

# FORD SITE | SAINT PAUL

HIGHLAND DISTRICT COUNCIL COMMUNITY  
DEVELOPMENT COMMITTEE MEETING

June 16, 2020

# Agenda

1. Ford Master Plan Zoning
2. Site Overview – Lot 1 & Lot 2, Block 3
3. Lot 1, Block 3 – Mixed-Use
  1. Project Overview
  2. Variance Requests

## CommonBond Presentation:

1. Lot 2, Block 3 – Affordable Housing
  1. Project Overview
  2. Variance Requests

# Ford Master Plan

# Master Plan Zoning



Note: Zoning districts extend to the centerlines of Rights-of-Way

### ZONING DISTRICTS

-  River Residential (48' Max)
-  Residential Mixed Low (55' Max)
-  Residential Mixed Mid (65' or 75' Max)<sup>1</sup>
-  Residential Mixed High (75' or 110' Max)<sup>2</sup>
-  Business Mixed (65' Max)<sup>3</sup>
-  Gateway (65' Max)

<sup>1</sup> Maximum height up to 75' with stepbacks per Table 66.931(b)

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

<sup>3</sup> Maximum height up to 75' per Table 66.931(d)



# F5 – Business-Mixed District



## 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	65 feet, up to 75 feet per Saint Paul Zoning Code Table 66.931, note (d)
FAR	2.0 - 4.0

**Sec. 66.931. - Ford district dimensional standards table.**

- (d) Building height may exceed sixty-five (65) feet, to a maximum of seventy-five (75) feet, with a minimum ten-foot setback from all minimum setback lines for all portions of the building above a height of thirty (30) feet, except for corner elements and portions of the building facing the civic square identified in the Ford Site Zoning and Public Realm Master Plan, Chapter 8.



Ford Master Plan F5 Precedent Images:



