

	Amendment Description	Page Number in Ford MP	Final PC Amendment Language	
Zoning	1	Allow Single Family Homes in the F1 River Residential District	8, 28, 31, 34, 42, 68, 69, 69A	Do not amend the F1 River Residential District to allow single family homes as a permitted use
	2	Amend Block11 to F1 from F2 to allow the possibility of Single Family Homes (SFH); or allow for the potential to split Block 11 so that the western portion of the block closest to MRB is F1; Eastern portion is F2	30, 34, 35	Do not amend zoning on Block 11 to F1 River Residential from F2 Residential Mixed Low
	3	F3 (Residential Mixed Mid) amend the minimum FAR to 1.0 from 2.0 and minimum height to 30 feet from 40 feet	31-33, 36	Amend the F3 Residential Mixed Mid District to reduce the minimum height to 30 feet and minimum Floor Area Ratio to 1.0
	4	Amend the maximum height in the F5 (Business Mixed) when facing civic square	38	Amend the maximum height in the F5 Business Mixed District when facing civic square . such that height can exceed sixty-five (65) feet, to a maximum of seventy-five (75) feet, with a minimum ten (10) 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 7
	5	F3 (Residential Mixed Mid) amend the minimum required commercial land uses to 0% from 10%	40-41	Amend F3 Residential Mixed Mid minimum required commercial land uses to 0%
	6	F4 (Residential Mixed High) amend the required minimum commercial land uses to 0% from 5% and the maximum residential uses to 100% from 95%	40-41	Amend F4 Residential Mixed High required minimum commercial land uses to 0% and the maximum residential uses to 100%
	7	F5 (Business Mix) require a minimum of 0% from 10% in employment uses	40-41	Amend F5 Business Mix to require a minimum of 0% in employment uses
	8	F6 amend maximum commercial uses to 50% from 25% and allow Adult Care as a residential use from no residential uses currently allowed	40-41	Amend F6 Gateway District maximum commercial uses to 50% and allow Adult Care as a residential use
	9	Allow the open space to count toward civic and institutional requirement for required land use mixes	40-41	No amendment needed; minimum required civic and institutional space remains at 50,000 GSF.
Standards (landscape and building)	10	Change the dimensional standards on tree calipers to match the industry standard of 2.5"	48-49	Amend the dimensional standards on tree calipers to match the industry standard of 2.5"
	11	Allow rooftop adjustments to provide more flexibility for materials and eliminate the Solar Reflective Index requirement	56-57	Amend rooftop adjustments to provide more flexibility for materials and eliminate the Solar Reflective Index requirement
	12	Revise the roof setback requirement to 10 feet from one foot from the outer roof edges	56-57	Amend the roof setback requirement to 10 feet from one (1) foot from the outer roof edges
Parking	13	Amend the maximum required parking for non-residential uses to 1 space/ 200 GFA from 1/400 GFA	58	Amend the maximum parking for non-residential parking by requiring a Conditional Use Permit (CUP) if non-residential uses need more parking than the maximum of 1:400 Gross Floor Area
	14a	Structured parking is permitted provided, at a minimum, that 50% of the ground floor of the structure contains active uses with entrances on all street frontages.	58	Amend the structured parking requirement to meet the parking and design standards in the T3 district where arterial means primary street and collector means secondary street as defined in Ford Master Plan
	14b	Where practical structured parking may be designed with level parking floors and adequate floor to ceiling clearance height to allow the space to be converted to finished floor area if parking is no longer needed in the future	58	Amend the structured parking requirement to say that above-ground structured parking should be designed with level parking floors and adequate floor-to-ceiling clearance height to allow the space to be converted to finished floor area if parking is no longer needed in the future and such design is determined cost-effective
	15	Amend the bicycle parking to 1/5,000 square feet from 1/300 square feet for recreational areas, and eliminate the bicycle parking for residential congregate living	60	Amend the bicycle parking to 1/5,000 square feet for recreational areas, and eliminate the required bicycle parking for residential congregate living
	16	Amend the Fee-in- Lieu of Parking to Public Parking to reflect that Ryan is proposing a public parking facility within the initial infrastructure	59	Do not Amend the Fee-in- Lieu of Parking to read as Public Parking

