks from Mississippi River Boulevard, consistent with the historic form of residential homes along the corridor.

General Character	High quality design and residential form that extends the parkway-like feel and setbacks of Mississippi River Boulevard single-family homes,
Land Uses	Residential mix of multi-unit ^{multi-unit} homes and carriage houses
Heights	
Minimum	20 feet
Maximum	48 feet
FAR	0.25 - 1.5



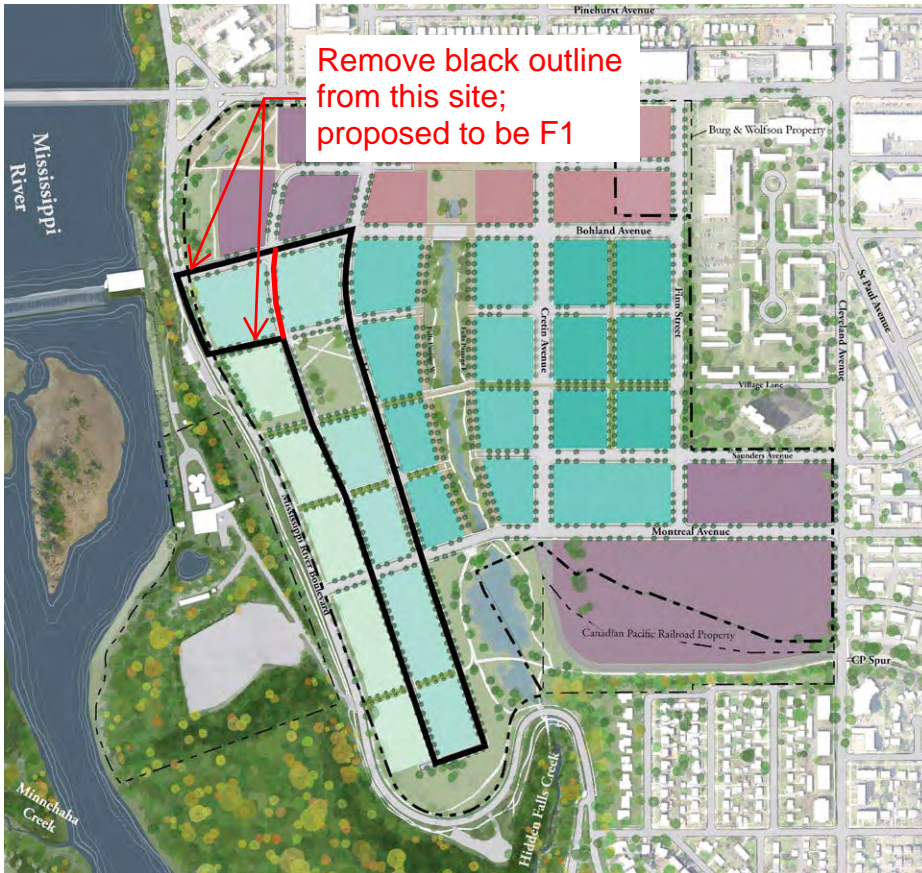
Add in single-family home precedent image.



F2 Residential Mixed Low District

The Residential Mixed Low District is intended to provide for compact, pedestrian-oriented residential focused on townhouse blocks with some low-scale multi-family structures and live-work units. Very limited neighborhood serving retail, office, civic or institutional may be tucked into the district. At least 70% of the development acres in the Residential Mixed Low District shall be dedicated for townhouses. ~~The F2 zoned 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.~~

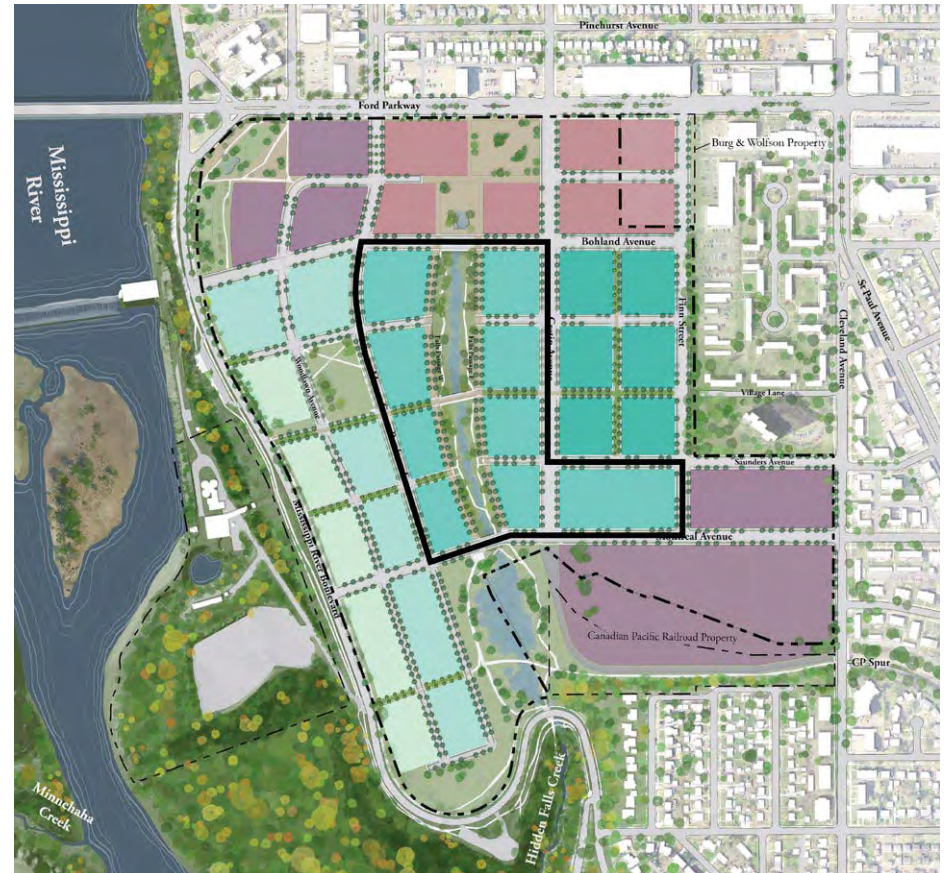
General Character	Primarily residential with few business uses; lower density
Land Uses	Predominantly residential; very limited retail, office and service
Heights	
Minimum	30 feet
Maximum	55 feet
FAR	1.0 - 2.0



F3 Residential Mixed Mid District

The Residential Mixed Mid District is intended to provide for more extensive range of multi-family residential types and a variety of congregate living arrangements, as well as transit-orientated mixed-use development with retail, office, civic and institutional uses. Variety of housing and land uses within each block is encouraged to provide visual interest and convenient pedestrian access to amenities and services.

General Character	Primarily residential with some business uses; medium density
Land Uses	Predominantly residential; some retail, service and employment
Heights	30
Minimum	40 feet
Maximum	65 feet, up to 75 feet with stepbacks per Saint Paul Zoning Code Table 66.931, note (b)
FAR	2.0 - 4.0 1.0



F4 Residential Mixed High District

The Residential Mixed High District provides for high-density, transit-supportive, pedestrian-friendly multi-family residential and congregate living arrangements with integrated retail, office, civic and institutional uses. The scale and mass of buildings shall be moderated with the use of vegetative buffers, step backs on upper floors, courtyards, and architectural features that add variety to the appearance of the facades.

General Character	Mix of residential and business uses, high density
Land Uses	Predominantly residential; some retail, service and employment
Heights	
Minimum	48 feet
Maximum	75 feet, up to 110 feet with dedicated parkland per Saint Paul Zoning Code Table 66.931, note (c)
FAR	3.0 - 6.0

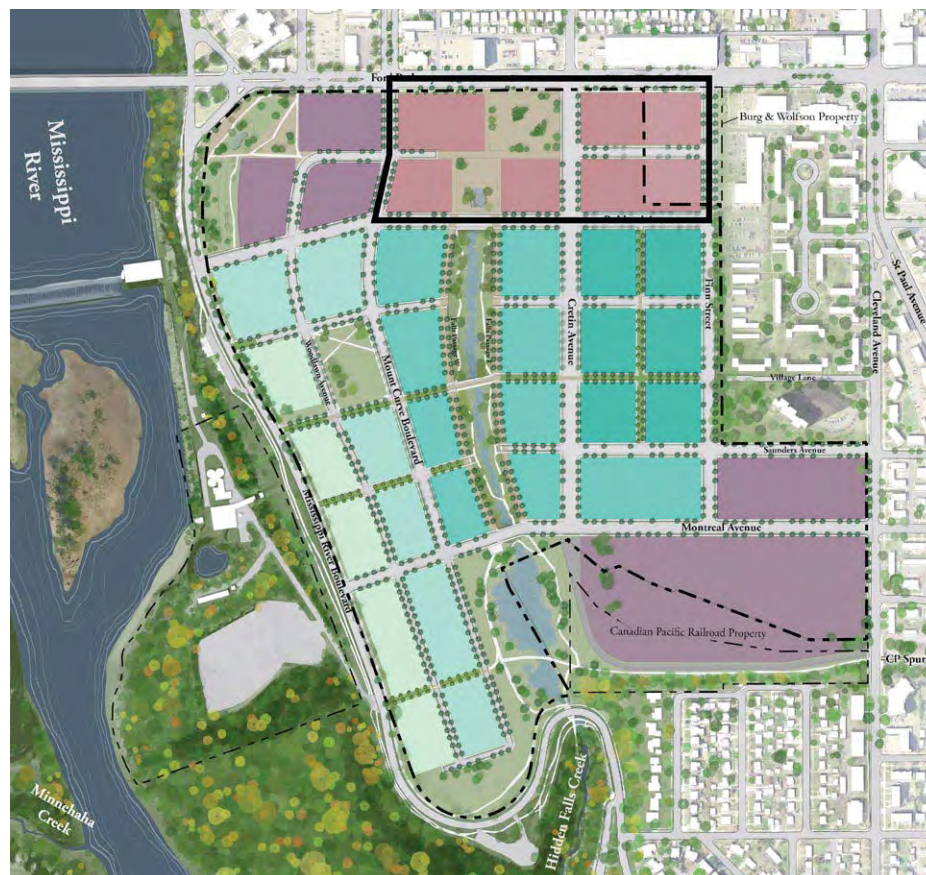


F5 Business Mixed District

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
Heights	
Minimum	40 feet
Maximum	75 feet with 10 foot step back within 25 feet of the ground
FAR	2.0 - 4.0

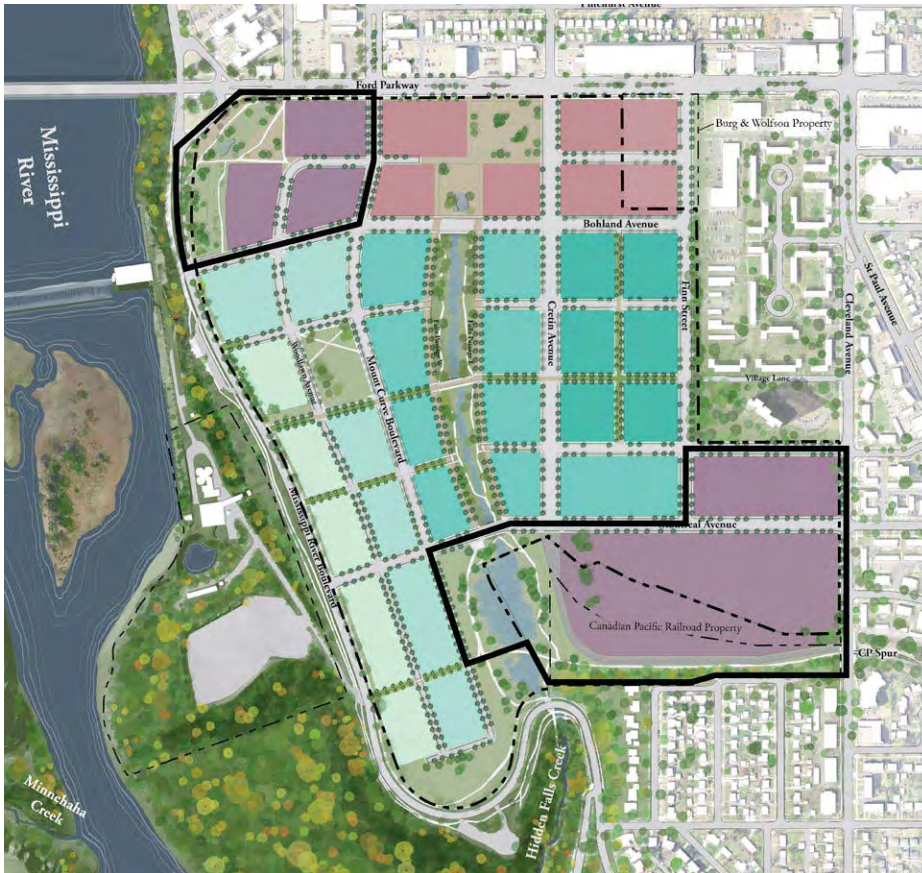
65' with no step-back. Over 65' up to 75' with 10' step-back at second floor or below, except when facing plazas. Additional height without step-backs will be allowed for Architectural elements on plazas. Rooftop elements, if setback min 10', do not contribute to building height.



F6 Gateway District

Sites within the Gateway District will serve as the main entrance to and the 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. Educational or civic uses may also be present. The district is focused on employment activity and complementary work force services.

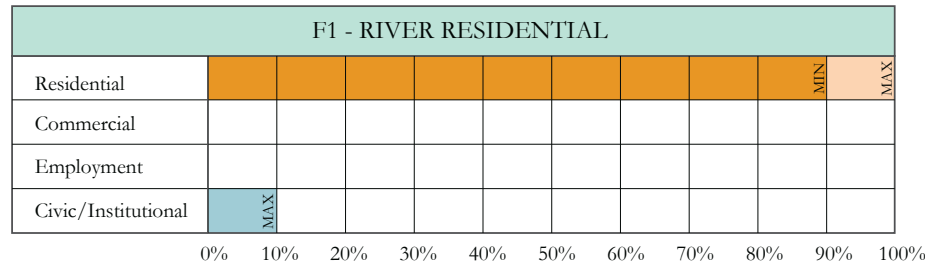
General Character	Attractive gateways into site, focused on employment with some retail and service
Land Uses	Office; institution; retail & service; employment
Heights	
Minimum	30 feet
Maximum	65 feet
FAR	1.0 - 3.0



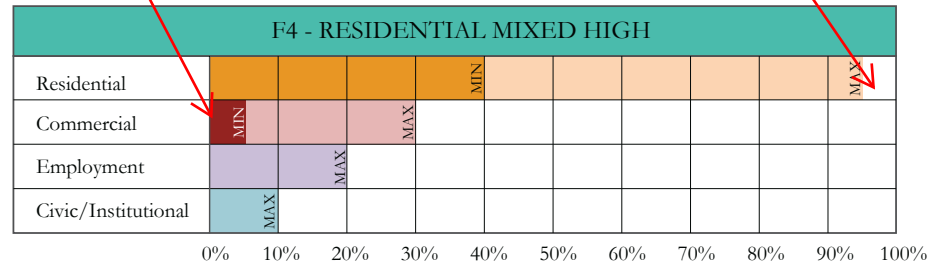
4.5 Required Mix of Uses

There is a difference between allowing a mix of uses within a district and requiring a mix. Requiring a minimum and maximum mix of uses ensures visual, functional, and economic diversity within proximity. Each district on the Ford site shall include a mix of uses as identified below. The required range of land uses by type may range from no requirement, to a base minimum, and up to a maximum percentage of floor area constructed within the entire zoning district, including all current and planned construction for that district. The requirements should be used by the site master developer throughout site build-out, to guide the selection of sub-developers and projects for each block.

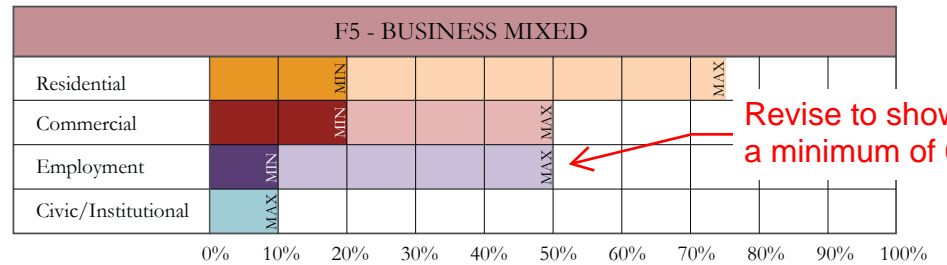
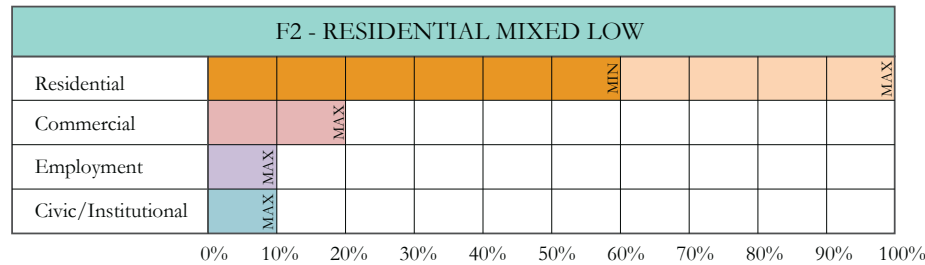
Table 4.2 Required Mix of Uses



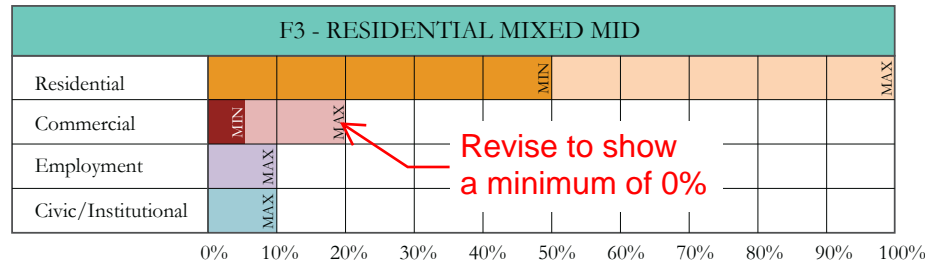
Revise to show a minimum of 0%



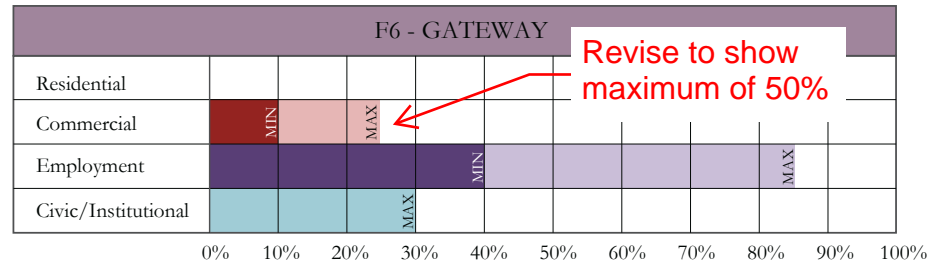
Revise to show a maximum of 100%



Revise to show a minimum of 0%



Revise to show a minimum of 0%



Revise to show maximum of 50%



The following table sets the overall range of development for the master plan by land use. In addition to the zoning district-based tool, it is intended to ensure a balance of land uses throughout the site, while allowing flexibility to allow for the market to make fine-grained decisions about the location of uses. Setting upper and lower limits provides the foundation for a financially feasible development, while controlling the maximum buildout, and provides clear expectations for the community and the private sector.

Development Range for Master Plan		
Land Uses	Minimum	Maximum
Housing*	2,400 Dwelling Units	4,000 Dwelling Units
Retail & Service	150,000 Sq. Ft. GFA	300,000 Sq. Ft. GFA
Office & Employment	200,000 Sq. Ft. GFA	450,000 Sq. Ft. GFA
Civic & Institutional**	50,000 Sq. Ft. GFA	150,000 Sq. Ft. GFA

GFA: Gross Floor Area

* Adult Care Facilities are assumed to be counted as Housing units but will be allowed in Office & Employment areas (such as the F6 Gateway District denoted in Table 4.3 on the following page) as they are heavily employed facilities.

** Exception will be made to exceed the maximum for additional open space or green space.

4.6 District Uses

Use	F1	F2	F3	F4	F5	F6	Definition (d) Standards (s)
Residential Uses							
<i>Dwellings</i> Single-family dwelling	P						
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)

Table 4.3 District Uses

Uses allowed in the Ford site Zoning Districts are identified in this table. Most of the uses identified are in the citywide zoning code, Chapter 65 Land Use Definitions and Standards.

4.6 District Uses (Cont.)

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

4.6 District Uses (Cont.)

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

4.6 District Uses (Cont.)

Use	F1	F2	F3	F4	F5	F6	Definition (d) Standards (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 4.3 District Uses and Saint Paul Zoning Code Table 66.921, Ford district use table:

- (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.

4.7 General Standards

Introduction

All zoning districts in the City of Saint Paul have general standards to guide the design and form of buildings, public amenities and rights-of-way. Most of the regulations are identified in Saint Paul Zoning Code Chapter 63. Regulations of General Applicability. In addition to the Citywide standards are standards unique to the Ford zoning districts.

Standards specific to the Ford zoning districts focus on design to achieve higher levels of sustainability performance, related to energy conservation and efficiency, reduced auto dependence and vehicle emissions, reduced water runoff, reduced localized heating effects, and enhanced vegetation.

The general standards specific to the Ford site, as described in the following pages, relate to:

- Vegetation and Landscaping
- Lighting
- Solar
- Roofing
- Parking

Design Standards

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.



Purpose: To maximize ecosystem restoration, preservation and stability to the greatest extent practical is critical to economic, social, biological, and aesthetic value and sustainability of the site. The flora and fauna on the site will provide aesthetic and health benefits for all inhabitants and visitors to the site.



The previous state of the site was largely developed with little vegetative and habitat layer. Reintroducing a strong system of plants will increase the site’s value economically, socially and environmentally. Planting and vegetation across the site and in smaller areas should focus on visual interest through all seasons and be attractive to wildlife, especially birds and pollinators. The intent of these standards is to:

- Maximize biodiversity of the site and provide maximum possible contribution to local landscape ecology
- Reduce removal of significant existing vegetation
- Re-establish habitat and extensive vegetation on site with new plantings
- Create visual interest
- Provide wildlife habitat
- Maximize ecological services

The following standards are to be used in place of standards in Saint Paul Zoning Code Section 63.115. Landscaping and plant materials.

Open Space Coverage

Required open space coverage for lots is addressed in Chapter 5 Building Types. Open space is defined as areas covered by landscape materials, gardens, walkways, patios, recreation facilities, or play areas.