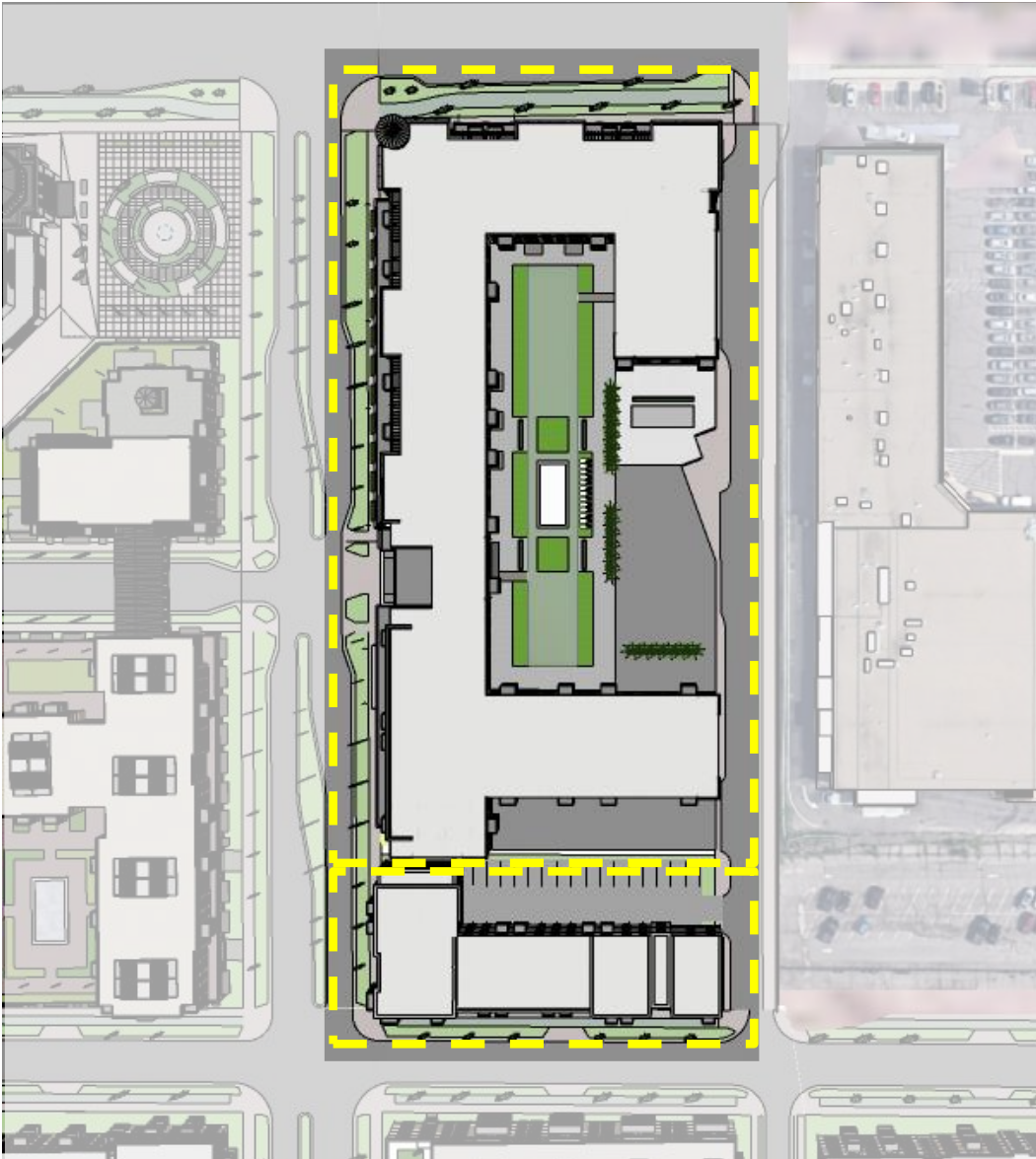


# Aerial of Ryan Development Plan





# Block 3 – Lots 1 & 2







- Aligns with land use and density proposed in master plan, does not increase overall units at site**
- Materiality, scale and design align with master plan**
- We are not proposing any loss of park space, civic space or any other public spaces on the site**