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17	Eliminate the Car Share requirement for one every 20 paces of individual parking	62	<p>Amend the car share requirement to the following: Car-share parking requirement shall be revised based on the number of residential units and stalls in non-residential areas as follows</p> <table border="1"> <thead> <tr> <th>Number of Residential Units</th> <th>Number of required Car-Share spaces</th> </tr> </thead> <tbody> <tr> <td>0-49</td> <td>None</td> </tr> <tr> <td>50-200</td> <td>1</td> </tr> <tr> <td>201+</td> <td>2, plus 1 for every 200 units over 200</td> </tr> </tbody> </table> <table border="1"> <thead> <tr> <th>Number of Non-Residential Parking Spaces</th> <th>Number of required Car-Share spaces</th> </tr> </thead> <tbody> <tr> <td>0-24</td> <td>None</td> </tr> <tr> <td>25-49</td> <td>1</td> </tr> <tr> <td>50+</td> <td>2, plus 1 for every 40 spaces over 50</td> </tr> </tbody> </table> <p>A future amendment may be submitted within 10 years if no car-share operator is secured or the space is not used for other shared modes such as bicycles or scooters.</p>	Number of Residential Units	Number of required Car-Share spaces	0-49	None	50-200	1	201+	2, plus 1 for every 200 units over 200	Number of Non-Residential Parking Spaces	Number of required Car-Share spaces	0-24	None	25-49	1	50+	2, plus 1 for every 40 spaces over 50
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0-49	None																		
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18	Eliminate Electric Vehicle infrastructure for F1, F2, F3, and F4 Districts	62	Do not eliminate Electric Vehicle infrastructure requirement for F1, F2, F3, and F4 Districts																
19	Amend the shower requirement to 1 shower per 150 employees instead of 1 shower to 50 employees	61	Amend the shower requirement to 1 per 100 employees																
Roadway Adjustment	20	Add an additional vehicular connection to MRB	83, 86-95, 98-100, 102, 106, 107 Do not amend the transportation network to allow an additional vehicular connection to Mississippi River Boulevard																
	21	Removal of Saunders to Cleveland Ave, and explore an E/W connection through Village Way	83, 86-95, 98-100, 102, 106, 107 Conditionally explore the removal of Saunders Avenue and continue to explore east/west connections to the site																
	22	Removal of Hillcrest Ave between Cretin Ave and Finn St	83, 86-95, 98-100, 102, 106, 107 Amend Hillcrest Avenue between Cretin Avenue and Finn Street using the extension of Ranger Way to eliminate the northern superblock																
	23	Addition of on-street parking to Woodlawn Avenue	83, 86-95, 98-100, 102, 106, 107 Amend Woodlawn Avenue configuration with the addition of on-street parking to Woodlawn Avenue																
	24	Change Ranger Way from bike/ped only to a two-lane road	83, 86-95, 98-100, 102, 106, 107 Amend Ranger Way from bicycle/pedestrian only street to a two-lane road noting that it will still provide high-quality facilities for bicycles and pedestrians in the Transportation Network																
	25	New retail Road section between Cretin and Mount Curve Blvd North	83, 86-95, 98-100, 102, 106, 107 Amend the Transportation Network to include a new retail road section between Cretin and Mount Curve Blvd North																
	26	Revise landscaping space from 4' to 6' to provide an adequate buffer	83, 86-95, 98-100, 102, 106, 107 Amend the landscaping space from 4' to 6' to provide an adequate buffer in the Transportation Network																

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Stormwater	27	Remove groundwater reference and would like flexibility regarding the west side of the site draining to the central stormwater feature	106-107,129	Amend the Infrastructure and Roadmap to Sustainability to sections to remove groundwater reference and add flexibility regarding the west side of the site draining to the central stormwater feature
Open Space	28	Proposing to delete the pocket park on the mid-western edge of the site bordering MRB, but retain the two northern ballfields. Ryan has proposed adjusting the geometry of the Civic Square to have a smaller plaza at the corner of Ford Parkway and Cretin Avenue.	110-117	Amend proposed Parks and Open Space by deleting the pocket park on the mid-western edge of the site bordering Mississippi River Boulevard, retaining the two northern ballfields, and adjusting the geometry of the Civic Square to have a smaller plaza at the corner of Ford Parkway and Cretin Avenue
Staff-Initiated Changes	29	District Energy System: To build in flexibility to accommodate changes in that section, staff propose the following language to be added to the end of paragraph 5, page 82: “All street sections subject to change based on utility requirements and analysis resulting from environmental review.”	131, 82	Amend the Transportation Network to state that “All street sections subject to change based on utility requirements and analysis resulting from environmental review”
	30	Bohland Bike Lanes: Shift the location of bike lanes on Bohland from on-street to a location protected at sidewalk level, like all other bike lanes on the site.	91	Amend the Bohland Bike Lane section in the Transportation Network to shift the location of bike lanes on Bohland from on-street to a location protected at sidewalk level
	31	Trail East of Mississippi River Boulevard: The description and section of Mississippi River Boulevard Trail shows expanded right-of-way to allow for an 11-foot shared-use trail on the east side of the road, which creates conflicts with established trees east of MRB. Add a note at the bottom of page 101 (Mississippi River Boulevard Trail) to accompany existing “Expanded ROW” note that says: “Adjust as necessary to preserve as many mature trees as possible.” Additionally, coordinate with Ryan to create a common understanding of a trail alignment that makes sense.	101	Amend the section on a trail east of Mississippi River Boulevard to “Adjust as necessary to preserve as many mature trees as possible.”
	32	Multi-Unit Lot Coverage: The MP states a 30% lot coverage maximum for multi-unit homes; the corresponding zoning text (Section 66.931) is 40%. Change the 30% lot coverage on multi-unit home to 40% in the MP and add the open space column to Table 66.931 of the Zoning Code. Make same change for SF homes if approved as proposed.	69	Amend the Ford Site MP to match the corresponding zoning text (Section 66.931) lot coverage on multi-unit homes to 40% in the MP and add the open space column to Table 66.931 of the Zoning Code