Landscaping Requirements

1. Areas between a building façade and a public right-of-way shall be landscaped, except for public patios or seating areas and pathways between the right-of-way and building entrances and exits.
2. Street trees are required if the front setback is greater than six (6) feet.
 - One deciduous tree with ~~3"~~^{2.5"} minimum caliper is required to be planted within the front setback for every 30 feet of frontage if the front setback is greater than six (6) feet.
 - Trees in paved areas shall have a minimum 25 square feet of permeable area for growth.
 - Trees in islands shall have a minimum of 50 square feet of permeable area for growth.
3. At least fifty percent (50%) of landscaped areas shall be combination of indigenous grasses, trees and shrubs commonly found in Minnesota. Alternatives to turf grass are strongly encouraged on public and private properties. Up to one hundred (100) percent of boulevards and private yards may be planted with a xeriscape mixture of live plants and ground cover.
4. All landscaped areas shall be continuously maintained and irrigated. Plant materials shall be organically maintained to the maximum extent possible.
5. Visibility – No plantings shall obscure site entrance and exit drives and road intersections.

Tree and Vegetative Habitat Preservation

Trees over 10 inch diameter shall be preserved and protected from construction within their tree canopy diameter. Exceptions shall be made for ash, box elder, or invasive species. Exceptions may also be made with administrative approval if removal of the tree is necessary for the installation of public infrastructure, such as roads, sewer or stormwater.

Do not disturb vegetative habitat determined significant by Minnesota DNR Natural Heritage Program; maintain or install appropriate buffer width around significant habitats that comprise part of a development

Vegetative Types

Design Standards for the site to be adopted in 2018 will provide an appendix of plant types, areas for use (boulevard, lawns, etc), and ideal planting conditions (sun/shade; wet/dry; etc.).



Table 4.4 Vegetative and Soil Requirements

	Unit	F1 River Residential	F2 Residential Mixed Low	F3 Residential Mixed Mid	F4 Residential Mixed High	F5 Business Mixed	F6 Gateway
Planting Size							
Trees - minimum planted size	(Caliper; Ht)	2.5 2.4 in; 6 feet					
Shrubs	Diameter	18 inches					
Vegetative Variety (minimum mix of species)							
Native overall	Minimum	85%	85%	75%	75%	75%	75%
Trees	Min Species Mix	6 per acre; 4 per block					
Shrubs	Min Species Mix	5 per acre					
Perennials	Min Species Mix	10 per acre					
Tree Canopy (measured as the % of the area)							
Tree canopy cover		50%	50%	30%	20%	20%	20%
<i>Public Canopy Cover</i>							
Civic space minimum	Area Covered	50% of non-built lot area			25% of non-built lot area		
Street tree requirements	Spacing	clustered		30' on center			
<i>Private Canopy Cover</i>							
Private lot minimum	Area Covered	1 per 7500 sf of lot or 12%			none		
Parking lot minimum	Area Covered	30%					
<i>Healthy Tree Standards</i>							
Minimum permeable surface per tree	Area	270 sf	270 sf	25 sf	25 sf	25 sf	25 sf
Structural soil per tree	Area	180 sf	180 sf	250 sf	250 sf	250 sf	250 sf
Soil Volume Standards for Tree Planting							
Soil volume		Minimum 2 cu ft of soil per 1 sq ft of canopy, based on average mature tree size; or 400 cu ft for small trees, 800 cu ft for medium trees, or 1,200 cu ft for large trees.					
Soil volume type and location		Soil volume goals may be achieved through connected or combined soil beds or grouped tree planting. Use of structural soil under hardscapes, planting soil in open planting beds. Volume of structural soil/engineered soil structures to be determined by percentage of soil volume available.					

Lighting



Purpose - To reduce unnecessary lighting and light pollution, to minimize lighting impacts on surrounding properties and to minimize energy consumption for lighting purposes.

The following standards are to be used in place of standards in Saint Paul Zoning Code Section 63.116. Exterior lighting.

Table 4.5 Lighting Requirements by Zoning District

	F1 - River Residential	F2 - Residential Mixed Low	F3 - Residential Mixed Medium	F4 - Residential Mixed High	F5 - Business Mixed	F6 - Gateway
Ambient Light Level Goal	medium	low	low	medium	medium-high	medium-high
Lighting Standards, Maximum	Full cutoff lighting, controlled with dimmer, time switch or motion sensors	Full cutoff lighting, controlled with dimmer, time switch or motion sensors	Full cutoff lighting, some low wattage, non-full cutoff lighting, controlled with dimmers, time switch or motion sensors	Full cutoff lighting, some low wattage, non-full cutoff lighting, controlled with dimmers, time switch or motion sensors	Full cutoff lighting, some low wattage, non-full cutoff lighting, controlled with dimmers, time switch or motion sensors	Full cutoff lighting, some low wattage, non-full cutoff lighting, controlled with dimmers, time switch or motion sensors
Allowed Initial Lamp Lumens per square foot, Maximum	2.5 - 3.2 lumens per square foot	3.3 - 4.2 lumens per square foot	7.6 - 9.7 lumens per square foot	7.6 - 9.7 lumens per square foot	7.6 - 9.7 lumens per square foot	7.6 - 9.7 lumens per square foot
Lamp Allowance (Lumens), Maximum	17,000 lumens	24,000 lumens	44,000 lumens	44,000 lumens	44,000 lumens	44,000 lumens
Foot Candles at Property Line, Maximum	0.1 horizontal and vertical	0.1 horizontal and vertical	0.2 horizontal and vertical	0.2 horizontal and vertical	0.2 horizontal and vertical	0.2 horizontal and vertical
Required Shielding	Fully shielded luminaire with no uplight or better	Shielded luminaire with no uplight or better	Shielded luminaire with no uplight or better	Shielded luminaire with no uplight or better	Partially shielded luminaire with no uplight or better	Partially shielded luminaire with no uplight or better
Lighting Curfew for Non-Residential	10 pm or close of business, whichever is later	10 pm or close of business, whichever is later	10 pm or close of business, whichever is later	10 pm or close of business, whichever is later	10 pm or close of business, whichever is later	10 pm or close of business, whichever is later
Height of Light Fixture, Maximum	20 feet for freestanding fixture; height of building for attached fixture	20 feet for freestanding fixture; height of building for attached fixture	20 feet for freestanding fixture; height of building for attached fixture	20 feet for freestanding fixture; height of building for attached fixture	20 feet for freestanding fixture; height of building for attached fixture	20 feet for freestanding fixture; height of building for attached fixture



Light Source Types

All exterior lights shall be LED “warm-white” or LED filtered light to minimize blue emission (CCT < 3,000 K; S/P ratio < 1.2).

Uplighting and Aimed Lighting

Direct upward lighting and lighting aimed at structures is prohibited except as follows:

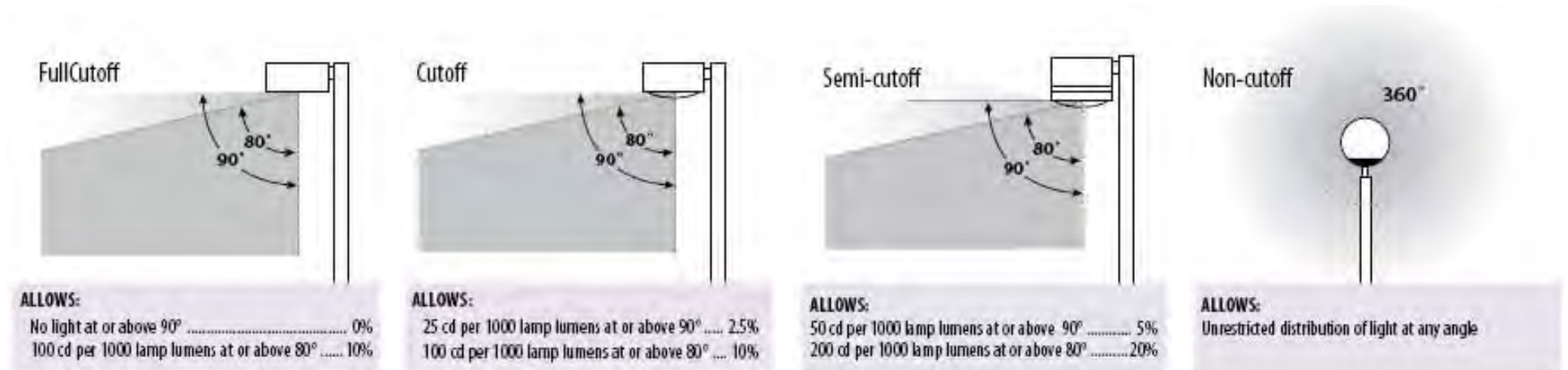
- Accent lighting of architectural features: provided that no glare or off-site light spillover is produced. Lamps for this type of accent lighting must be low intensity and utilize less than 100 watts and emit less than 1,600 lumens
- Accent lighting of other features, such as statues, public art, or other objects of interest that cannot be illuminated with down lighting, may use narrow-cone spotlights that use less than 100 watts and emit less than 1,600 lumens. A narrow-cone spotlight image is located in Section 19.81.040 F.1.
- All other lighting aimed against structures can be aimed against structures if (1) the light is contained by the structure, (2) no glare is visible off site and (3) the fixture is fully shielded so none of the light emitted above the horizontal plan crosses over the property line.
- Low voltage landscape light (such as lighting used to illuminate fountains, shrubbery, trees, and walkways etc.) shall be permitted provided that the lighting is not mounted on a pole or building, it is shielded to eliminate glare and light spillover and each fixture uses only a maximum of 60 watts or emits a maximum of 750 lumens (whichever is less).

Outdoor Performance, Sport, and Recreation Facilities

- Playing fields or other special activity areas illuminated by floodlights should be mounted and shielded so their beams fall within the primary play area and its immediate surroundings. It should avoid spillover onto residentially zoned property.
- Recreational facilities should be illuminated only during use of the facility. Non-security lights should be turned off by 9 PM or 30 minutes after the event, whichever is later.

Maintenance

Outdoor light fixtures must be kept in good order and maintained to serve the original design intent of the lighting system and ensure compliance with this chapter.



Lighting Cutoff Designations



Purpose: to promote the safe, effective and efficient use of active solar energy systems installed to reduce the on-site consumption of fossil fuels or utility-supplied electric energy. The following solar energy standards support the installation of solar systems or the design of buildings to be solar ready for future installations.

The following standards are to be used in place of standards in Saint Paul Zoning Code Section 65.921. Solar energy system.

Solar Access

Solar access for adjacent buildings must be preserved such that at least 50% of the roof area of any building shall not be shaded at noon on December 22 of the year.

Permitted Accessory Use

Active solar energy systems shall be allowed as an accessory use in all zoning classifications where structures of any sort are allowed, subject to certain requirements as set forth in Table 4.5 Solar Standards.

Solar Administration

Approved Solar Components: Electric solar energy system components must have a UL listing and solar hot water systems must have an SRCC rating.

Plan Approval Required: All solar energy systems shall require administrative plan approval by the City of Saint Paul zoning administrator.



Solar Administration (Continued)

Plan Applications: Plan applications for solar energy systems shall be accompanied by to-scale horizontal and vertical (elevation) drawings. The drawings must show the location of the system on the building or on the property for a ground-mount system, including the property lines.

- *Pitched Roof Mounted Solar Energy Systems:* For all roof-mounted systems other than a flat roof, the elevation must show the highest finished slope of the solar collector and the slope of the finished roof surface on which it is mounted.
- *Flat Roof Mounted Solar Energy Systems:* For flat roof applications a drawing shall be submitted showing the distance to the roof edge and any parapets on the building and shall identify the height of the building on the street frontage side, the shortest distance of the system from the street frontage edge of the building, and the highest finished height of the solar collector above the finished surface of the roof.

Plan Approvals: Applications that meet the design requirements of this ordinance, and do not require an administrative variance, shall be granted administrative approval by the zoning official and shall not require Planning Commission review. Plan approval does not indicate compliance with Building Code or Electric Code.

Compliance with Codes

- All active solar energy systems shall meet approval of local building code officials, consistent with the State of Minnesota Building Code, and solar thermal systems shall comply with HVAC-related requirements of the Energy Code.
- All photovoltaic systems shall comply with the Minnesota State Electric Code.
- Solar thermal systems shall comply with applicable Minnesota State Plumbing Code requirements.

Utility Notification: All grid-intertie solar energy systems shall comply with the interconnection requirements of the electric utility. Off-grid systems are exempt from this requirement.

Restrictions on Solar Energy Systems Limited: No homeowners' agreement, covenant, common interest community, or other contract between multiple property owners within a subdivision shall restrict or limit solar energy systems to a greater extent than these solar energy standards.



Table 4.6 Solar Standards

	Roof-Mounted	Ground or Pole Mounted	Building Integrated
Height	Height shall not exceed the maximum allowed building height in any zoning district, except for height exceptions as allowed for building mounted mechanical devices or equipment.	Height shall not exceed twenty (20) feet when oriented at maximum tilt.	The building component in which the system is integrated shall meet all required setback, land use or performance standards for the district in which the building is located.
Setback	Setback shall not extend beyond the exterior perimeter of the building on which the system is mounted or built, unless the collector and mounting system has been explicitly engineered to safely extend beyond the edge, and setback standards are not violated. Exterior piping for solar hot water systems shall be allowed to extend beyond the perimeter of the building on a side yard exposure.	Setback from property line must be at least one (1) foot and may not extend into the side-yard or rear setback when oriented at minimum design tilt.	
Coverage	Coverage of the building, excluding building-integrated systems, shall allow for adequate roof access to the south-facing or flat roof upon which the panels are mounted.	The surface area of pole or ground mount systems shall not exceed half the building footprint of the principal structure.	
Visibility	Roof-mount systems that are visible from the nearest edge of the street frontage right-of-way shall not have a highest finished pitch steeper than the roof pitch on which the system is mounted, and shall be no higher than twelve (12) inches above the roof.	Ground-mount solar energy systems shall not be restricted if the system is not visible from the closest edge of any public right-of-way other than an alley.	May be visible from the public right-of-way, provided the building component in which the system is integrated meets all required setback, land use or performance standards for the district in which the building is located.
Aesthetics	Active solar energy shall be designed to blend into the architecture of the building while still allowing the system to be mounted for efficient performance. The color of the solar collector is not required to be consistent with other roofing materials.		



Purpose: To meet multiple objectives for sustainable design in roofing, including:

- 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
- Reduce stormwater run-off from rooftops

Pitch, Orientation, Materials and Reflectivity

Design buildings for, or in anticipation of, solar system installations, following solar ready building design guidelines and recommendations.

Flat roofs ~~be single ply membrane type with~~ ^{have} a minimum pitch of 1/4 inch per foot.

Pitched roofs must be surfaced with materials designed to last at least 25 years, and provide at least one primary roof face at a south or southwest-facing pitch between 25-45 degrees.

~~Roofing materials shall have a Solar Reflective Index (SRI) of minimum 29 where the pitch is greater than 2:12, or an SRI of minimum 78 where the pitch is less than or equal to a 2:12 pitch.~~

If building size allows, provide a minimum of 200 square feet of contiguous roof area for solar systems.

Equipment and Structures

Locate rooftop structures and equipment, such as plumbing, exhaust vents, chimneys, or gables, are away from south facing roofs and as far from potential solar system locations as possible while still meeting other design requirements.

The visual impact of rooftop equipment shall be reduced through such means as location, screening, or integration into the roof design. Screening shall be of durable, permanent materials that are compatible with the primary building materials.



Green Roofs

Functional Green Roof Area shall be defined as area atop a roof surface on a building, open to the sky and air, which is surfaced with soil and living plant materials for the purpose of retaining rainwater and absorbing heat from sunlight. The depth of soil and planted material shall be at least two (2) inches to be considered Functional Green Roof Area.

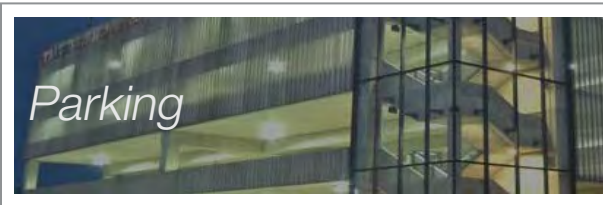
Roof Design Exemptions for Functional Green Roof Area

Functional Green Roof Areas shall be exempt from the rooftop design standards identified in “Pitch, Orientation, Materials and Reflectivity”.

Green Roof Areas as Open Space

Where a rooftop surface above the third floor includes Functional Green Roof Area, adjacent open-air outdoor space intended for use by building occupants or other persons that does not meet the definition of Functional Green Roof Area, such as a patio or deck, is eligible to meet up to 50% of the open space requirements of the property/site, as measured in gross square feet of the usable adjacent space. All such usable outdoor space shall be set back at least ~~ten (10)~~ ^{one (1)} 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.





Purpose: to provide vehicular parking that meets the basic demand created by uses on the site, through the predominant use of structured parking. To provide convenient, plentiful and secure bicycle parking at places of residence, employment, shopping or service, and recreation.

Parking Standards are Pursuant to Saint Paul Zoning Code Section 63.300, except as noted herein (obviates Saint Paul Zoning Code subsections 63.303-07)

Table 4.7 Vehicle Parking Requirements by Use

Land Uses	Required Parking	
	Minimum	Maximum
Non-residential	1 space per 600 square feet GFA	1 space per 400 ²⁰⁰ square feet 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

Note: There are no special provisions to reduce minimum required parking or to exceed maximum required parking.

Surface parking shall not exceed 20 spaces per development block.

Structured parking is permitted provided, at a minimum, that ~~the entire~~^{50% of the} ground floor of the structure contains active uses with entrances on all street frontages. Underground parking is permitted in any structure. ~~Structured parking must~~^{Where practical, 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.

Shared parking facilities are allowed and encouraged, but uses sharing facilities are not eligible for reductions to minimum parking requirements as a result of sharing, per 63.206(d), since off-street parking requirements already anticipate lower parking space demand due to sharing.

Residential Parking for 1-6 unit buildings: Parking garages for residential structures of one to six-units shall be placed at the rear of the building with access to a lane or alley or as a tuck under placed at least ten (10) feet behind the building facade. Tuck under parking on the main frontage of a residential structure is only permitted if there is no rear access to the lot from an alley or lane. Surface parking spaces or semi-covered spaces are allowed in lieu of garages, if placed at the rear of the building with access to a lane or alley. Driveways shall only provide access to the alley or lane at the rear of the lot, unless no such right-of-way exists.

For residential buildings on lots less than 50 feet wide and for all Sideyard, Rearyard, and Courtyard residential buildings, garages or off-street parking shall be accessed from an alley or via a shared driveway only.

Public
~~Fee-in-Lieu of Parking~~

For non-residential uses, properties may satisfy parking requirements by paying a fee in-lieu of parking for each required space. Fees collected shall become part of a site wide parking 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 fee area. A sitewide parking district will establish the terms, conditions and use for fee-in-lieu payments.

The number of parking spaces required by the change in occupancy shall be the difference between the number required by the new use and the number required by the previous occupancy.

The per-space fee for new construction, additions or changes in occupancy must be paid by the following method: In a lump sum, prior to the issuance of construction permits for the structure or occupancy for which the parking is required or prior to the issuance of a city business license for the activity for which the parking is required, if no construction permit is required. (Ord. 1411 § 1, 2002; Ord. 1101 § 3 (part), 1987)

Once a property is subject to an obligation for parking, provided either with onsite parking spaces or by in-lieu parking fees, the following shall apply if the use is changed or discontinued:

If a structure is enlarged or a use is replaced with a use for which more parking is required according to the zoning regulations, the additional parking requirement may be met with additional onsite parking spaces or by paying additional in-lieu fees.

If a structure is reduced in area, or wholly or partially becomes vacant, or a use is replaced with a use for which less parking is required according to the zoning regulations, onsite parking spaces shall be reduced to meet the new requirement. If in-lieu fees were paid to meet the original parking requirement, there shall be no refund of lump-sum payment or abatement of installment payments.

If a structure is destroyed and in-lieu payments for parking are in place, then upon the property owner's request the city shall cancel the obligation for following installment payments. Any future structure or use at the same location would be required to meet the parking requirement as provided in the zoning regulations for new development.

A change of ownership or the dividing or merging of properties shall not affect an obligation for parking in-lieu fees or a determination that parking requirements have been met according to fees paid for a particular use.



Bike Parking

Bicycle parking is an area and facility used for the securing of bicycles. It includes enclosed bicycle storage, covered bicycle racks or fixed bicycle racks which permit the locking of the bicycle frame and one (1) wheel to the rack and support the bicycle in a stable position, anchored to prevent easy removal.

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 ^{5,000} square feet of surface area
Commercial, Office, Civic	1 space per 5,000 square feet GFA
Production and Processing	1 space per 15,000 square feet GFA



Location and design - The following standards shall apply to bicycle parking facilities provided per the requirements of this code:

- a) Each bicycle parking space shall provide 6 feet by 2 feet in area per bicycle plus the area needed for access.
- b) Bicycle parking shall be located no closer than 3 feet from any wall or 3 feet from face of curb to provide adequate space for access and maneuvering.
- c) Outdoor bicycle facilities or facilities within interior spaces shall be lit for ease of use and safety.
- d) Bicycle parking facilities shall be maintained in accordance with City of Saint Paul Zoning Code Section 63.315, and kept free from rust and corrosion.





Bicycle Parking Location and Design (cont.)

- e) The location of bicycle parking facilities shall be located to be convenient to the main entrance of the primary use. If required bicycle parking is not visible from the street or main building entrance, a sign shall be posted at the main entrance indicating the location of the parking.
- f) Outdoor bicycle parking shall be visible from the public right-of-way or from inside the building. With a use of right-of-way permit from the city engineer, bicycle parking may be located in the public right-of-way.
- g) Bicycle racks installed on sidewalks shall provide for a clear, unobstructed width of at least 5 feet for pedestrians.
- h) Bicycle racks and bicycle storage facilities shall be secured to the ground or the building structure to prevent them from being removed from the location.
- i) Bicycle parking provided within a building shall be signed for bicycles.
- j) Bicycle parking spaces located in attended parking lots or garages shall be located adjacent to the attendant's booth or in an area under constant surveillance.
- k) Indoor bicycle parking for commercial uses shall be accessible during regular hours of operation. Indoor bicycle parking for multi-family dwellings shall be accessible to residents at all times.
- l) Where motor vehicle parking spaces are monitored, covered or weather protected, required bicycle parking spaces shall be provided on the same basis.
- m) Office and production/processing uses shall provide 1 shower per ¹⁵⁰~~50~~ employees.