- This is not a masterplan amendment request, the design elements are only proposed for this site**
- Related to height, majority of building is in compliance with master plan with consideration being requested for additional height at key design elements.**

# Lot 1, Block 3: Project Overview





Vintage on Selby



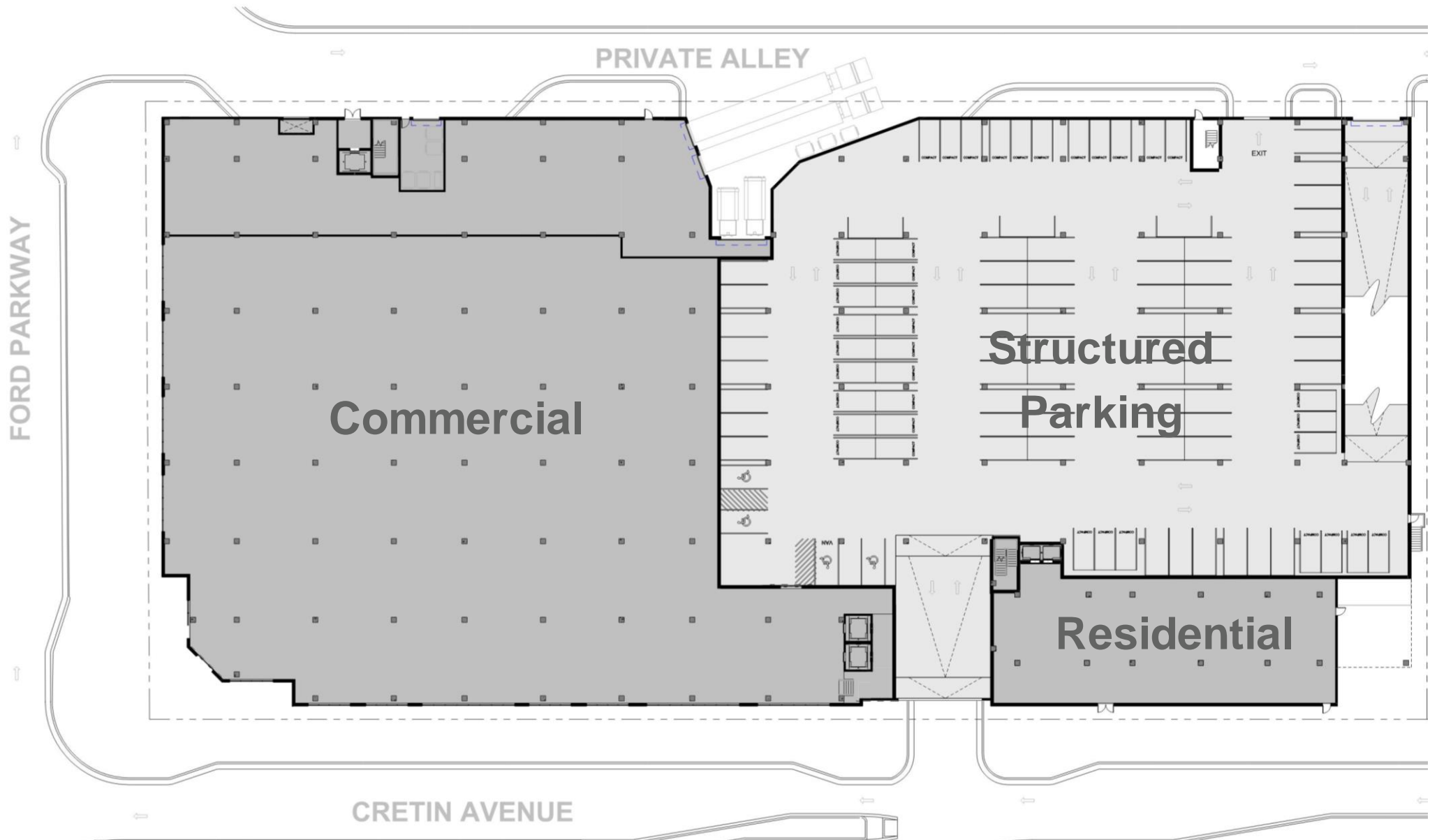
Dacotah Building (W.A. Frost)







