



CITY OF SAINT PAUL
Melvin W. Carter, Mayor

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25 W. Fourth Street
Saint Paul, MN 55102-1660

Date: November 5, 2019

To: Council President Brendmoen and City Council Members

From: Kathy Lantry

Re: Director of Public Works Approval of Non-standard Streets at the Ford Site

The final plat application submitted by Ryan Companies on November 1, 2019 proposes subdivision of public and private land in preparation for their development of the Ford site. Subdivision in the City is guided by the Saint Paul Legislative Code, and Section 69.500 establishes requirements and standards for streets, utilities, and other public assets. Per that section:

Unless otherwise stated, the director of public works shall have the authority to modify these standards for reasons of design or safety; such reasons shall be in writing and attached to the plat.

The *Ford Site Zoning and Public Realm Master Plan* ("master plan"), adopted in September of 2017 and amended in April and September of 2019 establishes a network of streets and pedestrian ways that is not conventional. The adopted right-of-way network intention is 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." To achieve these goals, there are streets in the master plan for which modification of the standards in Chapter 69 are required. This letter documents my approval of those changes and is intended to accompany the final plat dated November 1, 2019.

Public Works staff consulted with other City departments during the years-long development of the master plan, as well as with Ryan Companies as needs have been better articulated and amendments adopted. That said, the plan is not an engineering document. The master plan states that street sections reflect general design and function and recognizes that final designs will depend on utility requirements, environmental review, and guidance from the Saint Paul Street Design Manual. As staff has noted during the plat review period, roadway and utility design is early in development and the project team and city staff should anticipate adjustments to boundaries if necessary for safety and/or functionality.



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Based on the current plat proposal, Legislative Code, and the master plan, modifications to the following standards are required:

- 1. New streets shall provide for the continuation of existing streets of adjoining subdivisions and for projection of streets into adjoining properties which are not yet subdivided.**
 - a. Saunders Avenue does not continue across Cleveland Avenue into the site.
 - i. Reasoning for modification: The environmental review evaluated traffic patterns without the presence of a Saunders Avenue connection between Finn Street and Cleveland Avenue and determined that Montreal Avenue was sufficient for traffic flow. In addition, by not building Saunders in this area, the Highland Little League fields could be maintained – a priority for the Parks and Recreation Department and the neighborhood.
 - b. Woodlawn Avenue does not connect to Ford Parkway in the north end of the site.
 - i. Reasoning for modification: The relatively short distance of approximately 180' from the merge point of northbound access from Mississippi River Boulevard to a potential intersection of Mount Curve Boulevard would increase the potential for traffic impacts considering the high volume of vehicular traffic eastbound on Ford Parkway.
 - c. Yorkshire Avenue does not continue across Cleveland Avenue into the site.
 - i. Reasoning for modification: the piece of the Ford property between proposed Montreal Avenue and the Canadian Pacific property is an odd shape and features significant topography challenges that would create significant development challenges, especially considering the uncertain future of the Canadian Pacific property. Access from Montreal on the north will serve the parcel.
- 2. Collector right-of-way width minimum is sixty-six feet (66'). Collectors on the Ford site per Public Works staff and the master plan are Cretin Avenue, Mount Curve Boulevard (Ford Parkway to Montreal), Bohland Avenue, Finn Street, and Montreal Avenue. Only those segments that don't meet width standards are discussed.**
 - a. The segment of Montreal Avenue west of Cretin Avenue has a right-of-way width of sixty-two feet (62').
 - i. Reasoning for modification: there is no on-street parking on Montreal Avenue and the traffic volumes are not anticipated to be high enough to warrant the addition of a turn lane.
- 3. Collector roadway width minimum is thirty-six feet (36').**
 - a. The segment of Montreal Avenue west of Cretin Avenue has a roadway width of twenty-six feet (26')
 - i. Reasoning for modification: In addition to not having on-street parking on this segment of Montreal Avenue, the bike lanes have been separated from vehicular traffic and are now behind the curb, reducing the curb-to-curb width.

Eleven-foot (11') vehicular travel lanes are provided in addition to a two-foot (2') reaction zone on both sides.

- b. The segment of Mount Curve Boulevard between Bohland Avenue and Montreal has a roadway distance of thirty-two feet (32').
 - i. Reasoning for modification: Bike lanes have been separated from vehicular traffic and are now behind the curb, reducing the curb-to-curb width. There are two travel lanes and on-street parking in this segment.
- c. Segments of Bohland Avenue and Finn Street have a roadway distance of thirty-two feet (32').
 - i. Reasoning for modification: Bike lanes have been separated from vehicular traffic and are now behind the curb, reducing the curb-to-curb width. There are two travel lanes and on-street parking in these segments.

4. Local street right-of-way width minimum to be defined by the Director of Public Works

- a. Reasoning for modification: The attached map shows local streets as determined by Public Works staff and the master plan. Staff has evaluated refinements of master plan sections and with the understanding that there may be adjustments necessary for things like utilities and turning movements, the right-of-way widths shown in the plat are acceptable.

5. Utility Location – unless waived, all utility facilities...shall be located underground and within the street or alley right-of-way.

- a. Reasoning for modification: The plat shows utilities located under what will be a private alley. Easements have been shown on the plat for these utilities, and they have been reviewed by Public Works staff. Any future utilities under private property will require similar review and easement(s).

Attachment: Ford Map with locations

Page 2 of 2 (Markup NTS)