Special Parking Facilities

~~Car Share Parking~~

~~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 ~~parking areas~~ ^{off-street} ~~shall provide the electrical capacity necessary to accommodate the future hardware 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.~~ ^{in the Gateway and Mixed Use Districts north of Bohland Avenue}
2. An electric vehicle charging station space may be included in the calculation for minimum required parking spaces required in accordance with Section 1804.
3. Electric vehicle charging stations in public parking facilities or available for public use shall be reserved for use of electric vehicles for charging purposes only. Electric vehicles may not park in the designated electric vehicle charging space if the vehicle is not charging.

B. Accessible Spaces: A minimum of one (1) accessible electric vehicle charging station shall be provided in parking facilities with five (5) or more charging spaces. Accessible electric vehicle charging stations should be located in close proximity to the building or facility entrance and connected to a barrier-free accessible route of travel.





C. Lighting: Site lighting shall be provided where an electric vehicle charging station is installed, unless charging is for daytime purposes only.

D. Equipment Standards and Protection

1. Battery charging station outlets and connector devices shall be no less than 36 inches and no higher than 48 inches from the surface where mounted. Equipment mounted on pedestals, lighting posts, bollards, or other devices shall be designed and located as to not impede pedestrian travel or create trip hazards on sidewalks.
2. Adequate battery charging station protection, such as concrete-filled steel bollards, shall be used. Curbing may be used in lieu of bollards, if the battery charging station is setback a minimum of 24 inches from the face of the curb.

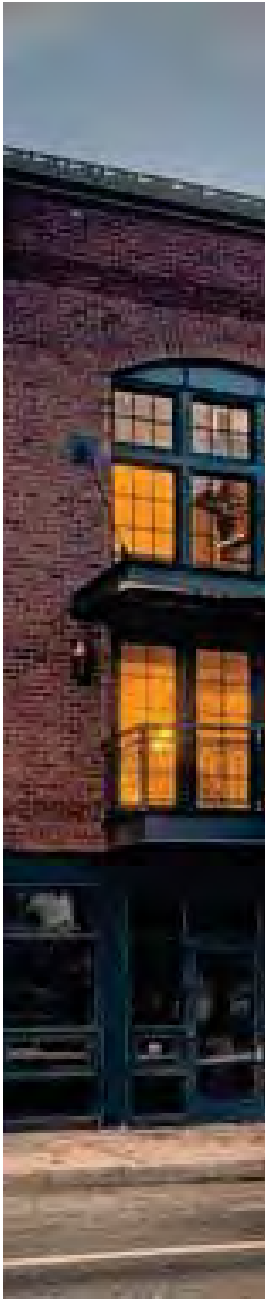
E. Usage Fees: The property owner is not restricted from collecting a service fee for the use of an electric vehicle charging station made available to visitors of the property.

F. Signage for Special Parking

1. Information shall be posted identifying voltage and amperage levels and any time of use, fees, or safety information related to the electric vehicle charging station.
2. Each electric vehicle charging station space shall be posted with signage indicating the space is only for electric vehicle charging purposes. For purposes of this subsection, “charging” means that an electric vehicle is parked at an electric vehicle charging station and is connected to the battery charging station equipment.

G. Maintenance: Electric vehicle charging stations shall be maintained in all respects, including the functioning of the equipment. A phone number or other contact information shall be provided on the equipment for reporting when it is not functioning or other problems are encountered.

CHAPTER 5: ZONING - BUILDING TYPES





5.1 Overview

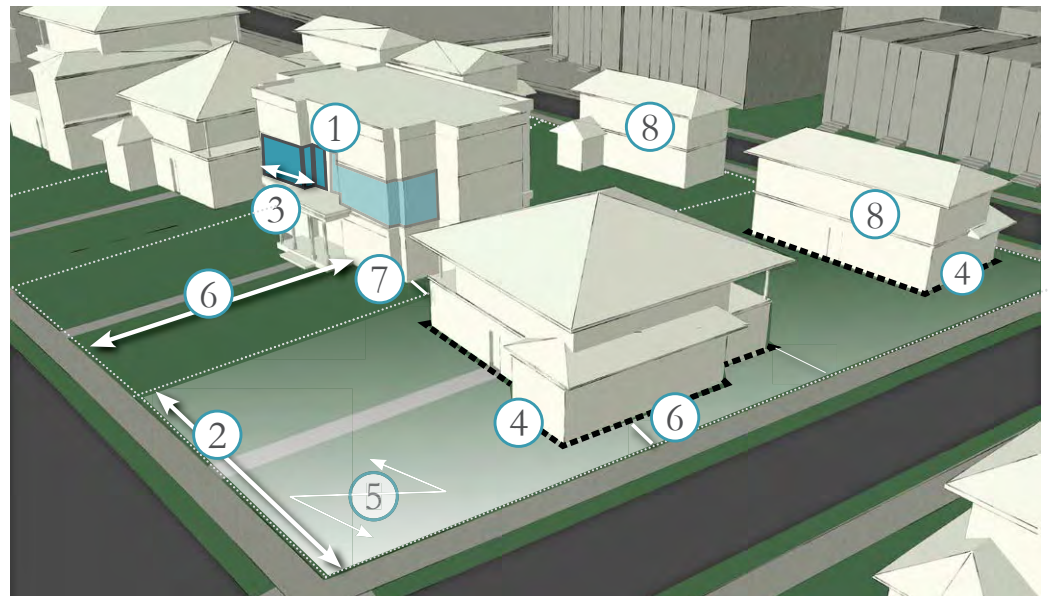
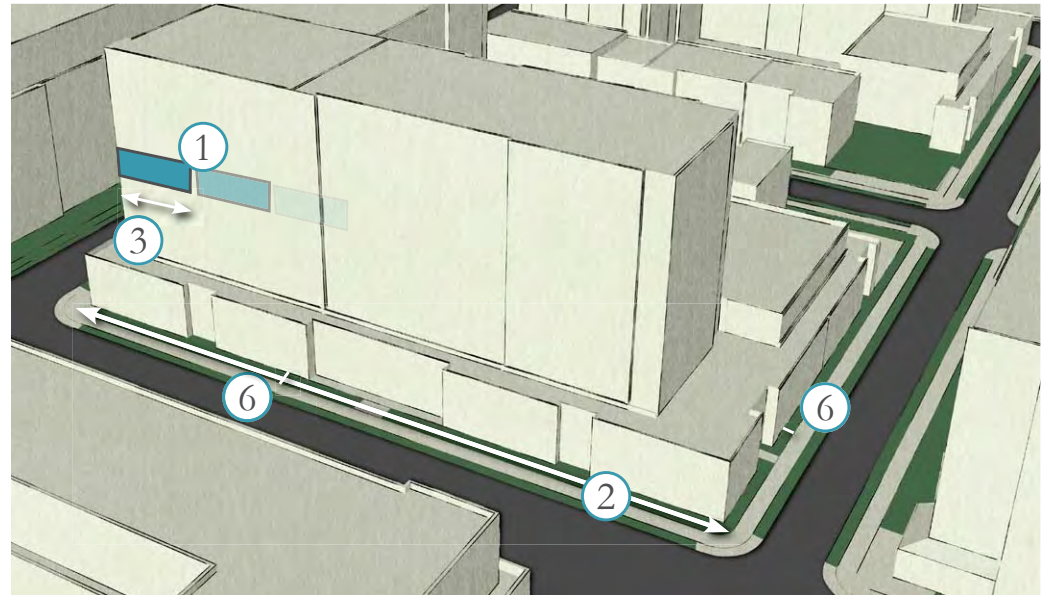
The Ford site zoning districts establish basic standards to guide development, while allowing a wide range of uses. Given the variability of building types within each district, the Ford site zoning uses building type as the basis for most of the standards. This provides for consistency in built form related to use as opposed to geography. The following standards based on building type relate to the following elements:

- Units per Building
- Lot Width
- Lot Coverage
- Setbacks
- Parking
- Accessory Structures

Building and Lot Terminology

The same zoning concepts and regulations can apply to multiple building and lot types. The concepts as they apply to two example situations are shown here.

- ① Dwelling Unit Counts
- ② Lot Width
- ③ Dwelling Unit Width
- ④ ÷ ⑤ Lot Coverage
- ⑥ Right-of-Way Setback
- ⑦ Interior Lot Line Setback
- ⑧ Accessory Structures



Building Placement, Scale & Design

Building Placement and Location - On major, mixed-use corridors, buildings shall be located at the front of the lot along the primary pedestrian-way, with shallow setbacks designed for public use and enjoyment. On predominantly residential blocks, buildings shall be oriented to the primary pedestrian-way, with shallow to medium setbacks landscaped for private use. Office, research and industrial buildings on any corridor shall be oriented to the main pedestrian-way, with shallow to medium setbacks designed for public or private use.

Building Scale - Buildings shall be scaled to utilize the developable opportunities of the lot, within the minimum and maximum Floor Area Ratio standards for the district. It is expected that as the proportion of lot space used for landscaping, parking, services, or amenities goes up, the height of the building will increase to create an overall sense of massing consistent with the urban, neighborhood context.

Building Design - High quality design, materials, and construction standards are expected for all buildings, while providing a range of architectural styles within proximity to create interest and reduce repetitiveness. A mix of traditional and modern buildings forms are encouraged, while providing some compatibility with surrounding buildings through the use of common cornice lines, roofs treatments, or other design features.

Design standards will be developed in 2018 that address buildings exteriors and the space around them.



5.2 Building Types by Zoning District

The zoning districts for the Ford site allow a range of land uses and building types. Some of the zoning standards for the site are specific to the underlying zoning district, as described in Chapter 4, and some are specific to the building type, as described in this chapter. The following table shows the building types that are allowed within each zoning district. Four of the six zoning districts allow a mix of residential and commercial uses. The two more restrictive districts are River Residential, which allows a limited residential form, and Gateway, which does not allow any residential. Civic and Institutional Uses are allowed in all districts.



Table 5.1 Building Types Allowed by Zoning District

ZONING DISTRICT	BUILDING TYPE											
	Single-Family House	Carriage House	Multi-Unit Home	Townhouse	Multi-Family Low	Multi-Family Medium	Multi-Family High	Live / Work	Mixed Residential & Commercial	Commercial & Employment	Parking Structure	Civic & Institutional
F1 - River Residential	Yes	No	No	No	No	No	No	No	No	No	No	No
F2 - Residential Mixed Low	Yes	No	No	No	Yes	No	No	Yes	Yes	Yes	Yes	Yes
F3 - Residential Mixed Mid	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
F4 - Residential Mixed High	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
F5 - Business Mixed	No	No	No	No	No	No	No	No	Yes	Yes	Yes	Yes
F6 - Gateway	No	No	No	No	No	No	No	No	No	Yes	Yes	Yes

5.3 Building Type Standards

Zoning standards related to each building type are summarized in the table below. These standards are in addition to those related to the underlying zoning district. Subsequent pages address each building type individually, identifying their specific zoning standards and characteristics.

Table 5.2 Building Type Standards Summary Table

STANDARD	Single-Family	BUILDING TYPE									
		Multi-Unit Home	Carriage House	Townhouse / Rowhouse	Multi-Family, Low	Multi-Family, Medium	Live/Work	Mixed Residential & Commercial	Civic & Institutional	Commercial & Employment	Parking Structure
Units per Bldg	1	2-6	1-2	3-16	6 - 40	40 and over	2-8	n/a			
Building Width, maximum	60'	60'		150'	200'	60' min, no max	150'	500'			
Lot Width, minimum	60'	80'	Per requirement of primary structure	30'	60'	n/a	30'	n/a			
Lot Coverage by Bldgs, maximum	30%	30%	Included in coverage with primary structure	50%	70%			70%			
Lot Coverage for Open Space, minimum	50%	50%	Included in coverage with primary structure	25%			25%				
Building Height	determined by zoning district	Determined by Zoning District	30' maximum	Determined by Zoning District							
Public Right-of-Way Setback (a),(b)	min = 10' max = 40'	Min. = 10' Max. = 40'	Min. = 10' Max. = 20'			Min. = 5' Max. = 20'	Min. = 5' Max. = 15'				
Interior Lot Line Setback	min = 10' max = n/a	Min. = 10' Max. = n/a	Min. = 6' (c) Max. = n/a								
Parking	same	Min. = 0.75 space per dwelling unit and Max. = 2.0 spaces per dwelling unit; Min. = 0.25 space per bedroom and Max. = 1.0 space per bedroom for congregate living.				Use combined standards for residential and non-residential uses		Min. = 1.0 space per 600 square feet gross floor area Max. = 1.0 space per 400 200 square feet gross floor area			
Accessory Structures	up to 3 including carriage house	Up to 1 per dwelling unit			Up to 2 per structure	Up to 2 per structure	Up to 1 per dwelling unit	Up to 2 per structure	Up to 2 per structure	Up to 2 per structure	Up to 2 per structure

- (a) Maximum building setback limit shall apply to at least 60% of the building façade along the right-of-way.
- (b) 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.
- (c) 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.



Single-Family Home
~~Multi-Unit Home~~

Dwelling units	2-6 1 units per building
Lot width, minimum	80 feet 60'
Building width, maximum	60 feet
Lot coverage by buildings, maximum	30% (includes coverage by secondary building - Carriage House, and by other accessory buildings)
Lot coverage by open space, minimum	50%
Building height	Minimum 20 feet; maximum 48 feet
Setbacks	
Public Right-of-Way	Minimum 30 feet from Mississippi River Boulevard and minimum 10 feet from other rights-of-way; maximum 40 feet
Interior Lot Line	10 feet minimum
Parking requirements	Minimum 0.75 spaces per dwelling unit; maximum 2.0 3 spaces per dwelling unit; except as noted in Chapter 4, Parking
Accessory buildings allowed	Up to 3 including the Carriage House building



Definition: The ~~Multi-Unit Home~~ ^{Single-Family Home} building type is a small- to medium-sized building that consists of ~~side by side or stacked dwelling units.~~ ^{one dwelling unit.}

Access: ~~Each unit will have a private interior entrance, but may share front and rear ingress/egress with other units.~~ Building exteriors shall be accessed from the front street.

Add in Single-Family Home precedent imagery

Multi-Unit Home

Dwelling units	2-6 units per building
Lot width, minimum	80 feet
Building width, maximum	60 feet
Lot coverage by buildings, maximum	30% (includes coverage by secondary building - Carriage House, and by other accessory buildings)
Lot coverage by open space, minimum	50%
Building height	Minimum 20 feet; maximum 48 feet
Setbacks	
Public Right-of-Way	Minimum 30 feet from Mississippi River Boulevard and minimum 10 feet from other rights-of-way; maximum 40 feet
Interior Lot Line	10 feet minimum
Parking requirements	Minimum 0.75 spaces per dwelling unit; maximum 2.0 spaces per dwelling unit; except as noted in Chapter 4, Parking
Accessory buildings allowed	Up to 3 including the Carriage House building

Definition: The Multi-Unit Home building type is a small- to medium-sized building that consists of side-by-side or stacked dwelling units.

Access: Each unit will have a private interior entrance, but may share front and rear ingress/egress with other units. Building exteriors shall be accessed from the front street.





Carriage House

Dwelling units	1-2 units per building
Lot width, minimum	Per requirement for primary structure.
Building width, maximum	60 feet
Lot coverage by buildings, maximum	30% (includes coverage by primary building and other accessory buildings)
Lot coverage by open space, minimum	50%
Building height	Maximum 30 feet
Setbacks	
Public Right-of-Way	Minimum 10 feet; maximum 20 feet
Interior Lot Line	Minimum 6 feet
Parking requirements	Minimum 0.75 spaces per dwelling unit; maximum 2.0 spaces per dwelling unit; except as noted in Chapter 4, Parking
Accessory buildings allowed	Up to 1 per dwelling unit

Definition: A combined residential and garage building, with small accessory dwelling unit(s) located above and/or adjacent to the garage.

Access: Vehicles shall access this building type from alley or service streets. Pedestrians may access carriage houses from alleys, directly from the primary structure or from front streets.

Live/Work

Dwelling units	2-8 units per building
Lot width, minimum	30 feet
Building width, maximum	150 feet
Lot coverage by buildings, maximum	70%
Lot coverage by open space, minimum	25%
Building height	Determined by zoning district
Setbacks	
Public Right-of-Way	Minimum 5 feet; maximum 20 feet
Interior Lot Line	At least 6 feet, except as noted in Table 5.2, Building Type Standards Summary Table, footnote (c)
Parking requirements	Minimum 0.75 spaces per dwelling unit; maximum 2.0 spaces per dwelling unit; except as noted in Chapter 4, Parking
Accessory buildings allowed	Up to 1 per dwelling unit

Use: A building that consists of two to eight dwelling units above and/or behind a flexible ground floor space that can be used for offices, small service establishments, homecrafts which are typically considered accessory to a dwelling unit, or limited retailing associated with fine arts, crafts, or personal services. The non-residential component of the unit shall not exceed 50% of the total gross floor area of the unit. Both the ground-floor flex space and the unit(s) directly above it are owned by one entity. This building type is especially appropriate for incubating neighborhood-serving retail and service uses and allowing neighborhood main streets to expand as the market demands.

Access: Upper floor units, both residential and office, share common exterior entries. Ground floor units will have individual store fronts and exterior access. Vehicular access shall be confined to side and rear streets.



Townhouse / Rowhouse



Dwelling units	3-16 units per building
Lot width, minimum	30 feet
Building width, maximum	150 feet
Lot coverage by buildings, maximum	50%
Lot coverage by open space, minimum	25%
Building height	Determined by zoning district
Setbacks	
Front	Minimum 10 feet; maximum 20 feet
Interior Lot Line	Minimum 6 feet, except as noted in Table 5.2 Building Type Standards Summary Table, footnote (c)
Parking requirements	Minimum 0.75 spaces per dwelling unit; maximum 2.0 spaces per dwelling unit; except as noted in Chapter 4, Parking
Accessory buildings allowed	Up to 1 per dwelling unit

Definition: A residential building consisting of three or more dwelling units attached horizontally in a linear arrangement, with each unit having a private entrance and having totally exposed front and rear walls to be used for access, light, and ventilation.

Access: Each unit has independent front and rear egress, and may have private space in the front and/or rear of the unit. If stairs are needed, they will directly connect the sidewalk to the front door.

Multi-Family, Low

Dwelling units	6-40 units per building
Lot width, minimum	60 feet
Building width, maximum	200 feet
Lot coverage by buildings, maximum	70%
Lot coverage by open space, minimum	25%
Building height	Determined by zoning district
Setbacks	
Public Right-of-Way	Minimum 10 feet; maximum 20 feet
Interior Lot line	Minimum 6 feet, except as noted in Table 5.2, Building Type Standards Summary Table, footnote (c)
Parking requirements	Minimum .75 spaces per dwelling unit, maximum 2.0 spaces per dwelling unit; except as noted in Chapter 4, Parking
Accessory buildings allowed	Up to 2 per main (principal) building

Definition: A small to medium sized building with multiple dwelling units, occupying a portion, but not all of, a city block. The dwelling units may be of mixed sizes (number of bedrooms) and styles to encourage mixed-income development and to meet the needs of families of all sizes. This building type allows for different types of housing arrangements besides single family, such as senior housing or congregate living. The building may include other uses, such as local office and commercial.

Access: Entry to individual units on the ground floor may be shared through one exterior entry, or units may have individual entries along the front facades. Upper floor units shall be accessed through common exterior entries. Vehicular access shall be confined to side and rear streets.





Multi-Family, Medium

Dwelling units	40 or more
Lot width, minimum	n/a
Building width, maximum	n/a
Lot coverage by buildings, maximum	70%
Lot coverage by open space, minimum	25%
Building height	Determined by zoning district
Setbacks	
Public Right-of-Way	Minimum 10 feet; maximum 20 feet
Interior Lot Line	Minimum 6 feet, except as noted in Table 5.2, Building Type Standards Summary Table, footnote (c)
Parking requirements	Minimum 0.75 spaces per dwelling unit; maximum 2.0 spaces per dwelling unit; except as noted in Chapter 4, Parking
Accessory buildings allowed	Up to 2 per main (principal) building

Definition: A medium to large building with multiple dwelling units, which may occupy a portion of a city block or a full city block. The building may include other uses, such as local office and commercial. The dwelling units may be of mixed sizes (number of bedrooms) and styles to encourage mixed-income development and to meet the needs of families of all sizes. This building type allows for different types of housing arrangements besides single family, such as senior housing or congregate living.

Access: Units typically share exterior access with one shared entry along the front facade. Ground level non-residential units may have individual access on front facades. Vehicular access shall be confined to side and rear streets.

Mixed Residential & Commercial

Dwelling units	n/a
Lot width, minimum	n/a
Building width, maximum	500 feet
Lot coverage by buildings, maximum	70%
Lot coverage for open space, minimum	25%
Building height	Determined by zoning district
Setbacks	
Public Right-of-Way	Minimum 5 feet; maximum 15 feet
Interior Lot Line	Minimum 6 feet, except as noted in Table 5.2, Building Type Standards Summary Table, footnote (c)
Parking requirements	Residential: minimum .75 spaces per unit; maximum 2 spaces per unit, except as noted in Chapter 4, Parking. Commercial: minimum 1 space per 600 square feet gross floor area; maximum 1 space per 400 ²⁰⁰ square feet gross floor area
Accessory buildings allowed	Up to 2 per main (principal) building

Use: A building type intended to provide a vertical mix of uses with ground-floor retail, office or service uses; and upper-floor office or residential uses. The commercial uses should include a range of business sizes, from small neighborhood services to large office spaces.

Access: Upper floor units, both residential and office, share common exterior entries. Ground floor units will have individual store fronts and exterior access. Vehicular access shall be confined to side and rear streets.



Commercial & Employment



Dwelling units	n/a
Lot width, minimum	n/a
Building width, maximum	500 feet
Lot coverage by buildings, maximum	70%
Lot coverage for open space, minimum	25%
Building height	Determined by zoning district
Setbacks	
Public Right-of-Way	Minimum 5 feet; maximum 15 feet
Interior Lot Line	Minimum 6 feet, except as noted in Table 5.2, Building Type Standards Summary Table, footnote (c)
Parking requirements	1 space per 600 square feet gross floor area, minimum; 1 space per 400 ²⁰⁰ square feet gross floor area, maximum
Accessory buildings allowed	Up to 2 per main (principal) building

Use: A building that contains primarily commercial uses. The ground floor shall primarily contain retail, restaurants, professional services and offices; the upper floors shall contain primarily offices and support spaces for the ground floor businesses. These commercial uses should include a range of business and retail sizes, from small neighborhood services to large office spaces, to serve a variety of local, neighborhood, and city needs.

Access: Upper floor units will share common exterior entries. Ground floor units will have individual exterior store fronts. Vehicular access shall be confined to side and rear streets.