# Lot 1, Block 3 – Ground Floor Plan

















# Lot 1, Block 3: Variance Requests



## Variations – Lot 1, Block 3

1. Variance 1: Percentage of Glazing
2. Variance 2: Height/Setbacks – Interior Lot Lines
3. Variance 3: Height/Setbacks – Corner Element
4. Variance 4: Lot Coverage – Building
5. Variance 5: Parking – Car-Share Requirements





# Variance 1: Percentage of Glazing



# Variance 1: Percentage of Glazing

Master Plan: *Building face shall include a minimum of 65% transparent glazing at the bottom 12ft of building for portion of the ground floor not dedicated to residential units*

**Project is proposing 34% transparent glazing along Ford Pkwy & 42% transparent glazing along Cretin Ave.**

Variance Rational & Challenges:

- Project is meeting the intent of the Master Plan
- Project uses masonry base, consistent with retail design language throughout Saint Paul
- Grade changes make it difficult to comply with the 65% requirement
  - 10' drop from the NE to the NW corner of the project, along Ford Pkwy
  - An additional 7' grade change from NW to SW along Cretin Ave

34%



North Elevation (Ford Pkwy)

42%



West Elevation (Cretin Ave)



# Variance 1: Percentage of Glazing

View: Corner at Ford Pkwy & Cretin Ave



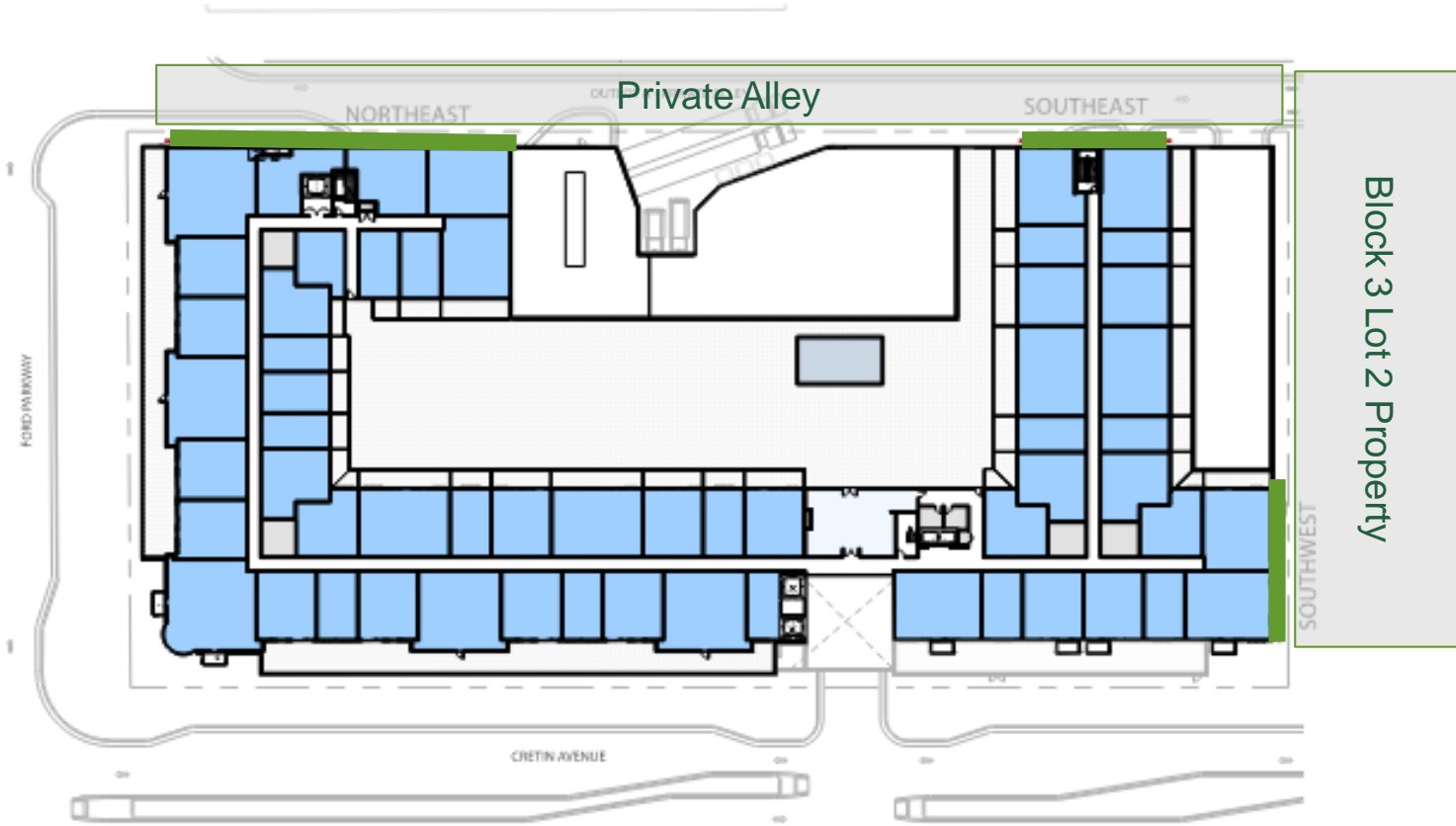


# Variance 2: Height/Setbacks – Interior Lot Lines



Master Plan allows for project to go up to 75' in height, assuming project meets or exceeds 10' setback, from minimum setback lines

**Project meets the setback requirement along the public right of way. We are requesting a variance related to the 10ft setback, only along interior and private facing lot lines as noted in green**



LEVEL 3 WITH SITE CONTEXT

### F5 Business Mixed District

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FAR	2.0 - 4.0

**Requesting exemption for Interior Lot Lines only.**





Views of building setbacks on Pedestrian Right of Way frontages



# Variance 3: Height/Setbacks – Corner Element



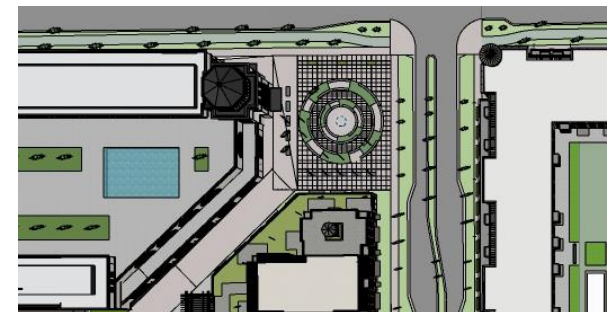


Master Plan allows for buildings facing the 'Civic Square' to have corner elements of taller than 75'.

The Lot 1 Block 3's corner element faces the Master Plan's 'Urban Plaza' *not* the 'Civic Square'. Therefore, the Project is requesting to extend the 'Civic Square' corner element exception to include projects facing the 'Urban Plaza' as well.

