



## Legislation Details (With Text)

**File #:** RES 23-1442 **Version:** 1

**Type:** Resolution **Status:** Passed

**In control:** City Council

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**Title:** Amending RES PH 16-239 which enacted the Snelling-Midway Redevelopment Site Master Plan and Design Guidelines by adding new language and deleting old language to Condition No. 5 pertaining to parking.

**Sponsors:** Russel Balenger

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
9/21/2023	1	Mayor's Office	Signed	
9/20/2023	1	City Council	Adopted	Pass

Amending RES PH 16-239 which enacted the Snelling-Midway Redevelopment Site Master Plan and Design Guidelines by adding new language and deleting old language to Condition No. 5 pertaining to parking. WHEREAS, RES PH 16-239 was the City's legislative action approving the Snelling-Midway Redevelopment Site Master Plan and Design Guidelines (hereinafter, the "Master Plan") to facilitate the construction of Allianz Field and guide redevelopment within the Snelling-Midway Redevelopment Site (hereinafter, the "SMRS"); and

WHEREAS, the adopted Master Plan was the culmination of work by the Snelling-Midway Community Advisory Committee which provided community input regarding development on the SMRS, a technical advisory committee of comprised of staff from the City, Ramsey County and Metropolitan Council which provided guidance on planning, infrastructure and transportation matters related to the SMRS, an Alternative Urban Area-wide Review which included a mitigation plan and other measures or procedures to avoid, minimize, or mitigate potential environmental impacts of development within the SMRS, and the Saint Paul Planning Commission which extensively reviewed the Master Plan and provided a report and recommendation to the Saint Paul City Council which ultimately adopted the Master Plan, subject to certain conditions, under Council File RES PH 16-239 and remains in effect as the City of Saint Paul's Master Plan to guide redevelopment proposals for the T4M zoning district within SMRS; and

WHEREAS, as of September 20, 2023, the developer has proposed to begin development of several blocks within the Snelling-Midway Master Plan area including vertical development and public open space which has been determined by City Staff to be consistent with the overall intent of the Master Plan; and

WHEREAS certain aspects of the proposed development necessitate amending condition #5 of the originally imposed when the Master Plan was adopted in 2016 to allow for temporary surface level parking during as development occurs on the site; and

WHEREAS, staff from the department of planning and economic development have reviewed the proposed amendment and have recommend that the conditions imposed when the Master Plan was adopted now be amended to facilitate new development in the SMRS; and

WHEREAS, the Council of the City of Saint Paul has reviewed the proposed amendment and the recommendation of staff that the Master Plan be amended as proposed and, based upon the recommendation

and rationale for it, which the Council finds persuasive and hereby adopts and incorporates by reference as its rationale to approve the proposed condition amendment; NOW, THEREFORE,

BE IT RESOLVED, that the Council of the City of Saint Paul hereby approves the amendment of RES PH 16-239 to read as follows:

- “1. New development within the redevelopment site master plan boundary must have a minimum floor area ratio (FAR) of 2.0. The single-story buildings planned for the “Shops in the Green” area are part of the master plan and may be excepted from the FAR requirement.
2. Minimum requirements at maximum build out for office uses shall be 250,000 square feet, retail uses shall be 168,400 square feet, and residential uses shall be 248 units.
3. All new buildings within the master plan boundary must have a primary pedestrian building entrance on arterial, collector, and/or local streets. All new commercial and civic buildings shall have window and door openings that comprise at least 50 percent of the length and at least 30 percent of the area around the ground floor along arterial, collector, and/or local street facades.
4. Residential buildings may be allowed without retail on the first floor, provided first floor residential units shall have exterior entrances facing the street.
5. Final development shall not include surface parking exceeding 20 spaces on any development block. During development, surface parking is allowed on: Surface parking should not exceed 20 spaces per development block, except for (a) the surface lot at the southeast corner of the site; (b) the two surface parking lots immediately west of Allianz Field, subject to an interim use permit; and, (c ) additional surface parking accessory to a development on a development block; provided, an interim use permit is granted. Free standing parking ramps are not permitted unless wrapped with active first floor uses on all street frontages. Above ground structured parking is permitted provided, at a minimum, it is lined that the entire ground floor of the structure contains with active uses at street level with entrances on all primary street frontages as design and circulation allows. Underground parking is permitted in any structure. Structured parking must 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 to be cost effective. Temporary surface parking ancillary to a particular development will likely be needed to support phased development and as the developer intends to develop structured parking to meet the parking needs served by the temporary surface parking; Any temporary surface parking lot west of the stadium approved by interim use permit shall be removed no later than the five (5) years after establishment unless an extension of that interim use is approved. Extensions of an interim use permit would be necessary only until the structured parking to meet the parking needs served by the temporary surface parking has been completed. Minimal improvements to surface parking the lot may be allowed but significant investment is discouraged and will not constitute a justification for long term use.
6. The redevelopment site master plan and stadium design proposal shall take precedence over the following traditional neighborhood design standards as articulated in Leg. Code §66.343(a), §66.343(3) block length; §66.343(13) b, c, and d window design, glass, shape, size, and pattern; §66.343(14) a, materials and detailing; and §66.343(18) b surface parking in proximity to a corner.
7. Public realm - the street pattern, block layout, and park or open spaces shall be as shown on the redevelopment site master plan. New public streets or removal of a public street segment, park or open space, or entire block shall be considered a major modification of the redevelopment site master plan and shall require amending the redevelopment site master plan.
8. An open space plan, including a preliminary design treatment for open space, shall be included in the redevelopment site master plan when an open space agreement is negotiated in conjunction with meeting the City’s parkland dedication requirements. The open space must be publicly accessible even if privately developed and maintained.

9. A preliminary landscape plan indicating street trees and landscape treatment of streets, public spaces shall be provided in the redevelopment site master plan.

10. A preliminary stormwater plan identifying preliminary locations of structures and methods to be used in managing stormwater and surface water on the site must be provided in the redevelopment site master plan.

11. All development within the redevelopment site master plan boundary is subject to implementation of all relevant mitigation measures as defined or described in the AUAR Mitigation Plan.

12. Conduit must be installed during construction of new public streets to ensure the Snelling-Midway site is ready for installation of fiber optic cable.”

AND, BE IT FURTHER RESOLVED, as Resolution No. RES PH 16-239 may from time to time be amended, the Council finds that all conditions originally imposed under RES PH 16-239, and any new conditions or amendments thereto that the Council may legislate based upon circumstances, shall be restated in their entirety in any amending Resolution in order to maintain the historical context of the Master Plan unless the Master Plan is duly amended or a new master plan for the SMRS is duly adopted.