Civic & Institutional

Units per building	n/a
Lot width, minimum	n/a
Building width, maximum	500 feet
Lot coverage by buildings, maximum	70%
Lot coverage for open space, minimum	25%
Building height	Determined by zoning district
Setbacks	
Public Right-of-Way	Minimum 30 feet from Mississippi River Boulevard and minimum 5 feet from other rights-of-way; maximum 15 feet
Interior Lot Line	Minimum 6 feet, except as noted in Table 5.2, Building Type Standards Summary Table, footnote (c)
Parking requirements	1 space per 600 square feet gross floor area, minimum; 1 space per 400 ²⁰⁰ square feet gross floor area, maximum
Accessory buildings allowed	Up to 2 per main (principal) building

Use: Civic Buildings should be provided as locations that reinforce community identity and support self-government.

Access: Building design should reinforce accessibility for all members of the community, and entrances should be clearly discernable from the public realm. Vehicular access shall be confined to side and rear streets.



Parking Structures



Units per building	n/a
Lot width, minimum	n/a
Building width, maximum	500 feet
Lot coverage by buildings, maximum	70%
Lot coverage for open space, minimum	25%
Building height	Determined by zoning district
Setbacks	
Public Right-of-Way	Minimum 5 feet, maximum 15 feet
Interior Lot Line	Minimum 6 feet, except as noted in Table 5.2, Building Type Standards Summary Table, footnote (c)
Parking requirements	n/a
Accessory buildings allowed	Up to 2 per main (principal) building

Use: Parking structures provide off-street parking in a spatially efficient manner and minimize the need for surface-level parking lots. This type may be accessory to a main (principal) building use or may be the main (principal) building on a lot.

Access: Pedestrians shall access parking structures from the front facade. Vehicular access shall be confined to side and rear streets and be subject to zoning district-specific entrance widths.

CHAPTER 6: INFRASTRUCTURE





6.1 Introduction

The Ford Site will require extensive new infrastructure to support any development that happens there, including water service, sewer, stormwater, streets and utilities. Through its operation as an assembly plant, the Ford Motor Company installed services to support its independent operation and to fit its specialized needs. Much of that infrastructure was removed with site decommissioning. Most of the new services will connect into infrastructure networks that currently run along the periphery of the site to serve the Highland neighborhood.

Modern communication infrastructure on-site is essential to attract and retain strong employers, entrepreneurs, creative industries and residents. Broadband capability will be an essential element of this infrastructure and therefore conduit should be installed during construction of new public streets to ensure the Ford site is ready for installation of fiber optic cable.

6.2 Transportation Network

The Ford site as a large-scale industrial site acted as a barrier within the Highland neighborhood, elongating trips in order to move around it and contributing to congestion at its periphery. The redeveloped property will remove this barrier and reweave the site into the area transportation network, ensuring access for all modes of transportation. The site will provide multiple connections to the surrounding Highland neighborhood and to the Mississippi River, enabling live, work, and play opportunities in a compact, mixed-use neighborhood.

These connections will build on the robust options already available in the Highland neighborhood. The A Line provides high quality Bus Rapid Transit service on Ford Parkway, with ridership well exceeding expectations. Growing pedestrian and bicycle amenities in the region are serving the already walkable, diverse neighborhood.

Meanwhile, there are openings for transformative changes, such as making direct connections to Mississippi River Boulevard and the regional trail system along it, and the city's aspiration to convert the Canadian Pacific Railway Ford Spur into a regional facility for bicyclists and pedestrians, possibly co-located with transit.

After full redevelopment and with the recommended improvements, conditions for pedestrians and cyclists in and around the Ford site improve dramatically, with manageable vehicle travel.

The street sections shown in this document reflect general design and function. Future design and engineering will use the Saint Paul Street Design Manual for additional guidance, particularly when adding pedestrian-friendly elements such as bump-outs and crosswalks.

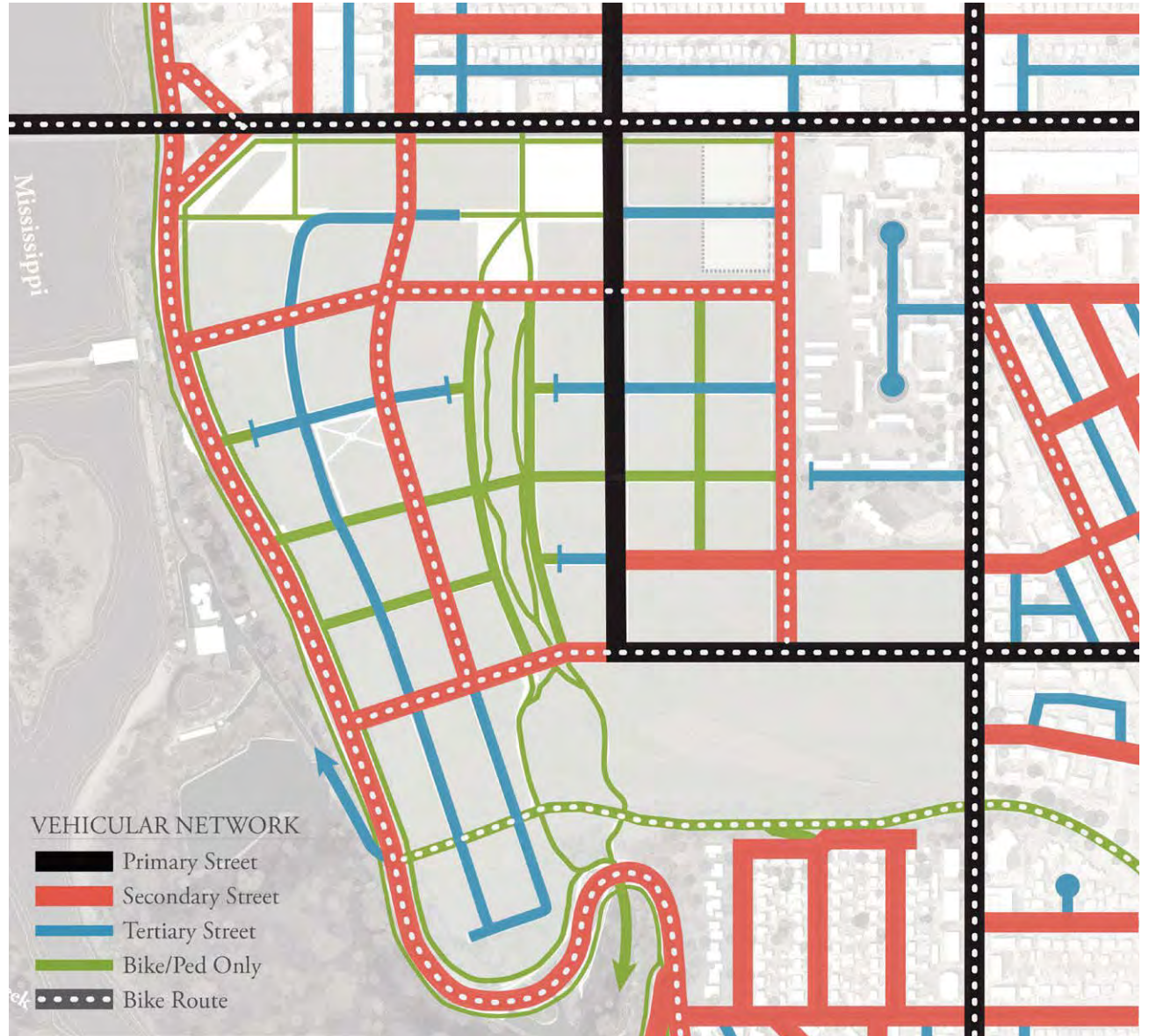


Revise overall map based on proposed road changes in the following pages

6.3 Street Network System...

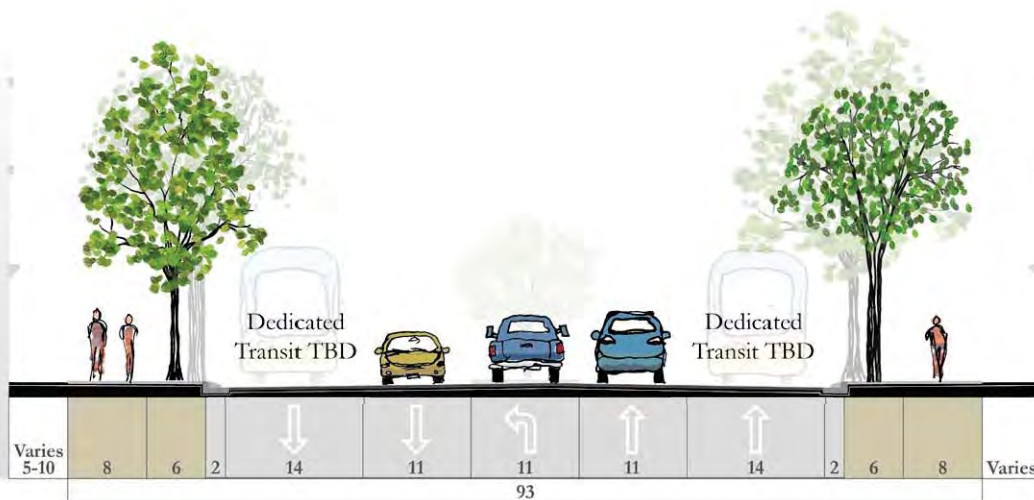


The street network consists of non-vehicular routes (green) through the site to augment the vehicular street grid (gray) and better connect to the neighborhood and Mississippi River.



Cretin Avenue with Transit

Cretin Avenue is one of the main north-south roadways on the site. It extends the Avenue south to connect to Montreal. Space has been allocated for future enhanced transit service. Commercial activity on Cretin would be stronger than on other streets on the site.

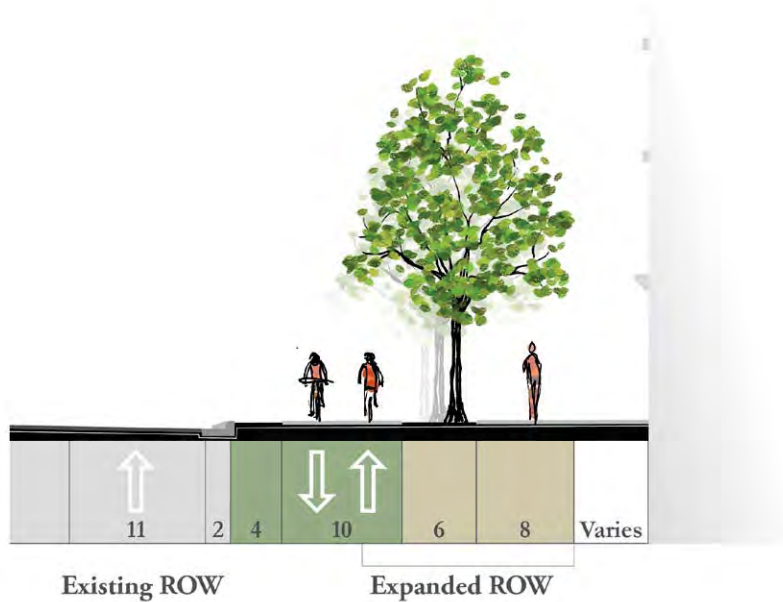


TOTAL RIGHT-OF WAY		93
CURB TO CURB DISTANCE		65
VEHICULAR	2-way (feet/lane)	11
	Median/turn lane (feet)	11
	Curb reaction distance per side (feet)	2
	<i>Total Vehicular ROW</i>	37
PEDESTRIAN	Sidewalks (feet/side) *	8
	Boulevard (feet/side)	6
	<i>Total Pedestrian ROW per side</i>	14

* Sidewalks south of Village Lane would decrease to 6'

Ford Parkway

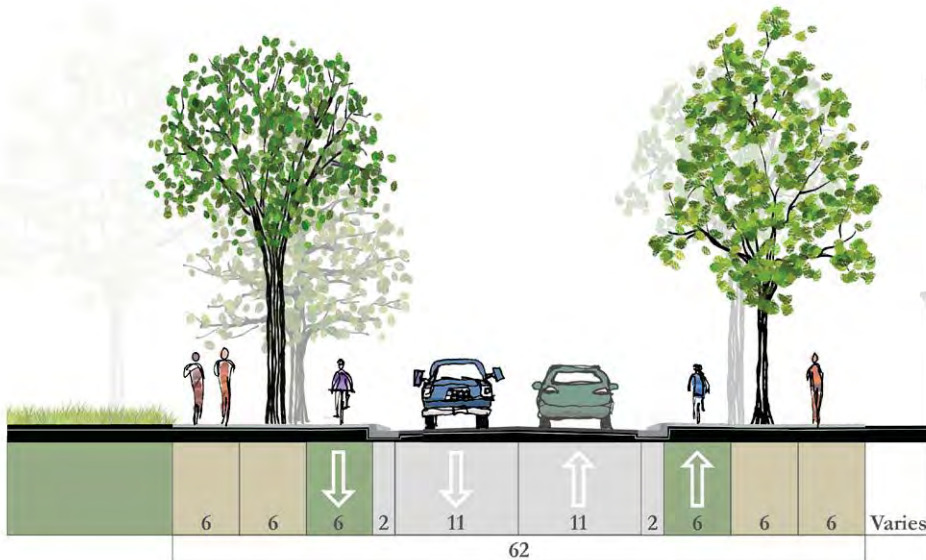
The existing Ford Parkway right-of-way will be extended eighteen (18) feet to the south between the Ford Parkway bridge on the west and the Finn Street alignment on the East. The added right-of-way will include a dedicated, bi-directional bike lane, a planted boulevard and an eight foot sidewalk. The wider boulevard and sidewalk are intended to provide more space for landscaping, public seating, and decorative paving and public art to serve as an attractive and comfortable pedestrian way connecting the site and Highland Village. Due to the important connections that exist beyond the boundary of the Ford Property, additional study is warranted for the design and functionality of Ford Parkway between Ford bridge and Cleveland Avenue.



EXPANDED RIGHT-OF WAY		18
BIKE	2-Way Path	10
	<i>Total Bike ROW</i>	10
PEDESTRIAN	Sidewalk	8
	Boulevard	6
	<i>Total Pedestrian ROW</i>	14

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-line boulevard and six-foot sidewalk line the edges.



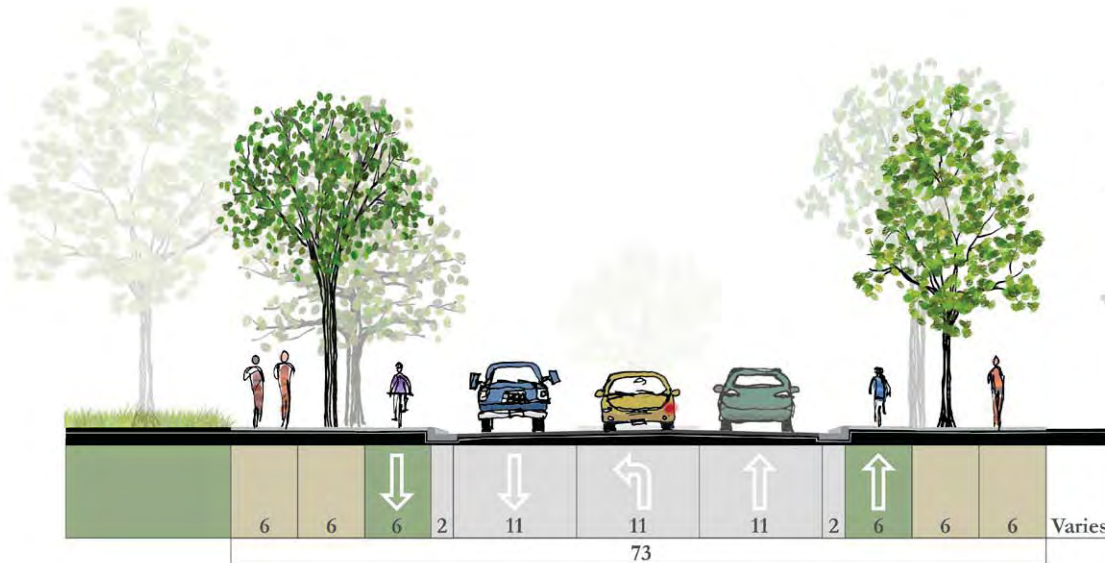
TOTAL RIGHT-OF WAY		62
* CURB TO CURB DISTANCE		42
VEHICULAR	2-way (feet/lane)	11
	Curb reaction distance per side (feet)	2
	<i>Total Vehicular ROW</i>	26
BIKE	Separated - 1 per side (feet/lane)	6
	<i>Total Bike ROW</i>	12
PEDESTRIAN	Sidewalk (feet/side)	6
	Boulevard (feet/side)	6
	<i>Total Pedestrian ROW per side</i>	12

26

*Curb to Curb distance is calculated to be 26' with bike lanes behind curbs, not 42' as listed in the table.

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.



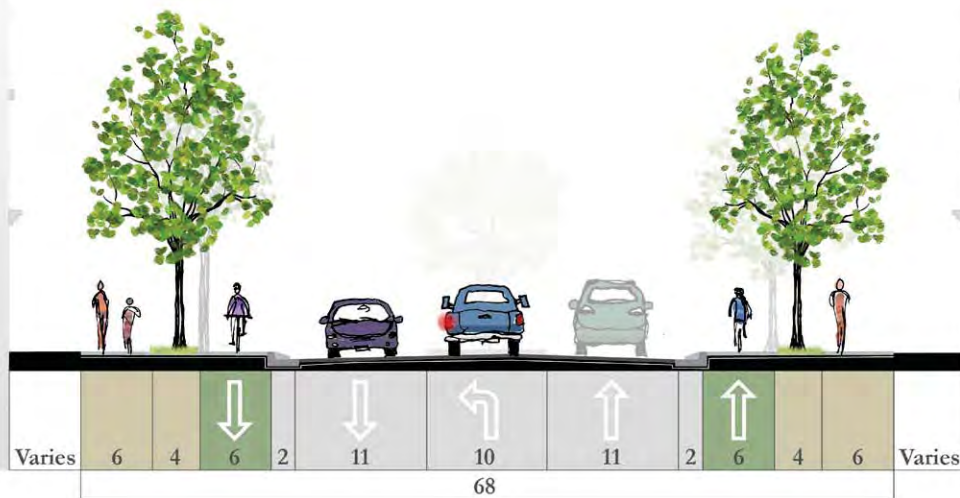
TOTAL RIGHT-OF WAY		73
* CURB TO CURB DISTANCE		53 37
VEHICULAR	2-way (feet/lane)	11
	Median/turn lane (feet)	11
	Curb reaction distance per side (feet)	2
	<i>Total Vehicular ROW</i>	37
BIKE	Separated - 1 per side (feet/lane)	6
	<i>Total Bike ROW</i>	12
PEDESTRIAN	Sidewalk (feet/side)	6
	Boulevard (feet/side)	6
	<i>Total Pedestrian ROW per side</i>	12

*Curb to Curb distance is calculated to be 37' with bike lanes behind curbs, not 53' as listed in the table.

Mount Curve Boulevard (North)

Mount Curve Boulevard between Ford Parkway and ~~Beechwood Avenue~~ ^{Bohland} 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~~ ^{six} foot 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.

Revised to Mount Curve Blvd (Center) Section. See pg 89



TOTAL RIGHT-OF WAY		68	72
* CURB TO CURB DISTANCE		52	36
VEHICULAR	2-way (feet/lane)	11	
	Median/turn lane (feet)	10	
	Curb reaction distance per side (feet)	2	
	<i>Total Vehicular ROW</i>	36	
BIKE	Separated - 1 per side (feet/lane)	6	
	<i>Total Bike ROW</i>	12	
PEDESTRIAN	Sidewalk (feet/side)	6	
	Boulevard (feet/side)	4	6
	<i>Total Pedestrian ROW per side</i>	10	

*Curb to Curb distance is calculated to be 36' with bike lanes behind curbs, not 52' as listed in the table.