### Highlights:

- Project meets the intent of the Master Plan, by framing public plaza open-spaces with architectural corner elements
- Corner design element is non-occupiable above the adjacent roof. Purely architectural.
- Footprint of corner element equates to 0.3% of total lot size
- Corner Element is intended to celebrate the entry into the Ford site and create an orientation device at a main intersection







## Variance 3:

- Footprint of corner element equates to 0.3% of total lot size





# Variance 5: Lot Coverage – Building

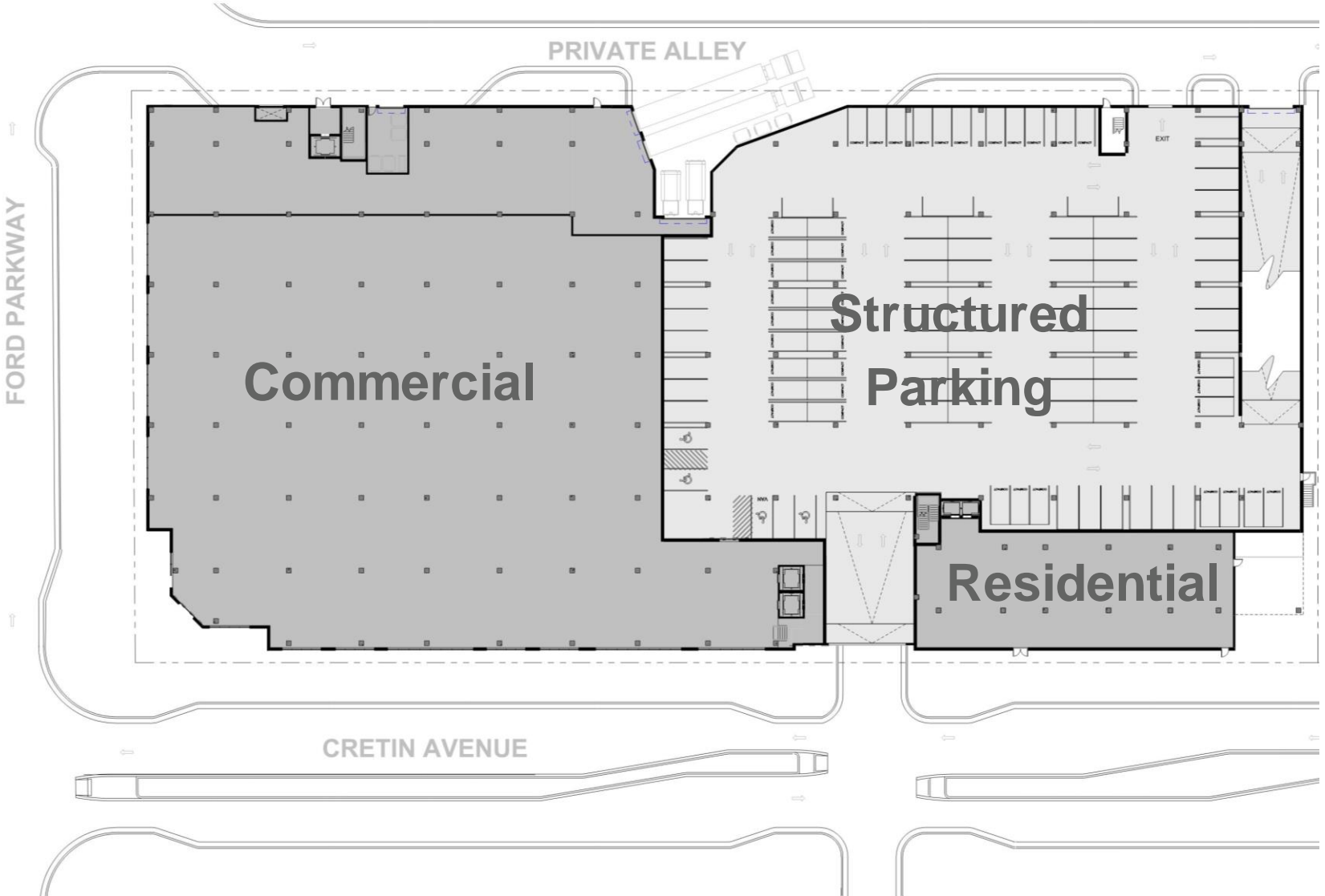
# Variance 4: Lot Coverage – Building

Master Plan currently allows for a maximum building lot-coverage of 70%

**Project is requesting a variance to allow for a building lot coverage of 90%**

Highlights:

- Project is consistent with the intended uses and massing within the Ford Master Plan.
- Grocery-anchored mixed-use projects require a larger footprint to accommodate both grocer & structured parking
  - *For reference Vintage on Selby has an 87% Lot-Coverage ratio*
- A successful grocery anchor has catalytic effect on walkability of the Master Development
- Project embeds and hides parking within a structure for an enhanced pedestrian experience