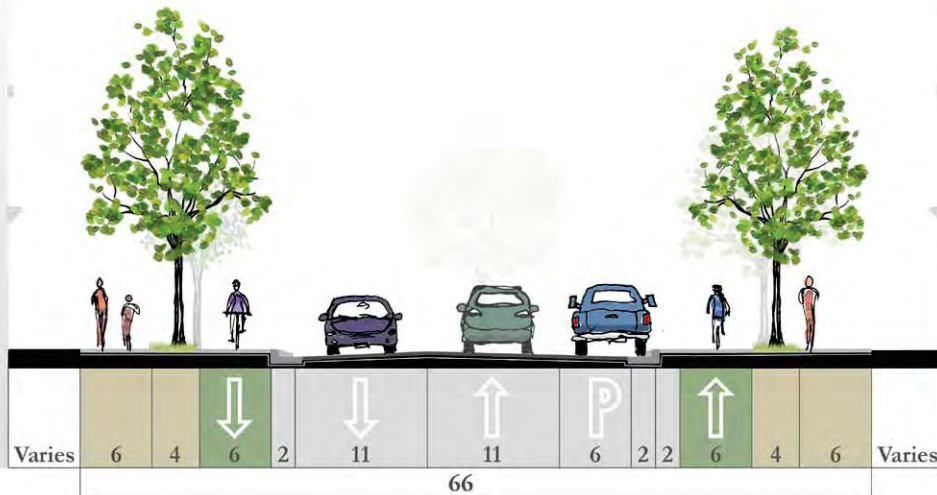
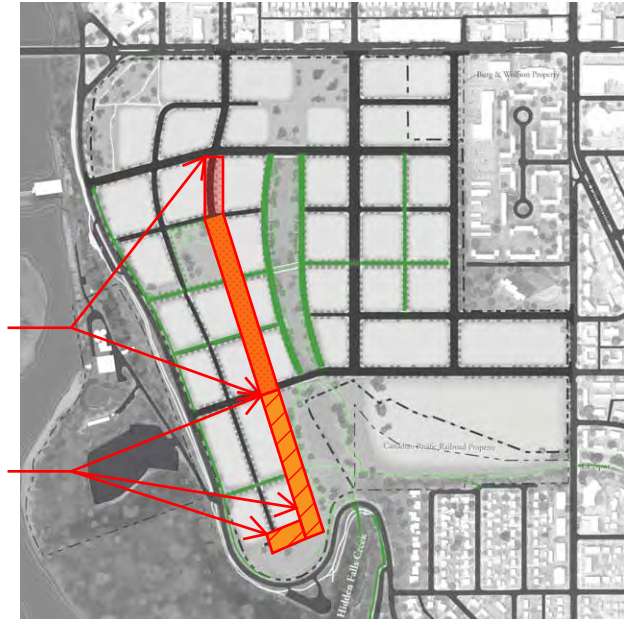
Center Mount Curve Boulevard (South)

between Bohland Avenue and Montreal Avenue

Mount Curve Boulevard south of ~~Beechwood Avenue~~ 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~~ ^{same side as the on-street parking} is buffered from traffic by the parking lane. A four foot tree-lined boulevard and six-foot sidewalk line the edges. ~~four~~ ^{six}

Now Mount Curve Blvd (Center) Section

Revised to new Mount Curve Blvd South section. See pg 90



TOTAL RIGHT-OF WAY		66	70
CURB TO CURB DISTANCE		32	
VEHICULAR	2-way (feet/lane)	11	
	Curb reaction distance per side (feet)	2	
	<i>Total Vehicular ROW</i>	26	
PARKING	1-sided parking (feet/lane)	6	
	<i>Total Parking ROW</i>	6	
BIKE	Separated - 1 per side (feet/lane)	6	
	Door zone	2	
	<i>Total Bike ROW</i>	12	
PEDESTRIAN	Sidewalk (feet/side)	6	6
	Boulevard (feet/side)	4	
	<i>Total Pedestrian ROW per side</i>	10	

Woodlawn (North) and Beechwood

, Mount Curve Blvd (South), Village Way (West) and Village Way (East)

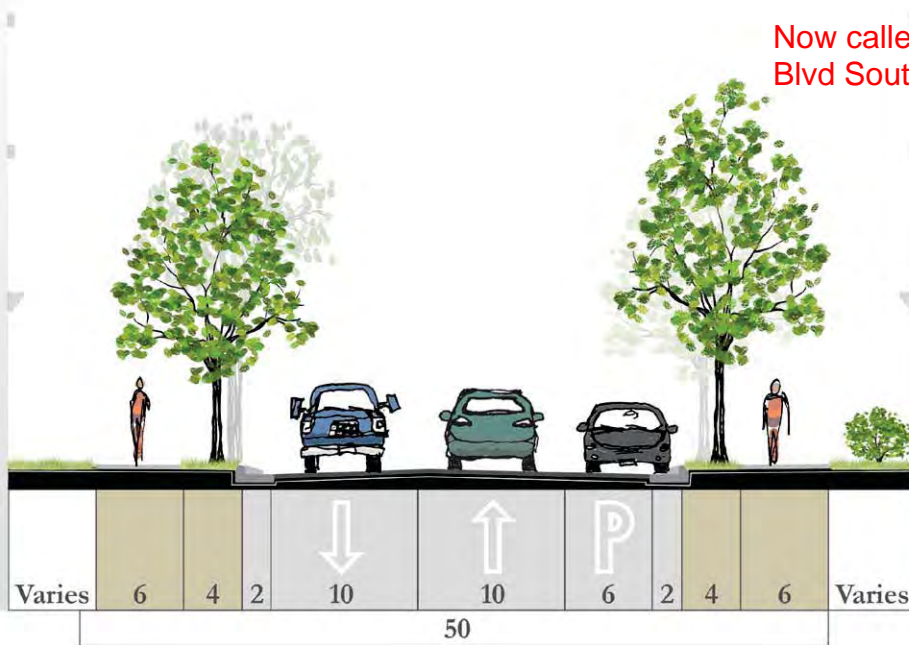
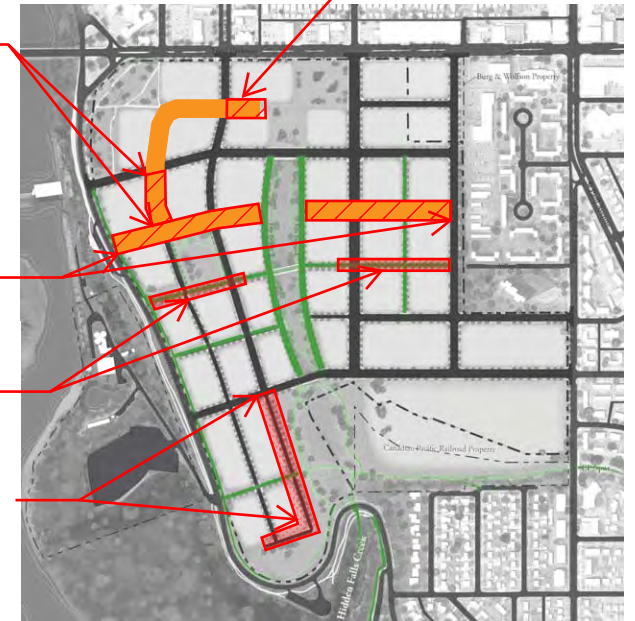
These are narrow, local streets with two lanes of travel and one side of on-street parking. A ~~four~~^{six} foot tree-line boulevard and six-foot sidewalk line the edges.

Revised to Woodlawn (South) Section. See pg 95

Revised to Original Village Way Section. See pg 98

Village Way East and West

Now called Mount Curve Blvd South section



TOTAL RIGHT-OF WAY		50	54
CURB TO CURB DISTANCE		30	
VEHICULAR	2-way (feet/lane)	10	
	Curb reaction distance per side (feet)	2	
	<i>Total Vehicular ROW</i>	24	
PARKING	1-sided parking (feet/lane)	6	
	<i>Total Parking ROW</i>	6	
PEDESTRIAN	Sidewalk (feet/side)	6	
	Boulevard (feet/side)	4	6
	<i>Total Pedestrian ROW per side</i>	10	

***New Retail Street Section Page Needed: 60' ROW, 2 lanes of 10' wide traffic with street parking on both sides, 6' boulevard and 6' sidewalks on both sides. Section narrows to remove street parking at Civic Square pedestrian crossing.

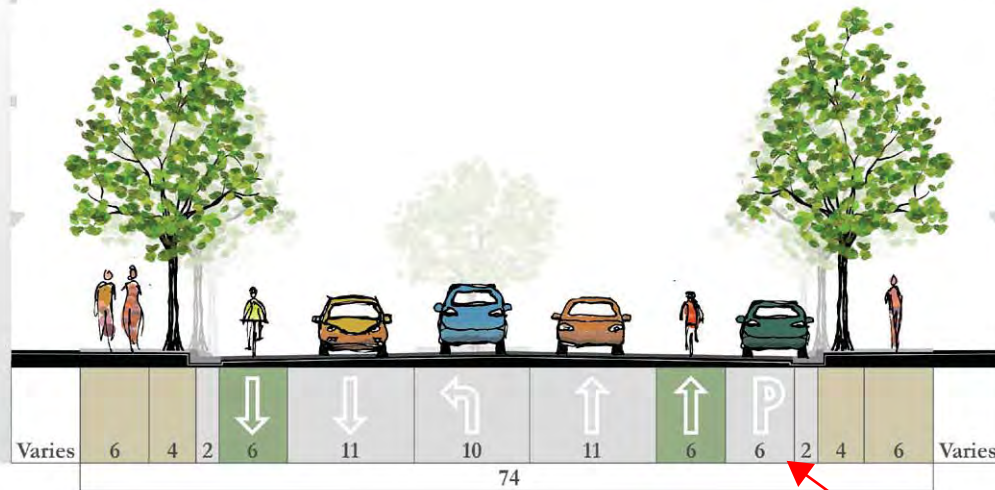
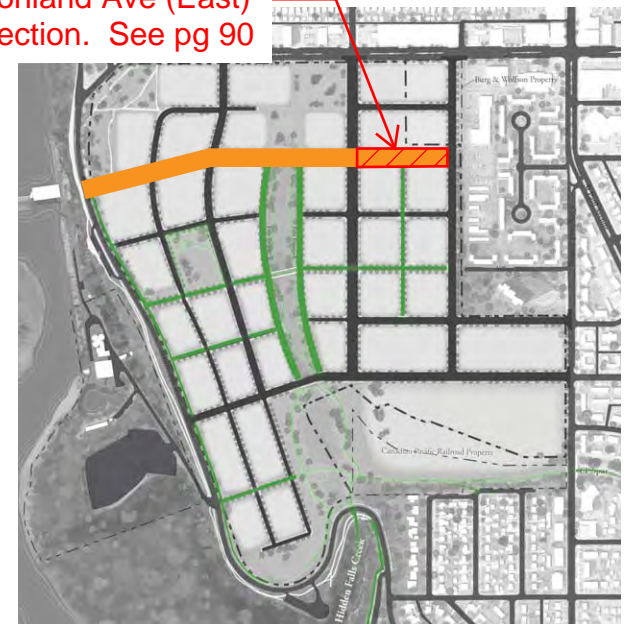


Bohland Avenue (West)

Bohland Avenue is one of the main east-west roadways on the site. ~~It~~ connects Mississippi River Boulevard ~~in the west to Finn Street in the east.~~ ^{to Cretin Avenue} 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~~ ^{six} foot tree-lined boulevard and six-foot sidewalk line the edges.

The west portion

Revised to New Bohland Ave (East) Section. See pg 90

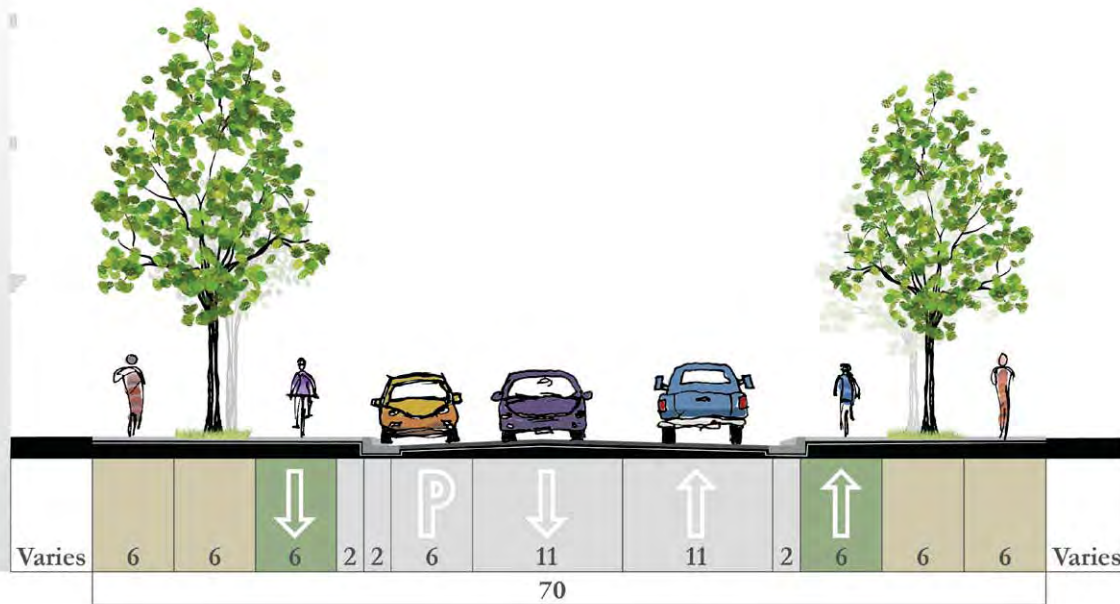
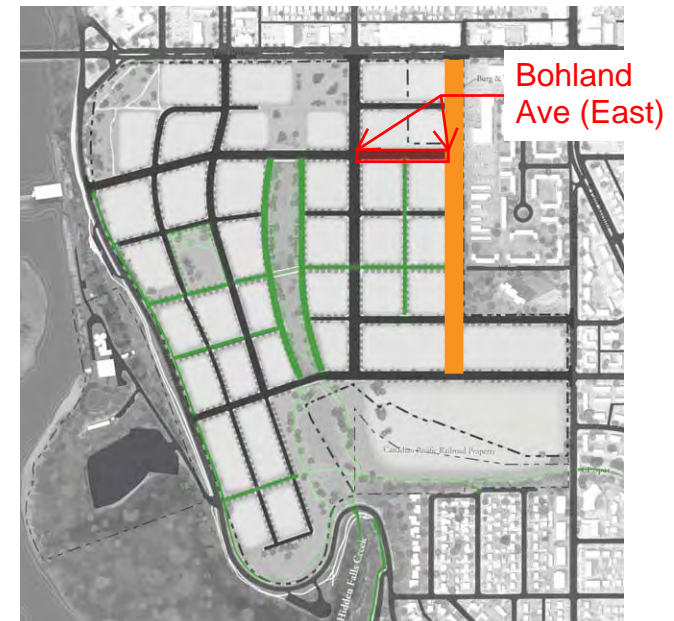


TOTAL RIGHT-OF WAY		74	80
* CURB TO CURB DISTANCE		58	54
VEHICULAR	2-way (feet/lane)	11	
	Median/turn lane (feet)	10	
	Curb reaction distance per side (feet)	2	
	<i>Total Vehicular ROW</i>	36	
PARKING	1-sided parking (feet/lane)	6	
	<i>Total Parking ROW</i>	6	
BIKE	Separated - 1 per side (feet/lane)	6	
	<i>Total Bike ROW</i>	12	
PEDESTRIAN	Sidewalk (feet/side)	6	
	Boulevard (feet/side)	4	6
	<i>Total Pedestrian ROW per side</i>	10	

*Curb to Curb distance is calculated to be 54', not 58' as listed in the table.

Finn Street , Bohland Ave (East)

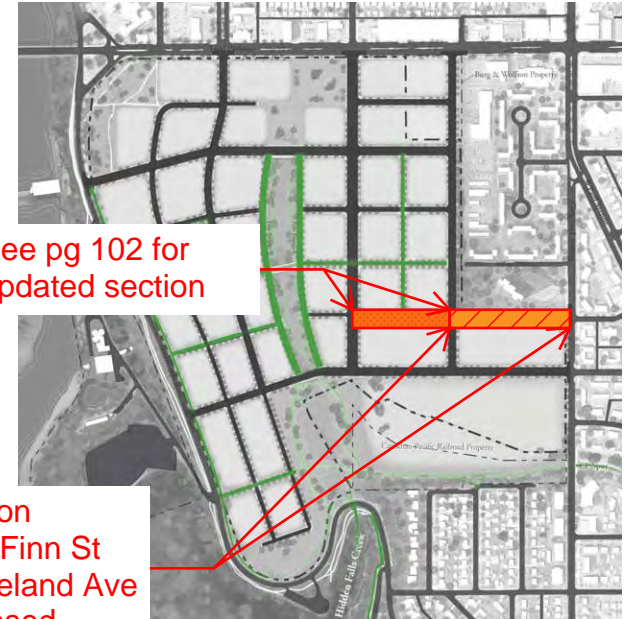
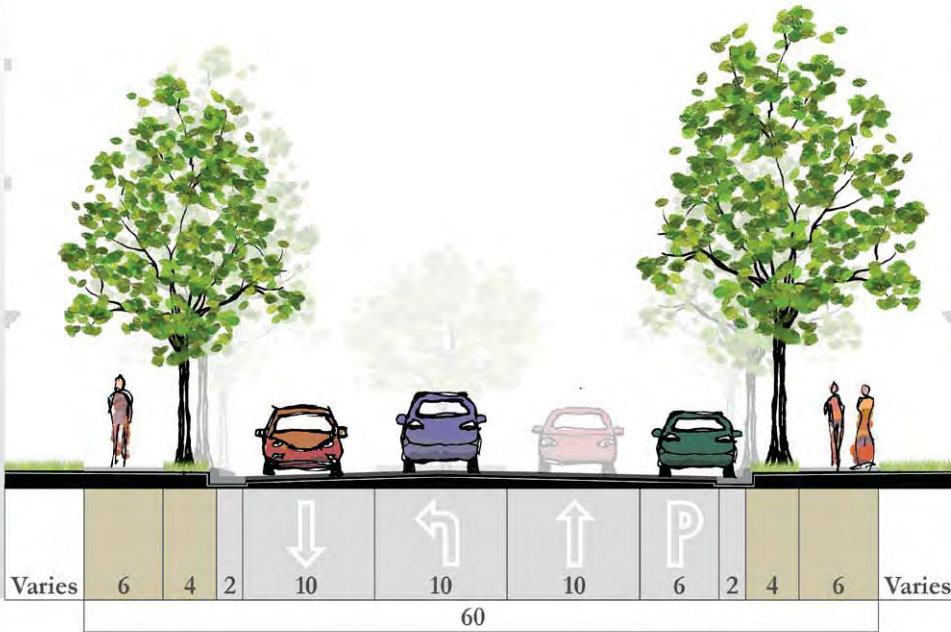
Finn Street connects between Ford Parkway and Montreal Avenue, offering an alternative route for north-south travel on and through the site. It has two lanes of travel, a parking lane on the west side, and dedicated bicycle lanes in each direction. The bicycle lane on the west is buffered from traffic by the parking lane. A six foot tree-lined boulevard and six-foot sidewalk line the edges.



TOTAL RIGHT-OF WAY		70
CURB TO CURB DISTANCE		32
VEHICULAR	2-way (feet/lane)	11
	Curb reaction distance per side (feet)	2
	<i>Total Vehicular ROW</i>	26
PARKING	1-sided parking (feet/lane)	6
	<i>Total Parking ROW</i>	6
BIKE	Separated - 1 per side (feet/lane)	6
	Door zone	2
	<i>Total Bike ROW</i>	12
PEDESTRIAN	Sidewalk (feet/side)	6
	Boulevard (feet/side)	6
	<i>Total Pedestrian ROW per side</i>	12

~~Saunders Avenue (East)~~

~~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.~~



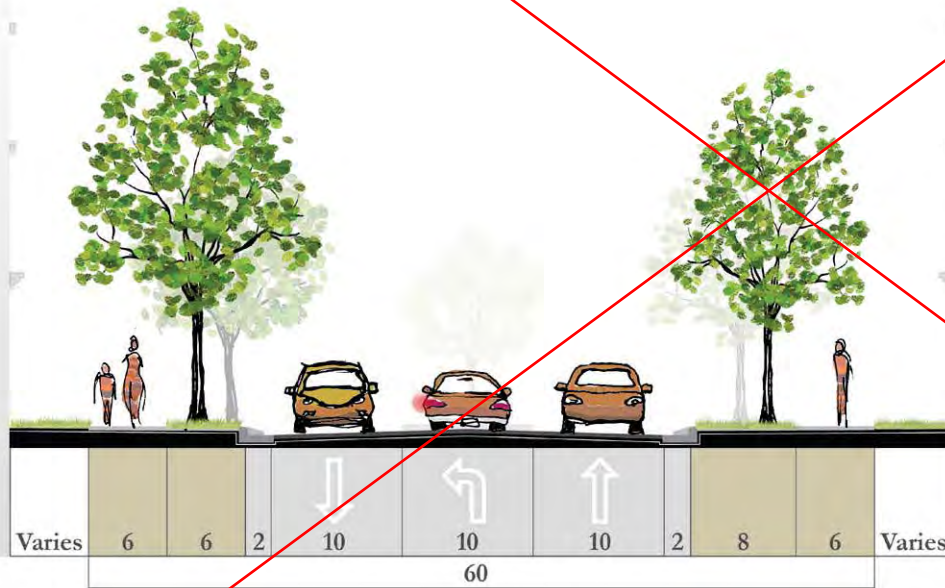
See pg 102 for updated section

Connection between Finn St and Cleveland Ave not proposed

TOTAL RIGHT-OF WAY		60
CURB TO CURB DISTANCE		44
VEHICULAR	2-way (feet/lane)	10
	Median/turn lane (feet)	10
	Curb reaction distance per side (feet)	2
	<i>Total Vehicular ROW</i>	34
PARKING	1-sided parking (feet/lane)	6
	<i>Total Parking ROW</i>	6
PEDESTRIAN	Sidewalk (feet/side)	6
	Boulevard (feet/side)	4
	<i>Total Pedestrian ROW per side</i>	10

Hillcrest

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.



TOTAL RIGHT-OF WAY		60
CURB TO CURB DISTANCE		34
VEHICULAR	2-way (feet/lane)	10
	Median/turn lane (feet)	10
	Curb reaction distance per side (feet)	2
	<i>Total Vehicular ROW</i>	34
PEDESTRIAN	Sidewalk (feet/side)	6
	Boulevard (feet/side)	6,8
	<i>Total Pedestrian ROW per side</i>	12,14

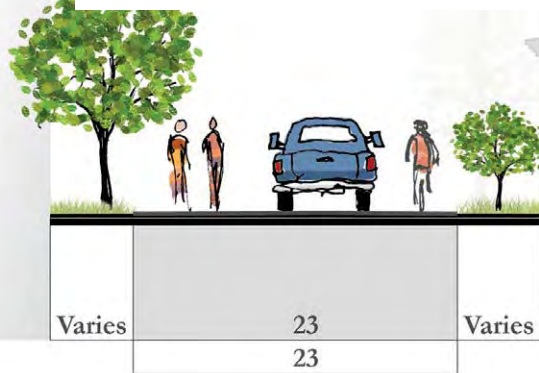
Woodlawn Lane (South)

Woodlawn Lane is a shared lane for local travel only to the adjacent blocks and residences. There is no demarcation within the ~~23~~³⁰ 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.



Now Woodlawn Lane (South)

Revise street section for on-street parking and to show curb



TOTAL RIGHT-OF WAY	23	30
CURB TO CURB DISTANCE	23	28
VEHICULAR	Shared	
BIKE		
PEDESTRIAN		
ON-STREET PARKING	Shared	
BOULEVARD (FEET/SIDE)		1

Falls Passage (East and West)

Falls Passage is the main north-south pedestrian and bicycle connection through the site, connecting the civic square and Highland Village in the north to Hidden Falls and the Mississippi River beyond. The rights-of-way line the stormwater feature, which will be designed and engineered in the future. The paved area would allow emergency vehicle access and the boulevard space would allow for amenities to support the pathway and stormwater feature.



For illustration only. Design and engineering to be completed at a future date.



TOTAL RIGHT-OF WAY (Each)		34
PEDESTRIAN	Sidewalk (feet/side)	20
	Boulevard (feet/side)	14
	<i>Total Pedestrian ROW per side</i>	34

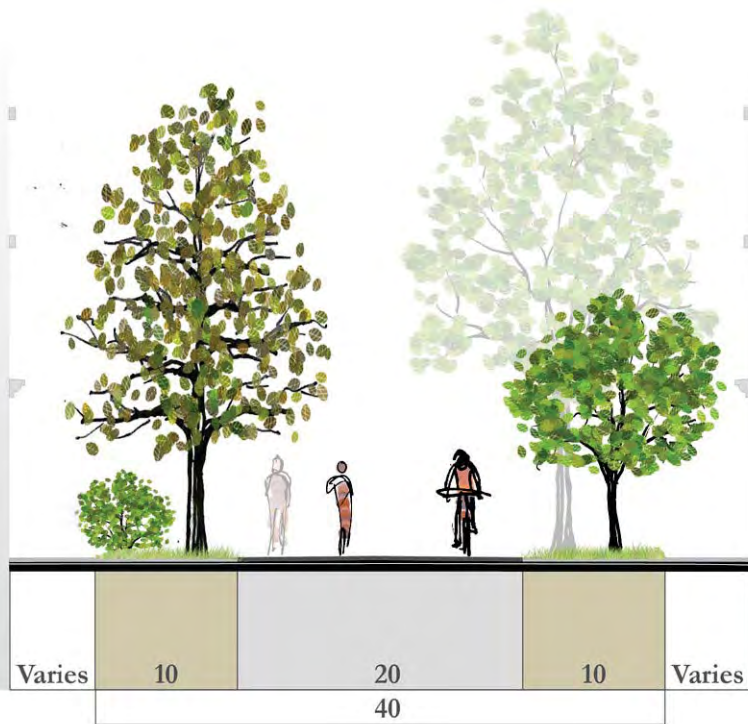
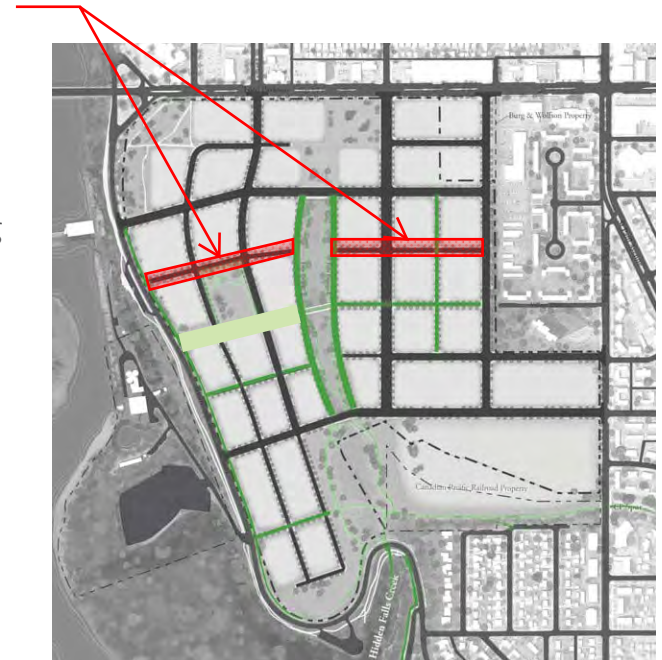
Beechwood Avenue

~~Village Way (West)~~

Beechwood Avenue

~~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.

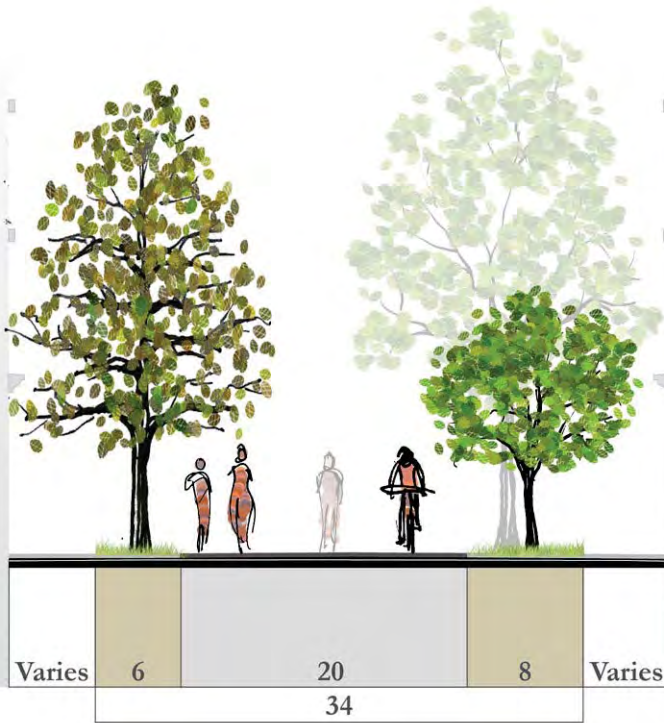
Beechwood Avenue



TOTAL RIGHT-OF WAY		40
BIKE	Shared	20
PEDESTRIAN		
BOULEVARD	Feet per side	10

Village Way ~~(East)~~ (Central)

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.



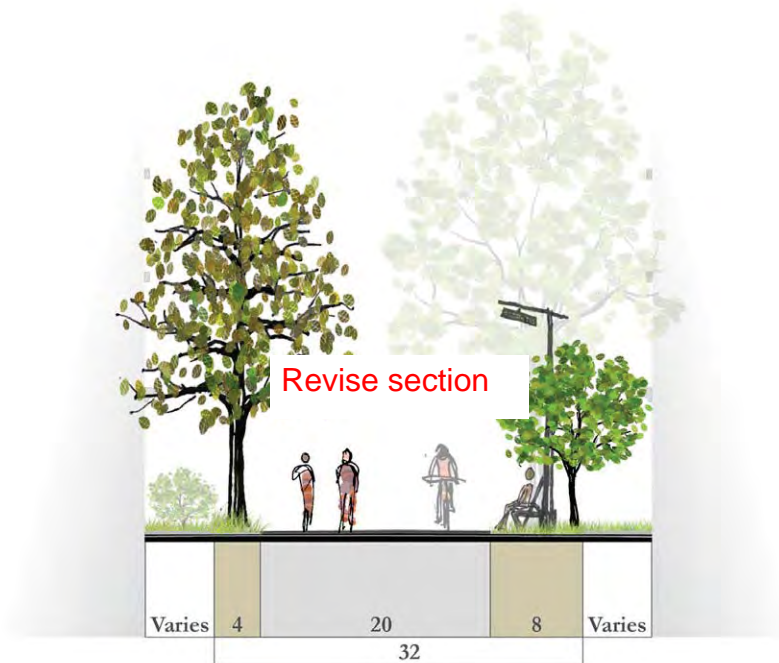
Village Way
(Central)



TOTAL RIGHT-OF WAY		34	54
BIKE	Shared	20	
PEDESTRIAN			
BOULEVARD	Feet per side	6,8	17

Ranger Way

Ranger Way serves as a linear courtyard and connection within the area of greatest density on the site. A shared ^{vehicular,} pedestrian and bicycle way is wide enough for emergency vehicular access.

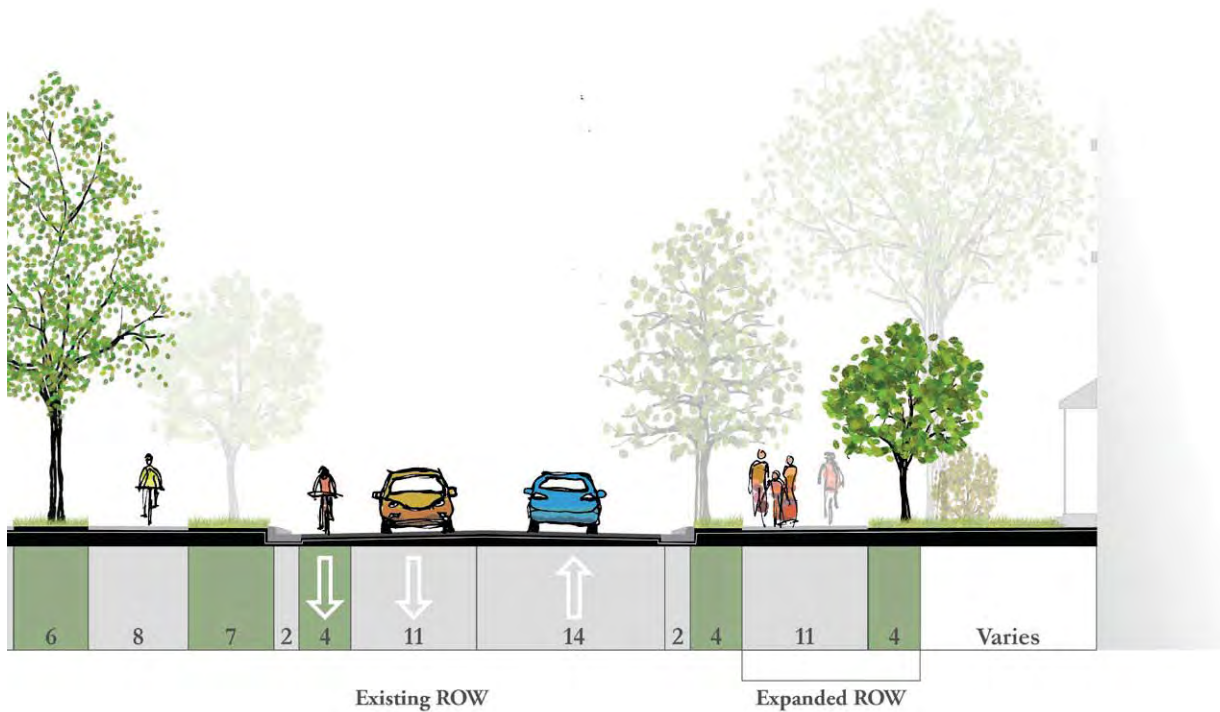


TOTAL RIGHT-OF WAY		32
BIKE	Shared	20
PEDESTRIAN		
BOULEVARD	Feet per side	4,8

TOTAL RIGHT-OF WAY		62	36
CURB TO CURB DISTANCE		42	24
VEHICULAR	2-way (feet/lane)	11	10
	Curb reaction distance per side (feet)	2	
	Total Vehicular ROW	26	24
PEDESTRIAN	Sidewalk (feet/side)	6	
	Boulevard (feet/side)	6	
	Total Pedestrian ROW per side	12	6

Mississippi River Boulevard Trail

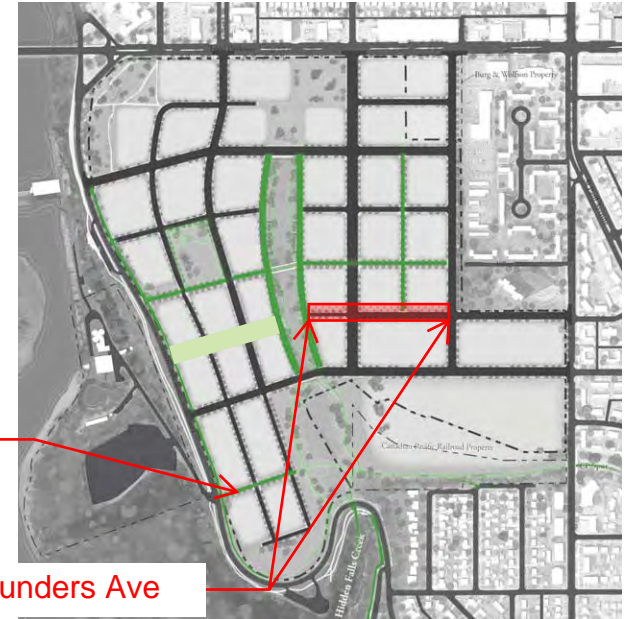
A multi-use trail on the east side of Mississippi River Boulevard would allow safer and more enjoyable use of the Boulevard by giving people the option to move on that side. This plan does not propose extending the trail further south than a Hidden Falls connection. This plan shows the current alignment of Mississippi River Boulevard remaining as-is. However, in the event that a possibility to expand Hidden Falls Regional Park at the blufftop emerges, realignment of Mississippi River Boulevard at the southern end of the site is recommended to accommodate the park boundary change.



EXPANDED RIGHT-OF WAY		15
BIKE	Combined Path	11
PEDESTRIAN		
BOULEVARD		4

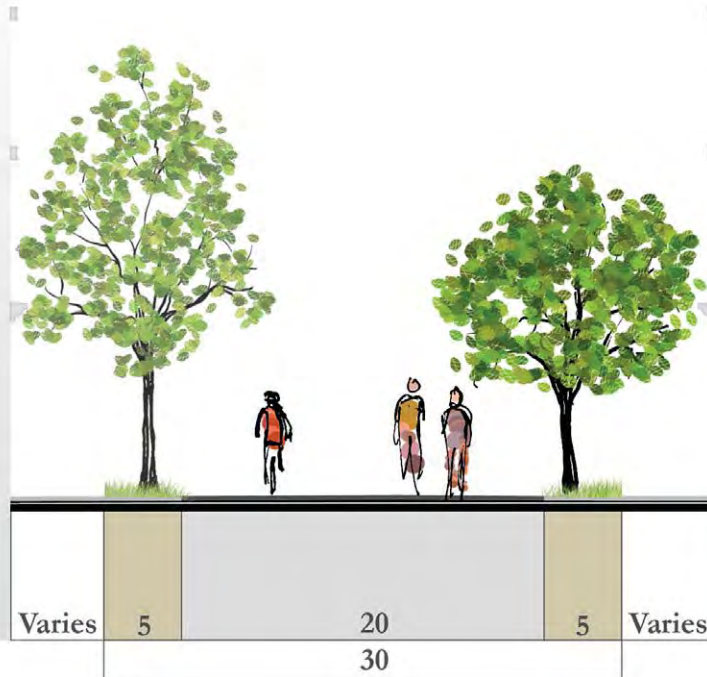
Galaxie Way (West of Stormwater) , Saunders Ave and Yorkshire Ave

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.



Yorkshire Ave

Saunders Ave

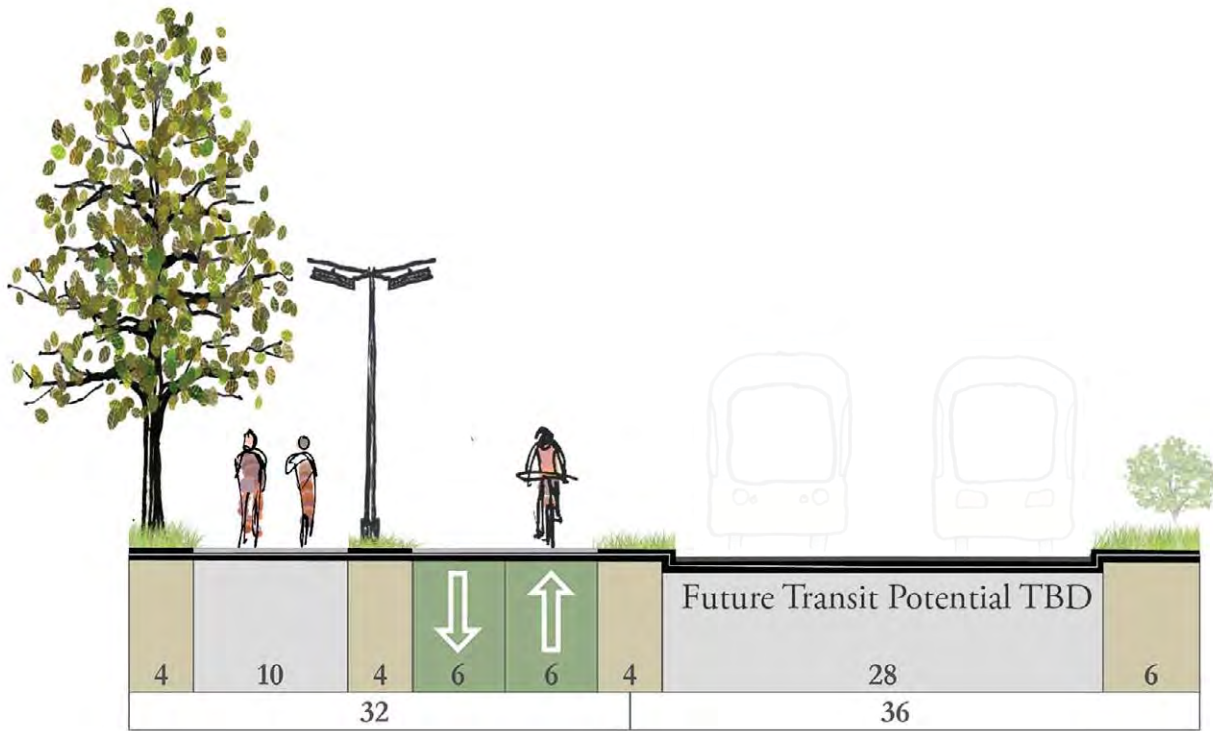


TOTAL RIGHT-OF WAY		30	32
BIKE	Shared	20	
PEDESTRIAN			
BOULEVARD	Feet per side	5	6

(Use same section as the previous Ranger Way)

Shared Transportation Corridor

The transportation network for the site will include multiple corridors for walking, biking and transit. The alignment of the former Canadian Pacific Rail provides one such opportunity for one or more of these modes. Planning and final decisions about how to reposition the railway will be determined in the coming years. The right-of-way spacing would permit co-location of multiple modes as shown below. are not yet certain.








TOTAL RIGHT-OF WAY		68
TRANSIT	2-way (feet/lane)	14
	Buffer zone (feet)	2,6
	<i>Total Transit ROW</i>	<i>36</i>
BIKING	2-way (feet/lane)	6
	Buffer zone (feet/side)	2
	<i>Total Biking ROW</i>	<i>16</i>
PEDESTRIAN	Sidewalk (feet)	10
	Boulevard (feet/side)	2,4
	<i>Total Pedestrian ROW</i>	<i>16</i>

6.4 Stormwater Management System

Vision

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.

Stormwater Goals

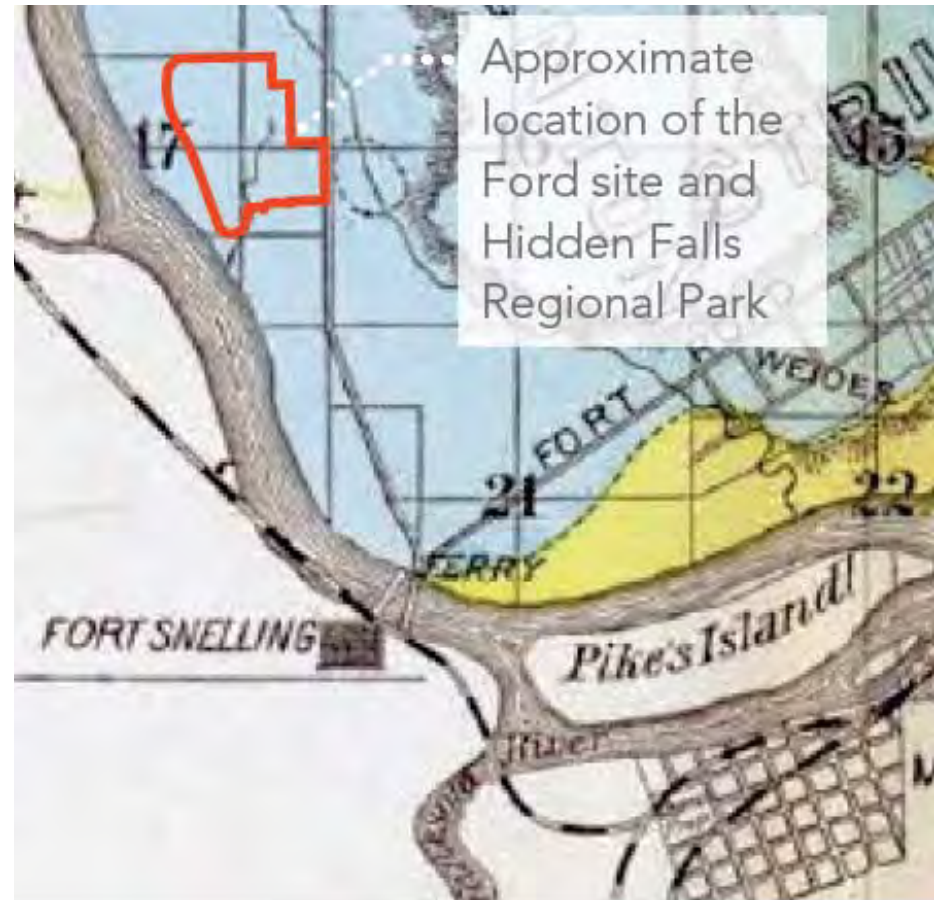
-  Incorporate a naturalized Hidden Falls and restored Hidden Falls Creek into the Ford Site
-  Treat stormwater as a resource, and not a waste stream
-  Move toward fulfilling the City’s stated sustainability and public realm goals for the project
-  Increase community benefits while reducing big-picture impacts and conserving energy, water, and resources
-  Generate a higher sustainable return on investment by providing more big-picture community benefits per dollar invested



Historical Perspective

The current condition of Hidden Falls Regional Park and Hidden Falls Creek represents the geological history along the Mississippi River, as well as recent activity associated with the Ford site. Prior to the development of the Ford Motor Company complex, a stream originated near what is now Cleveland Avenue and Ford Parkway—flowing southwest across the Ford site to Hidden Falls. That stream was buried during subsequent development, flowing through a culvert beneath Mississippi River Boulevard and daylighting at Hidden Falls.

The hydrology of Hidden Falls Creek is primarily generated as stormwater runoff from the surrounding watershed. The urbanization of the watershed, in conjunction with the nearly 100-foot elevation change from the falls to the river, has created a high-energy stream system.



Map of Ramsey County, 1867 (Winchell)

The Centralized Stormwater Concept

Runoff from the ~~entire~~ site will be directed to and managed in a primarily above-grade centralized green infrastructure corridor. The corridor would re-create the original headwaters feature. Downstream, Hidden Falls Creek would be restored and associated natural areas linked to the development. The community would benefit from green space and developers would not be required to manage stormwater on individual parcels.

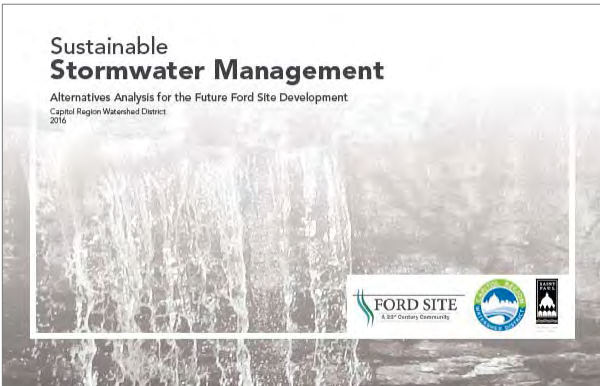




Restoration Potential

Redevelopment of the Ford site also offers the opportunity to protect and restore some of the area’s natural resources: Hidden Falls Creek and Hidden Falls. The creek, which once meandered across the Ford site to Hidden Falls, was buried prior to the plant’s construction and operation (1925). As a result, high stormwater runoff rates and volumes have eroded the area below the falls. A Ford Site stormwater management system shall emphasize strategies for collection, treatment, and release to achieve the following:

- **Restoration of Hidden Falls Creek** with a more naturalized flow regime.
- **Reduction of stormwater runoff rates to their pre-settlement levels-** subsequently reducing erosion, ~~returning the surface water-groundwater connection,~~ and improving resiliency.
- **Development of a natural corridor amenity,** linking the redeveloped area to Hidden Falls Creek and Hidden Falls.



More information about stormwater design and performance can be found in the report, Sustainable Stormwater Management: Alternatives Analysis for the Future Ford Site Development.