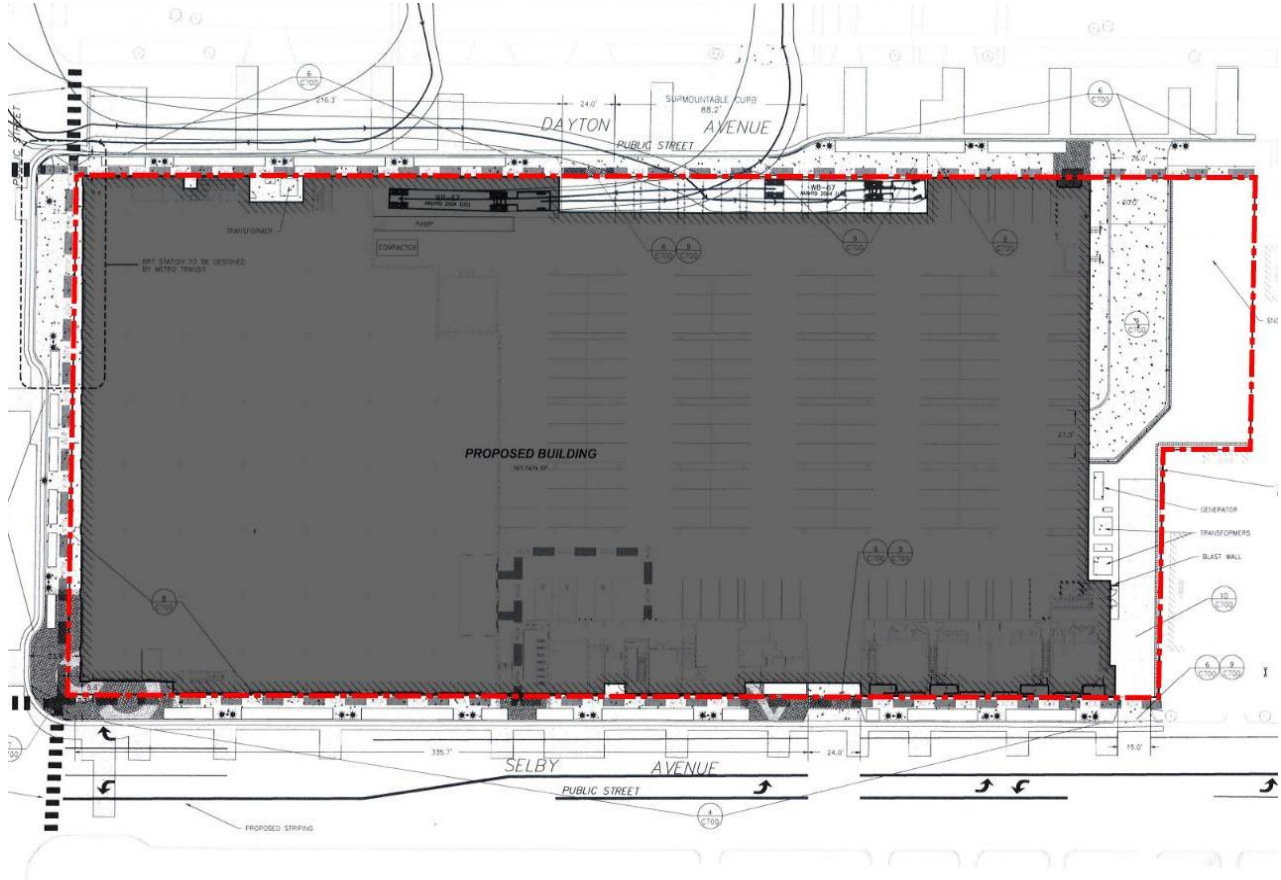
# Variance 4: Lot Coverage – Building



Precedent:

## Vintage on Selby

Building Lot Coverage: 87%



# Variance 5: Parking – Car-Share Requirements





Master Plan currently requires designated on-site car-share parking.

**In lieu of car-share parking stalls, project proposes designated areas for shared scooter parking..**

### Highlights:

- Request consistent with Master Plan intent to: *"focus on all modes of travel...and encourage trips to be made to, from, and around the site without a car."*
- Master Plan already establishes that stalls be allocated to alternative modes of transit - (i.e. bicycles & scooters) should a car-share operator not be secured.
- Car-Share operators prefer 'hub' model. Ryan planning for EV Car-Share hub elsewhere on Ford Site
- Creates organization for scooter parking





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THANK YOU!