Design Recommendations:

- Provide visual and material consistency between the site and Hidden Falls Regional Park. Design should be consistent with renovation plans for Hidden Falls Regional Park.
- Use natural features and materials, such as limestone boulders and native vegetation, to improve aesthetics, reduce erosion mitigation, and allow for ease of maintenance.
- Support educational opportunities to discuss the historical and ecological significance of Hidden Falls Regional Park.

Stormwater management is just one part of the City’s vision. A balanced blend of grey and green infrastructure will optimize use of developable land and ensure that residents and businesses benefit from a livable community, while impacts to the area’s ecosystem are reduced.

CHAPTER 7: PARKS AND OPEN SPACE





7.1 Introduction

Parks and open space at the Ford site are an essential element of a healthy, attractive and vibrant community. They improve the experience of people at the site and enhance value for adjacent and nearby users. Parks and open space expected at the site are categorized as one of six (6) major types:

- Gateway Park
- Civic Square
- Neighborhood Park
- Pocket Parks
- Hidden Falls Headwater Park
- Recreational Fields

Each type is outlined below with a general description, location map, example images, and identifies key elements for the space. Design and performance standards for specific elements are provided in the Ford Site Open Space Guidelines Report, found on the City's Ford web pages.

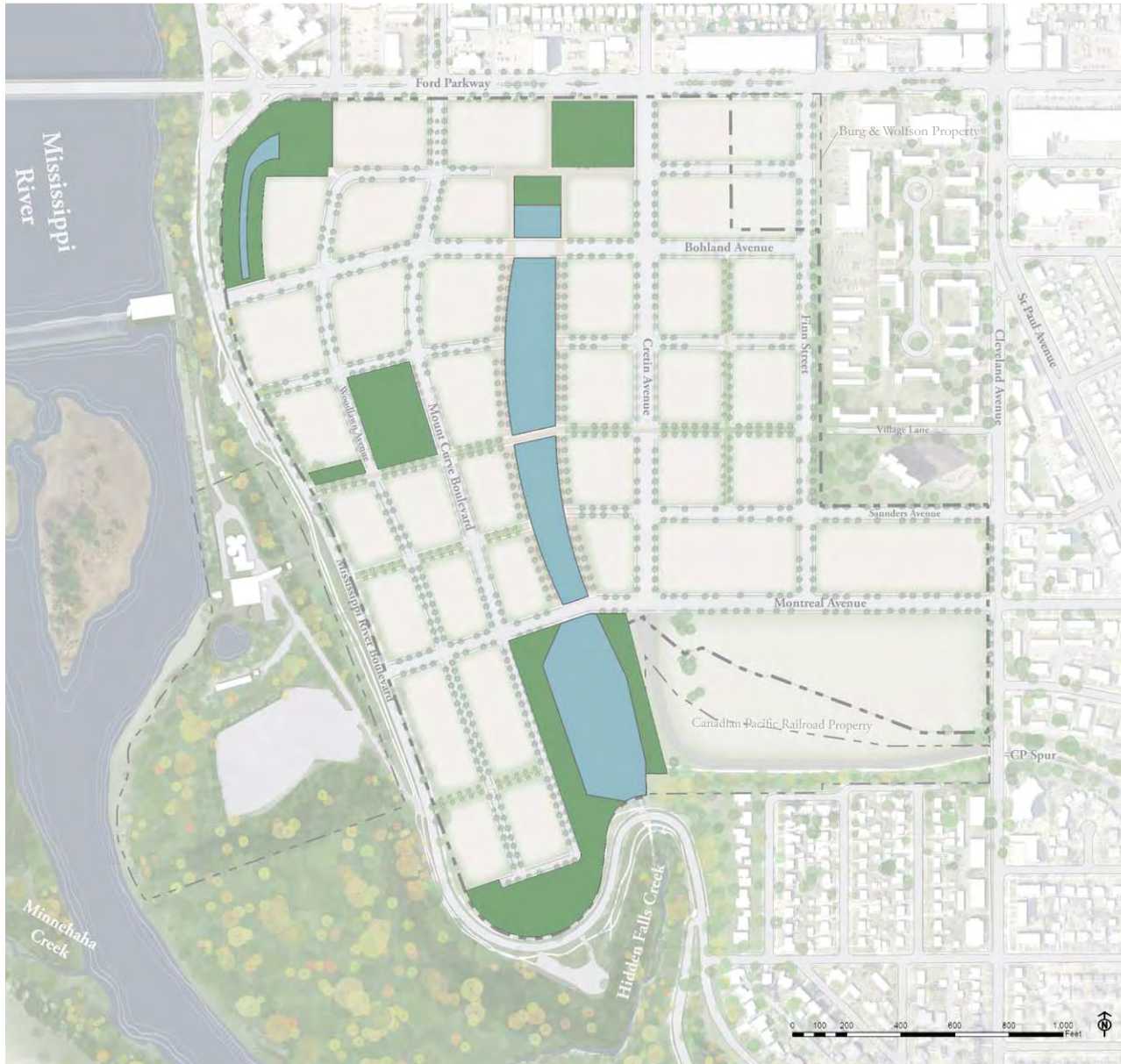
Open Space System



PUBLIC OPEN SPACE

- ① Gateway Park
- ② Civic Square
- ③ Neighborhood Park
- ④ Pocket Park
- ⑤ Hidden Falls Headwaters Feature
- ⑥ Walking and Biking Paths

Open Space Types



The open space system is intended to feel continuous in everyday experience. There are three categories of open space types. The first is the traditional city park, which is acquired through parkland dedication and would become part of the city’s park system. The second is the stormwater spine, which may feel like a park, but technically serves a utility function. Non-public recreation space, which is neither owned nor operated by the city, is an allowed use in all zoning districts.

OPEN SPACE TYPES

- City Park
- Stormwater Infrastructure

Gateway Park

A gateway park at the northwest corner of the site will provide one of the first impressions of Saint Paul as people come over the Ford Parkway Bridge from Minneapolis, and will serve as a key visual entry into the site. The gateway park will be at the juncture of Mississippi River Boulevard and Ford Parkway, at the intersection of commerce and nature. Design of the park can serve as a transition between these two worlds, incorporating a mix of attractive hardscape and vegetation. The park should serve as a vibrant gathering place for the community and visitors to the area. Public art, design and amenities can provide a distinctive and unique character to the place, fitting to its role as a “gateway.”

Potential Elements:

- Public art
- Water feature
- Public/private seating and tables for eating, games, other
- Picnic area
- Playground
- Dog park
- Community garden





Civic Square

A civic square will serve as the focal point for community gathering throughout the day and year, for employees, residents, visitors and the Highland Community. The square will be located on the north end of the site near Ford Parkway, providing a link between the commerce and activity of Highland Village and the newly developed Ford site.

The public square will be lined with retail, service, residential and office uses, providing a critical mass of activity and people around the space. The square will be a pedestrian-only space, with vehicular access only for deliveries, cleaning, and emergency during restricted hours and from designated access points. Tenants choosing the office, residential and business frontages on the civic square, will be those that thrive in active, pedestrian environments, and seek a unique, place-based location that is rare to find in the region. All buildings lining the square will have vehicular access at the rear or in structured parking.



Potential elements for considered inclusion in the civic square are identified below. Particular emphasis will be placed on creating a flexible space that allows for a range of activities and community events throughout the year. The square is envisioned to be well lined with active commerce, particularly seasonal outdoor dining.



Potential Elements:

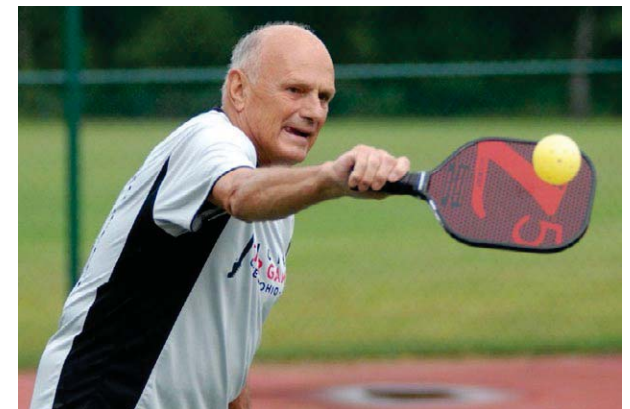
- Public art
- Water feature
- Flex stage and gathering area for performances, markets, etc.
- Public/private seating and tables for eating, games, other

Neighborhood Park

A neighborhood park towards the southern end of the site will provide a new community location for outdoor play and recreation for all ages. Key elements of the park will include a picnic area, a playground, and an open field for pick-up games and community gatherings. The park will be designed for all ages, providing a place to actively enjoy the outdoors for a variety of ability levels. The park will have a natural character and landscape design, with perhaps some formal garden or planting areas. If space and design allows, other desired elements to include in and near the neighborhood park are a designated off-leash dog area, a community garden, a flex athletic field, and an ice skating area. The neighborhood park will be closely linked to other recreation and parks both on and off the site with a series of walking and biking paths.

Potential Elements:

- Picnic area
- Playground
- Open field
- Community garden
- Dog park
- Ice skating
- Small sport facilities





Pocket Parks

Pocket parks are small, public open spaces, typically significantly less than one acre, where people can relax, play or gather outdoors. They are tucked into and scattered throughout a neighborhood to serve a variety of needs. Functions can include small event space, play areas for children, spaces for relaxing or meeting friends, taking lunch breaks, and enjoying the outdoors. They can be a refuge from the bustle of surrounding urban life and offer opportunities for rest and relaxation. Pocket parks may be owned and maintained publicly or privately, as long as they are open for use to all members of the public. Pocket parks are encouraged as a useful tool to activate the public realm and utilize small undeveloped areas of land.



Potential Elements:

- Places to sit
- Play activity for kids, adults and/or seniors
- Attractive landscaping
- Small space for public gathering or events
- Small formal gardens or community garden plots
- Dog suitable area for on-leash visitors



Hidden Falls Headwater Feature

The Hidden Falls Headwater Feature at the southern end of the site will act as a smooth transition between the open space network of the Ford site and Hidden Falls Regional Park. The area will use natural landscaping and support passive uses by park goers. It will serve as a major access point for both human users and wildlife to move between the park and new development, and should be designed for the safety and accessibility of users.

Hidden Falls Regional Park is vulnerable to flash floods from heavy rainfall and water runoff from existing and future upstream development. The headwater feature should be engineered to channel water from a stormwater management system on the Ford Site and through Hidden Falls Park in such a way as to reduce erosion and flooding downstream.

Potential Elements:

- Bike and pedestrian trails
- Small picnic and rest areas, with vistas to Hidden Falls Park and the Mississippi River
- Safe access points between new Ford development and Hidden Falls Regional Park





Recreational Fields

New ^{or existing} recreational fields for private, non-profit recreational groups, can continue to serve the needs of youth and neighborhood sports organizations. The fields would be best located in the southeast corner of the site to minimize any negative impacts of activity and lights on residential properties. The fields could be connected to the wider public park network through bike and pedestrian trails. In addition to the recreational fields, support facilities would be built on site to serve the athletes and visitors.

Potential Elements:

- Recreational fields
- Restrooms
- Concession building
- Storage building
- Play and picnic area with seating, tables, and shelter
- Some on-site surface parking and drop-off / pick-up area
- Bike racks



CHAPTER 8: PUBLIC ART





8.1 Introduction

In keeping with the visionary aspirations for the Ford Site Redevelopment established by the City of Saint Paul, by the public in planning meetings, and by the Ford Site Task Force, the public art for this new mixed-use area will be equally visionary and will advance the overall goals for this new urban village. This redevelopment presents a once-in-a-century opportunity to build from the ground up (and even from the underground up) a 122-acre development within an already developed urban context. For public art, this presents a rare opportunity to integrate public art into an entire neighborhood from the outset of its design, not only into one site or one building. It also offers the opportunity for public art approaches to underpin the public art planning process. Public art will be a critical element to make this new neighborhood a global model of progressive urban design.

A public art plan will employ the leading ideas and processes in the field of public art and urban design today. “Tactical urbanism,” an approach that tests design ideas with the public before committing to projects and resources, will be adopted, as will ongoing community discussions set in neighborhood gathering spaces over at least a year-long period. This dynamic, durational approach will ensure that the public art plan will be relevant, utilized, and impactful. In addition to a written, illustrated public art plan, we will also include public presentations of the final plan to share its recommendations with developers, community organizations, residents, artists, and arts organizations.

8.2 Vision

Public art will be integrated systematically into this large site to advance good design of urban infrastructure, public places, green spaces, relationships to the Mississippi River and Hidden Falls, and to link new development into the Highland Park context. Public art will help to foster vibrant social life of the community, inviting people of all ages and backgrounds to share public spaces and enjoy time together.

Artists will play leading roles in shaping an overall plan for public art for this redevelopment, viewing the site in a systems-based, networked way for elements of place, infrastructure, mobility, mixed-use spaces, play spaces, food spaces, and more to work together. Some artists will design community engagement opportunities to involve the public in imagining what could be created. Some artists will be commissioned to create temporary public art prototypes that can be tested and experienced by the public before plans are refined for permanent features. Some artists will serve as consultants to advise those leading the public art plan, spurring new ideas and approaches.



Fish Stairs, Seoul, South Korea

8.3 Public Art Processes and Possibilities

Drawing from the City’s goals for the Ford Site redevelopment and the public hopes expressed at public meetings and Pop Up meetings, this plan identifies 5 themes to guide approaches to the public art at the site:



The Clear Orb (proposed), Land Art Generator Initiative

1. *Futuristic/Future Imaginary*

Underpinning the redevelopment of the Ford Site is the importance of manifesting advanced design ideas and aspirational values about how our neighborhoods are planned and designed, fostering new modes of everyday living. Futuristic design, materials, technologies, and imagery in public art will express and embody hopeful visions of the future, while also serving as models of new design approaches to other neighborhoods.



Beckoning Cistern, Vine Street, Seattle

2. *Sustainability*

To support low impact development, public art in this development will be integrated into green infrastructure; reduce use of carbon-based energy sources; promote less reliance on car transportation; and promote everyday practices that use or reduce waste and use of chemicals. All will promote a more sustainable relationship with the extraordinary natural setting within which this development is sited.

3. Health

Public art that promotes physical activity, meditative experiences, access to healthy foods, and enjoyment of outdoor green spaces, will promote greater human health. Public art located in engaging gathering spaces will bring neighbors together to see, interact with, and enjoy each other, promoting greater social health and cohesion.



Left: Inmotion: Memories of Invented Play, Boston

Right: Vessel, Sculpture to be Climbed (proposed), New York

4. Heritage

Public art will make visible the layered histories of the Ford Site neighborhood, from Native American stories about important places to the Ford Motor Company manufacturing plant history. The cultures of diverse populations that have settled the area in the past and in more recent times will inspire art approaches and projects.



Left: Heritage Park, Lake Union, Seattle

Right: Mural of Cornish Mining Heritage, Devon, England



Onskebronn Interactive Plaza, Berlin

5. Playful Interactivity

To invite participation and enjoyment by residents and visitors, public art will take playful approaches and use interactivity rather than presenting only static sculptures to contemplate. Interactivity can be integrated into artworks, using old and new technologies, to involve people as co-creators in experiences. Playfulness promotes happiness and health and brings people together across generations and cultures.



Interactive musical swings, Montreal, Canada

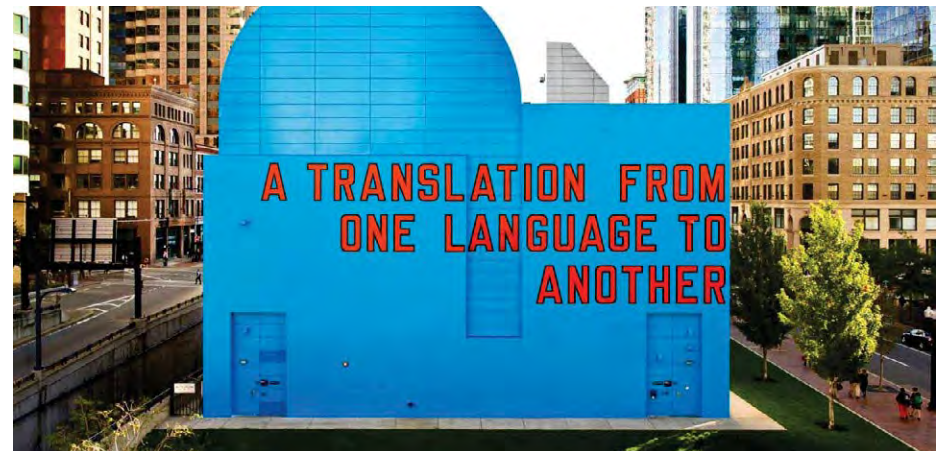
8.4 Public Art Approaches

Myriad innovative ideas and approaches can grow out of this unique public art planning process. Rather than proscribe in advance the kinds of public art that could emerge at this early point, the process will build on ideas already generated in public meetings and then expand the voices and visions of the new urban village's future.

Here are some ideas that could inspire exciting directions:

Rotating Outside Exhibit

Temporary Contemporary Curator and Programmer to activate space through outdoor exhibition/art work that is rotated annually and kept alive. Keep things fresh and invite artists to test ideas on an ongoing basis.



Lawrence Weiner Mural (Fourth on this wall), Boston

Integrated System-Based Public Art

Public art that works within infrastructure to transform everyday city design and everyday city experiences. Projects that have already been tested and loved in the City of Saint Paul are Sidewalk Poetry and Artful Stop Sign Posts. What other systems could public art shift to make a whole new feel for this part of the city?



Sidewalk Poetry, Saint Paul



Northern Clay Center, Minneapolis, MN

Residency/Studio/Gallery

A permanent art space for community workshops, shows, and residencies. Create a permanent space for continual engagement, a space that could host artists from across the world, show work all year round, and host community conversations.



Arco, Madrid

Gateway Piece

Use public art to mark that people are entering a space of the future. Commission a major work of public art that could be Saint Paul's "Spoonbridge and Cherry" (by Claus Oldenburg and Cooyse Von Bruggen in Minneapolis Sculpture Garden) and represent not only the Ford Site but also the whole city. It could be an artwork that lets people know they are entering a truly different place, a new urban village.

CHAPTER 9: SUSTAINABILITY





9.1 Vision

The redeveloped Ford site will advance the key elements of sustainability -- economic, environmental and social. It will be a livable, mixed-use neighborhood that looks to the future with clean technologies and high quality design for energy, buildings and infrastructure. The site will support walking, biking and transit, and provide jobs, services, housing and activities that every generation can enjoy.

The Ford site should be a...

- Global model of sustainable, urban infill and carbon neutral design
- Neighborhood of regional significance and economic value
- Vibrant, fun place to live, work and play along the Mississippi valley
- Center of family-sustaining jobs
- Diverse blend of housing types and affordability levels
- Walkable, bikeable and transit oriented community
- Place for recreation, active lifestyles and leisure in a series of connected and distinctive parks, trails and open spaces
- Extension of the high quality shopping and services of Highland Village
- Demonstration site for the best technologies in infrastructure and buildings -- saving money, increasing efficiency, and reducing impacts on the environment

9.2 Roadmap to Sustainability for the Ford Site

Background

The Roadmap to Sustainability for the Saint Paul Ford Site report completed in 2011, provided goals, performance standards and strategies to achieve a broad agenda of sustainability at the redeveloped Ford site. Many of the goals identified are advanced through the Zoning and Master Plan for the site, while others remain to be pursued through policy or other mechanisms. The goals, organized in eleven categories, should be advanced to the extent possible throughout site redevelopment. Environmental sustainability goals are:

1. Building Energy

- To maximize the use of renewable energy for buildings and infrastructure.
- To reduce operating energy use in all buildings and infrastructure.
- To maximize energy self-sufficiency.

2. Transportation and Public Realm Network

- To create a transportation infrastructure that balances modal choice between walking, biking, and vehicular movement.
- To reduce average vehicle miles driven by persons living, working and visiting the site.
- To increase average walking and biking miles per year for persons living or working on the site.
- To reduce energy use and Green House Gas (GHG) emissions related to high vehicle miles driven (VMD).
- To reduce adverse human health affects (such as asthma) related to air pollution.
- To maximize the diverse human benefits (such as childhood obesity reduction and lower family transportation costs) of safe and pleasurable pedestrian and multi-modal access to and from (on-site & off-site) transit stops, daily services, institutions, parks and public spaces.

3. Materials

- To reduce embodied energy use, GHG emissions and other environmental impacts associated with building, infrastructure, and landscape materials.

4. Water and Wastewater

- To reduce potable water consumption in all buildings and landscapes.
- To reduce wastewater leaving the site to treatment plants from all buildings and landscapes by increasing onsite wastewater reuse.

5. Solid Waste

- To reduce solid waste from construction in all buildings and landscapes.
- To reduce solid waste from operation of all buildings and landscapes.

6. ~~Stormwater and Groundwater~~

- To minimize surface and ground water pollution.
- ~~To minimize negative impacts of development on the hydrological cycle by treating stormwater as a resource and recharging groundwater through infiltration as local soils and subsurface conditions allow.~~
- To not exceed natural erosion and sedimentation levels in streams and lakes.
- To protect plant, invertebrate, and animal life in lakes and streams.
- To utilize stormwater runoff as a resource rather than as a waste product.
- To pre-treat all water flowing to Hidden Falls and maintain a more constant flow volume.

7. Soil

- To protect and restore soil structure, stability, and biological health to optimize plant health and species richness and optimize water infiltration and filtration.
- To reduce soil loss and minimize disturbance of existing quality soil.
- To maximize on-site reuse of existing soils.
- To address impacted soil conditions on site.



8. *Vegetation and Habitat*

- To maximize biodiversity of the site and provide maximum possible contribution to local landscape ecology.
- To reduce destruction and removal of existing vegetation.
- To increase vegetation on site with new plantings.
- To provide wildlife habitat.
- To maximize ecological services on site and for the surrounding area.

9. *Recreation and Public Space*

- To improve personal health through increased physical activity, by providing on site facilities for a variety of active and passive exercise and recreational choices such as recreational walking and biking, informal play, or participation in organized sport activities.
- To encourage the development of (and connections to) biking and walking trails within, to, from and through the site.
- To encourage provision of and/or access to a comprehensive set of public gathering spaces for a full range of civic and community events.
- To provide space for community gardens, local agriculture, and the sale of locally-grown food.

10. *Night Sky Radiation*

- To reduce light emitted from site to the sky at night.
- To protect the environments of predator and prey.

11. *Urban Heat Island*

- To reduce urban heat island effects on site by reducing the heat absorption of materials used in buildings, landscaping and infrastructure.
- To increase vegetative cover to help keep the site and buildings cool in the summer.
- To reduce the need for air conditioning and irrigation in the summer.

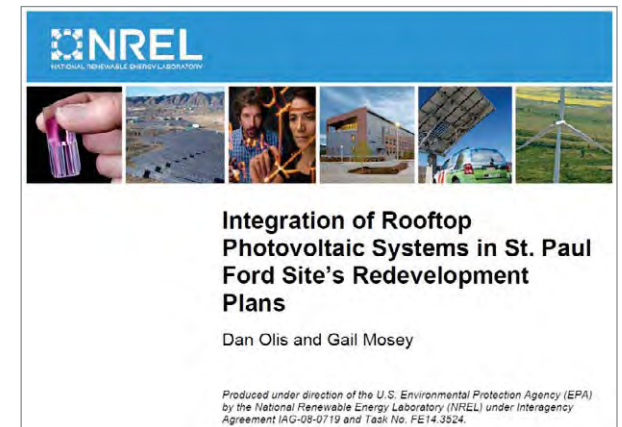
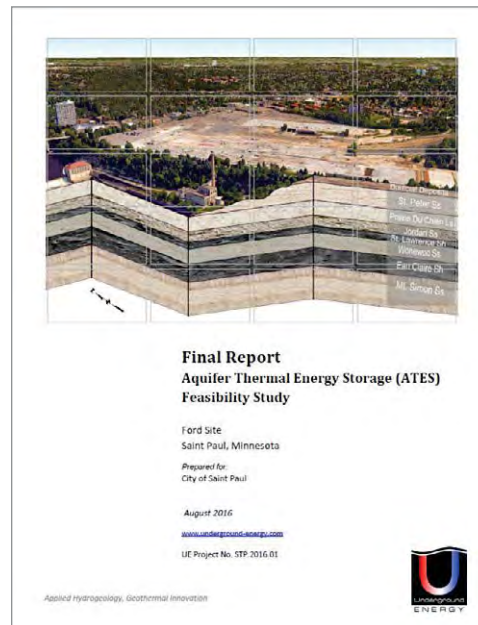
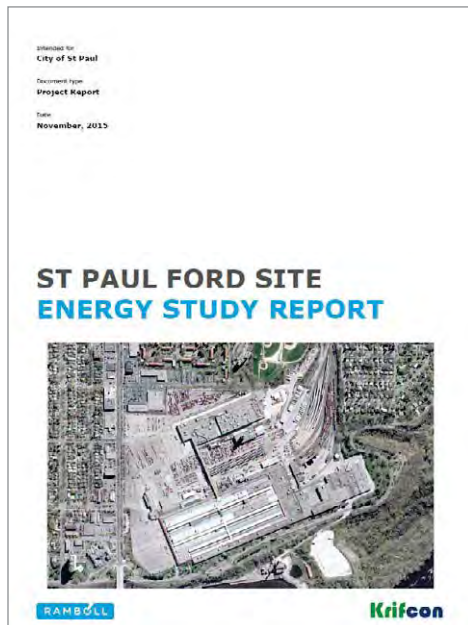
9.3 Sitewide Energy System

This project will build on Saint Paul’s demonstrated success of initiatives to improve energy efficiency, reduce fossil fuel use and expand renewable energy generation, but will take it to the next level by striving for a net-zero community.

The foundation of a sustainable Ford site redevelopment is a site-wide, integrated energy system that incorporates renewable energy sources and design efficiencies to reduce demand, reduce carbon emissions, and reuse energy.

The site will be redeveloped from scratch starting with installation of new utilities, streets, sewers and water. This provides an unprecedented opportunity to design and install a comprehensive and integrated energy system using the best, cutting edge technologies and systems appropriate to site conditions.

A series of site-specific energy studies are examining these options and identifying a path to implementation. Local utilities, in partnership with the city, are leading this effort and will provide a recommended energy system plan to the future site developer(s).



9.4 Affordable Housing Goals

Overview and Intent

Housing affordability is an important need across the region, the city, and within the Highland Park neighborhood. The Housing Chapter of the city’s Comprehensive Plan identifies the Ford site as an “opportunity site” for housing activities. The Housing Chapter calls for ensuring the availability of affordable housing across the city and the Ford site provides a vital opportunity to provide affordable housing for the community and the city. The following goals for affordable housing at the redeveloped site should guide public and private entities to pursue implementation strategies through policy making, funding strategies, and developer selection.

- 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
- Affordable units should be a mix of housing types, including townhomes, rental, ownership and senior
- Provide some affordable units within mixed-income buildings -- a blend of market-rate and affordable units
- Locate affordable units throughout the site; do not cluster or concentrate them in one area

For any housing development seeking subsidy from the City or the City’s Housing and Redevelopment Authority, the affordable housing standards under Strategy 3.3 of the Comprehensive Plan’s Housing Chapter shall apply as determined by the City Council or the Housing and Redevelopment Authority’s Board of Commissioners.



Sibley Court, Saint Paul



Frogtown Square, Saint Paul



East Lake Rowhouses, Seattle

9.5 City of Saint Paul Sustainable Building Policy

Overview and Intent

The City of Saint Paul and the Saint Paul Housing and Redevelopment Authority have sustainable development policies for public and privately developed project receiving more than \$200,000 in public financing.

Saint Paul's Sustainable Building Policy is intended to help reduce environmental degradation and improve healthy living. Buildings use one-third of our total energy, two-thirds of our electricity, one-eighth of our water, and transform land that provides valuable ecological services. Improving the environmental effects and healthy living requires that buildings be constructed, renovated and operated in a sustainable manner. The policy works hand in hand with both national and local sustainable building rating systems, with an emphasis on environmental concerns expressed by Saint Paul citizens and businesses.



SAINT PAUL MINNESOTA SUSTAINABLE BUILDING POLICY

Information about Saint Paul's Sustainable Building Policy can be found on the City of Saint Paul website at www.stpaul.gov.

The Penfield mixed-used project was built in accordance with Saint Paul's Sustainable Building Policy.





FORD SITE SAINT PAUL, MN

FORD PARKWAY – HIGHLAND PARK

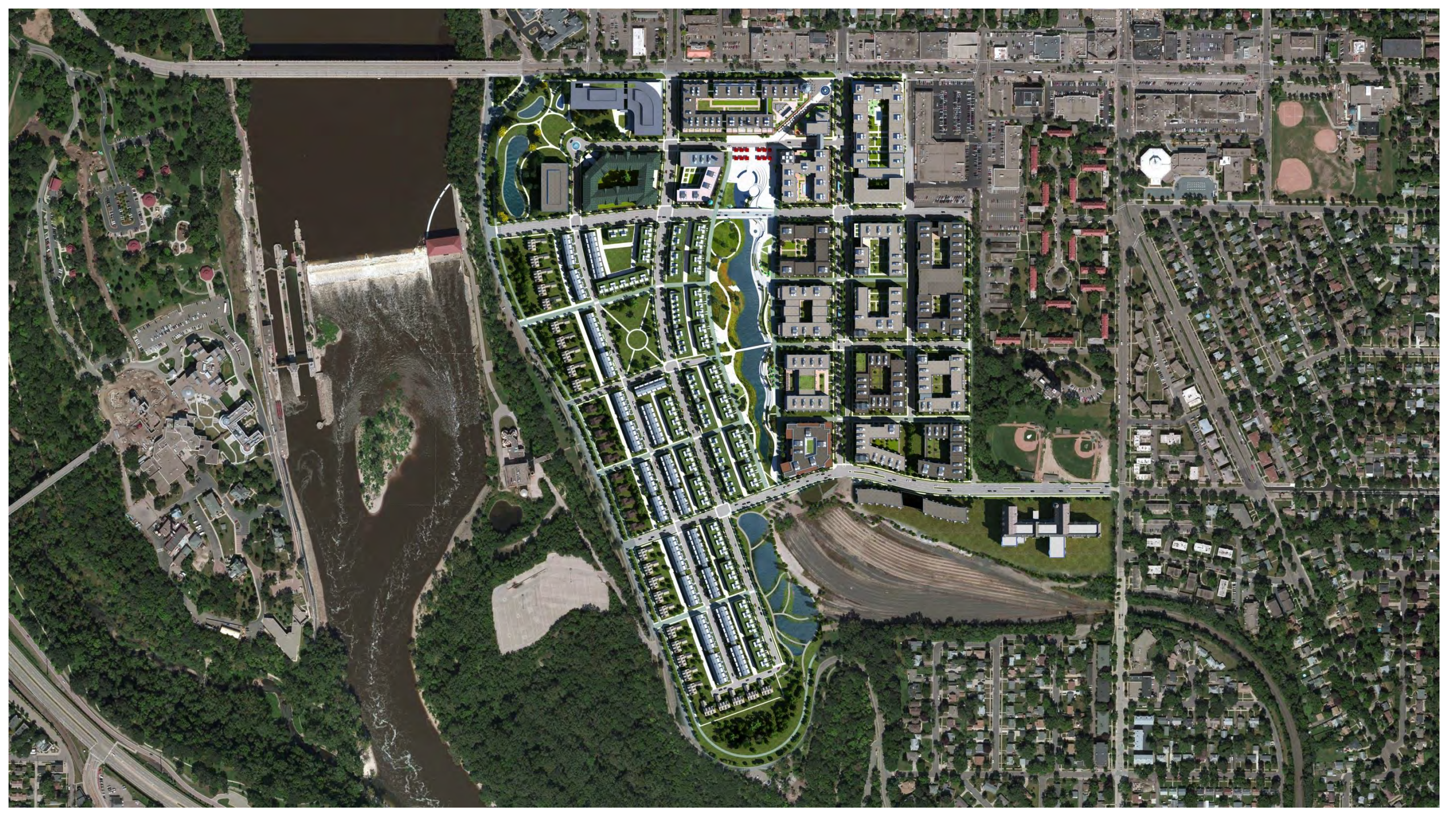
122 ACRES

Commercial and Residential Mixed-Use

October 10, 2018













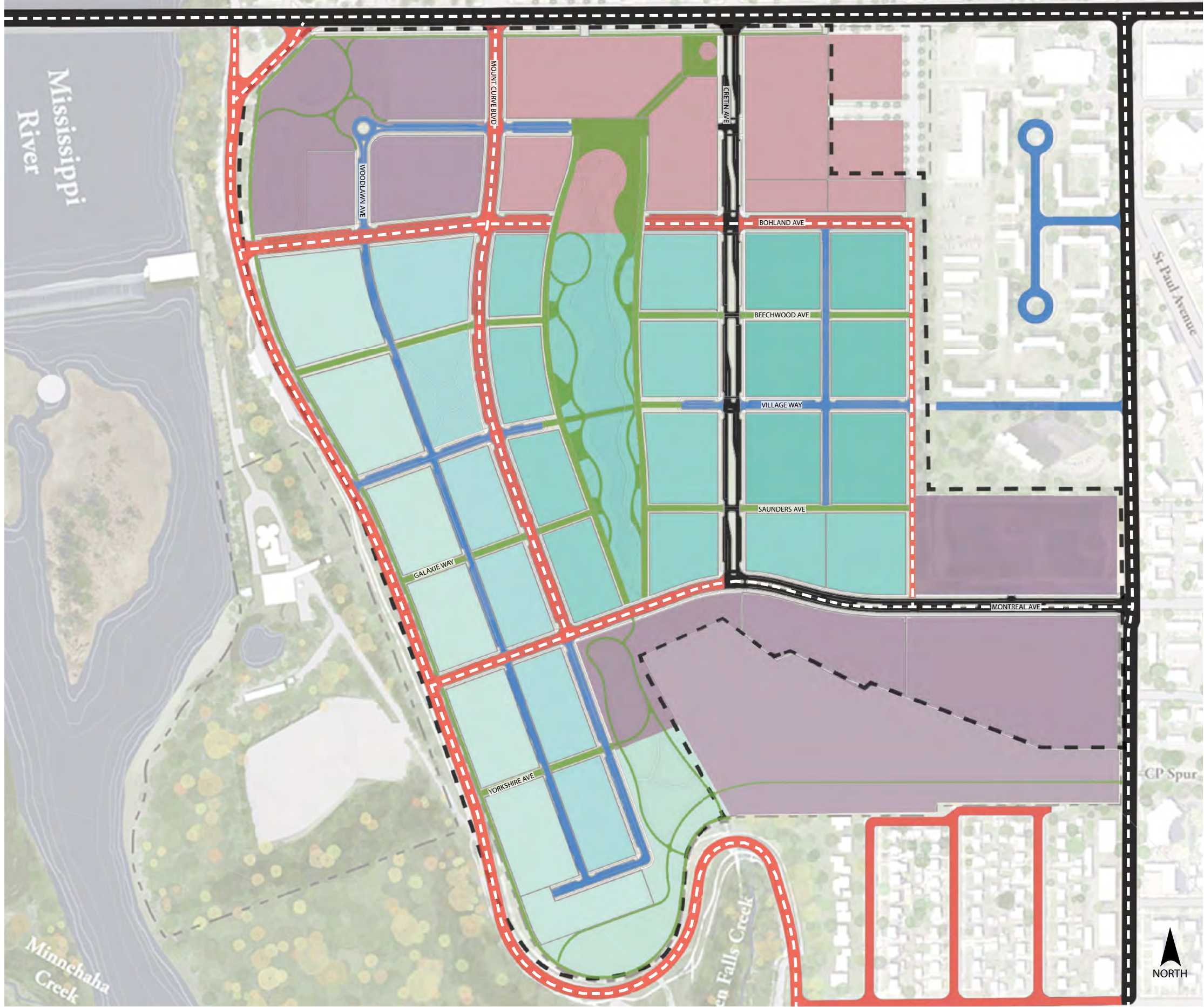


Ryan's
Vision by the
Numbers

Development Category	Ryan Proposed Density	Max Allowable Density by Zoning	% of Max
HOUSING TOTAL	~3,800 Units	4,000 Units	95%
EMPLOYMENT TOTAL	~265,000 SF	450,000 SF	59%
RETAIL TOTAL	~150,000 SF	300,000 SF	50%
<i>Automobiles assumed by density:</i>			75%

The 3,800 housing units included in Ryan's plan are comprised of:
2,250 multi-family units, 750 affordable units, 280 rowhomes, 35 single-family homes, 85 Condominiums, and 400 senior rental units









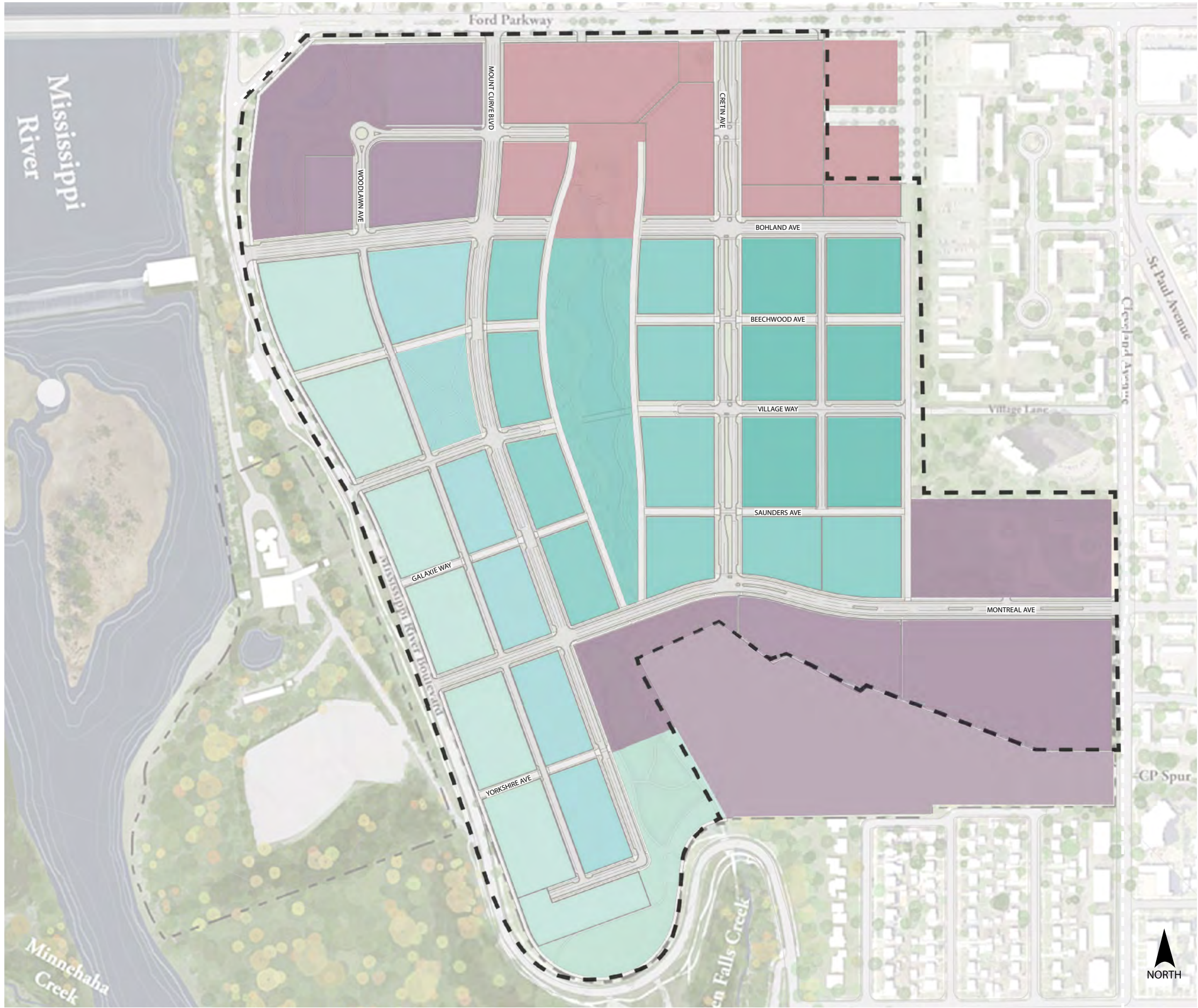


VEHICULAR NETWORK

-  PRIMARY STREET
-  SECONDARY STREET
-  TERTIARY STREET
-  BIKE/PED ONLY
-  BIKE ROUTE

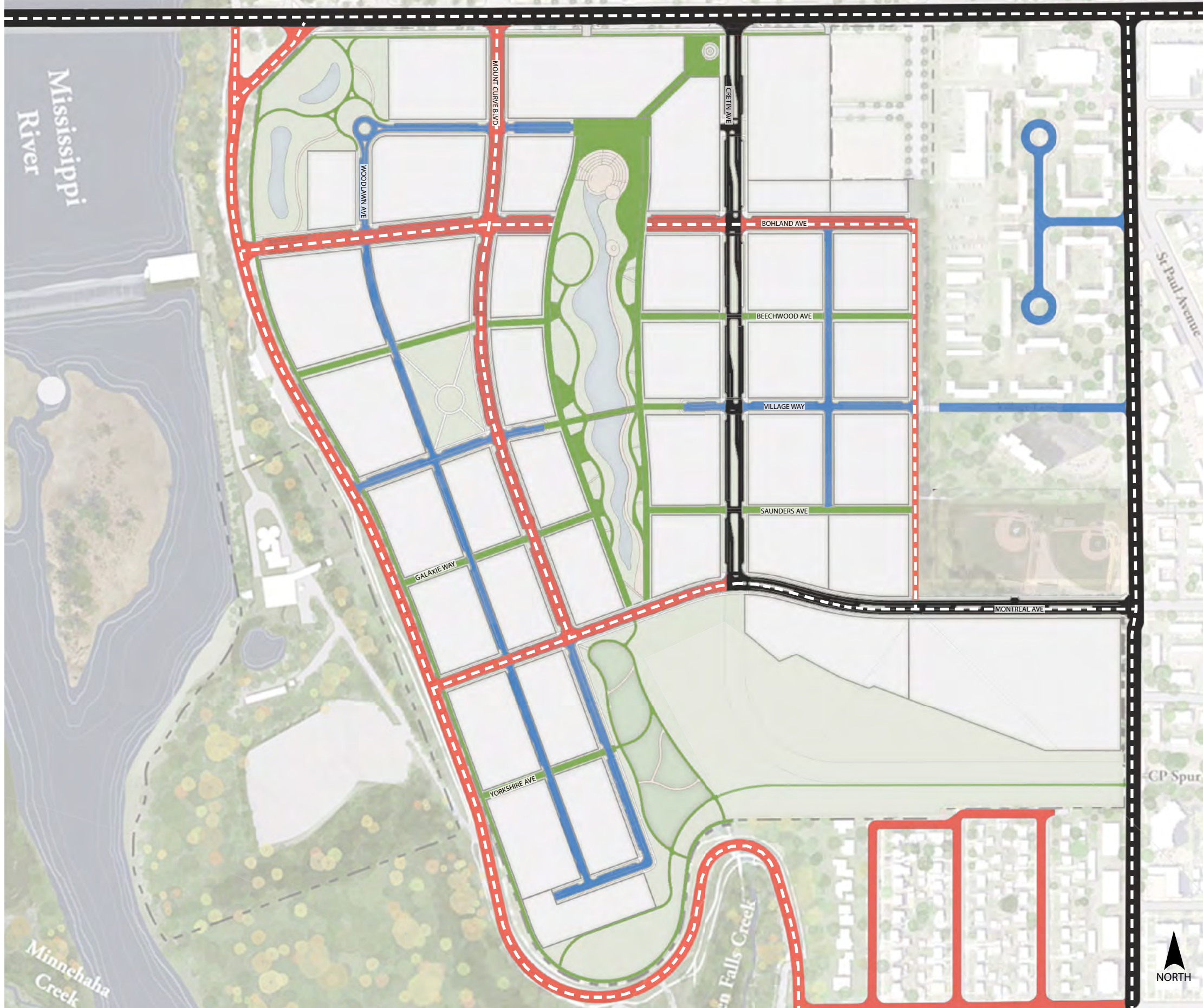
ZONING DISTRICTS

-  RIVER RESIDENTIAL (48' MAX)
-  RESIDENTIAL MIXED LOW (55' MAX)
-  RESIDENTIAL MIXED MID (65' OR 75' MAX)
-  RESIDENTIAL MIXED HIGH (75' OR 110' MAX)
-  BUSINESS MIXED (75' MAX)
-  GATEWAY (65' MAX)



ZONING DISTRICTS

- RIVER RESIDENTIAL (48' MAX)
- RESIDENTIAL MIXED LOW (55' MAX)
- RESIDENTIAL MIXED MID (65' OR 75' MAX)
- RESIDENTIAL MIXED HIGH (75' OR 110' MAX)
- BUSINESS MIXED (75' MAX)
- GATEWAY (65' MAX)



LAND BREAKDOWN

-  PRIMARY STREET
-  SECONDARY STREET
-  TERTIARY STREET
-  BIKE/PED ONLY
-  BIKE ROUTE