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Date: October 26, 2018
To: Comprehensive and Neighborhood Planning Committee
From: Menaka Mohan and Mike Richardson
Subject: Staff Review of Ryan Companies' (Ryan) Proposed Amendments to the *Ford Site Zoning and Public Realm Master Plan*

BACKGROUND

The *Ford Site Zoning and Public Realm Master Plan* (MP) was adopted by the City Council in September 2017. The site is currently owned and controlled by Ford Land. In June 2018, Ford Land announced Ryan Companies (Ryan) as the Master Developer for the site. Ryan remains in its due diligence period to purchase the property; Ford is still the owner of the site. Ford Land supports the application for amendments to the MP submitted by Ryan. This staff report analyzes the proposed amendments in relation to the adopted MP.

The Ryan development proposal for the Ford site contains:

Rental Multifamily	2,250 Units
Rental Affordable	710 Units
Ownership Rowhomes	270 Units
Ownership Single Family Homes	35 Homes
Ownership Condominiums	80 Units
Rental Senior Living	400 Units
Total Units	3,745 Units
Office Area	265,000 square feet
Retail Area	150,000 Square Feet

The adopted Master Plan provided the following parameters for uses (pg. 41 of the MP). Ryan is proposing towards the maximum number of units permitted by the MP (93%), but the lower end of retail and office. Although Ryan is proposing parks and open space, (which is a defined use under Civic and Institutional Uses) it is not proposing any type of building in the parks area, so it is providing 0 Sq. Ft GFA of Civic and Institutional Space.

Land Uses	Minimum	Maximum	Ryan Proposal
Housing	2,400 Dwelling Units	4,000 Dwelling Units	3,745 Dwelling Units
Retail and Service	150,000 Sq. Ft GFA	300,000 Sq. Ft GFA	150,000 Sq. Ft GFA
Office and Employment	200,000 Sq. Ft GFA	450,000 Sq. Ft GFA	265,000 square feet
Civic and Institutional	50,000 Sq. Ft GFA	150,000 Sq. Ft GFA	0 Sq. Ft GFA

STRUCTURE OF MEMO

This memo is organized by proposed changes to the MP by Ryan, other changes to the MP by staff, and other considerations. Each topic addressed by describing the current condition, the proposed condition, and considerations. When possible, staff recommendations are given after each issue. However, due to the interrelated nature of many of these issues, there is a section following the numbered issues that contains recommendations that could not be addressed simply or that involve more than one issue (other considerations). When text is underlined, it is an addition that Ryan is proposing, and when text is struck through, it is a deletion that Ryan is proposing.

PROPOSED CHANGES

1. Single-Family Homes

Change	Page Number	Zoning Section
1	8	66.921
3	28	66.921
5	31	66.921
10	34	66.921
11	34	66.921
22	42	66.921
37	68	66.921
38	69	66.931
40	69A	66.921

What the Master Plan says now:

The *Ford Site Zoning and Public Realm Master Plan* (MP) created 5 new zoning districts (see pg 31, Table 4.1). None of the zoning districts allow single-family homes.

What Ryan is proposing:

Single-family homes would be permitted in the F1 District.

Issues and Considerations:

Single-family home (SFH)s were not permitted in the original MP at the direction of Ford. The Ford Site presents the opportunity to provide density in a moderate, urban manner. Allowing single-family homes does not necessarily preclude Ryan Companies from achieving that goal, particularly since the proposal is providing approximately 3,745 units total, reaching 93% of

the maximum number of housing units projected for the site (4,000). Currently, the predominant housing type along Mississippi River Boulevard (MRB) to the north and south is single-family homes.

The MP acknowledges that lower density is appropriate on the western portion of the site and characterizes the F1 district with multi-unit homes containing 2-6 dwellings. With the appropriate design, the multi-unit homes would look like the large single-family homes that currently exist along MRB.

Allowing single-family homes would diversify the housing stock on the site. At the same time, even though the number of single-family homes on the site is small — 35, or less than 1% of total units permitted under the MP — the square footage per unit of these homes could be greater than every other housing type on the site. (Note that the F1 district allows carriage houses, and the new city-wide ADU ordinance could permit an additional unit on-site, if amended via zoning text amendment to be permitted within F1.) Therefore, allowing SFH in F1 does not preclude development with more than one unit per parcel.

Recommendation: Allow single-family homes in the F1 District and allow the addition of an ADU via a text amendment.

2. Lot 11 Rezoning

Change	Page Number	Zoning Section
4	30	-
12	34	-
13	35	-
14	35	-

What the Master Plan says now:

Lot 11 is currently zoned F2 (see Figure 1). It is a transition block between the F1 zoning along MRB and the denser Gateway District on the northwest corner of the site.

What Ryan is proposing:

Lot 11 would be zoned F1 district, providing flexibility for this block to contain single-family homes.

Issues and Considerations:

As proposed in the MP, Lot 11 serves as a transition from the lower-density F1 District to the more intense uses in F6 Gateway District. Ryan is proposing to rezone this lot to F1 to maintain the consistency of single-family homes along Mississippi River Boulevard. Ryan maintains that Bohland Avenue will provide a transition due to its wide right-of-way, and that the proximity of Gateway Park makes the transition from F1 to F6 less dramatic.

The MP specifically states that the F2 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.” Although Ryan is proposing a lower height for the buildings in the Gateway District (Lot 1- 30 feet, Lot 5- 40 feet, and Lot 6- 40 feet), the uses (office and senior living) are more intense. Additionally, the F2 District provides flexibility for slightly higher-density housing (townhomes) and low-scale multi-family structures. Further, if single-family homes were to be permitted in F1 (as proposed by Ryan), the difference in scale between F1 and F6 would be even greater.

Recommendation: Do not allow Lot 11 to be rezoned from F2 to F1; keep the original zoning at F2.

3. F3 Zoning Adjustments

Change	Page Number	Zoning Section
6	31	66.931
7	31	66.931
8	32	-
9	33	-
15	36	66.931

What the Master Plan says now:

The F3 Residential Mixed Mid Zoning District allows a broader range of multi-family residential types; congregate living; and transit-oriented uses such as retail, office, civic and institutional uses. The permitted heights range from 40 – 65 feet, and 75 feet with stepbacks per Zoning Code Table 66.931. The permitted FAR ranges from 2.0-4.0. F3 represents a gradual gradation in height and density as one moves from MRB to Finn.

What Ryan is proposing:

The F3 Residential Mixed Mid District would allow the same uses but the minimum height would be 30 feet and the FAR would range from 1.0-4.0. See Figure 1 for proposed changes.

Issues and Considerations:

Ryan is requesting a reduced height and a lower FAR to allow the flexibility to place townhomes on the western portion of the site, including directly west of the central stormwater feature, and thereby diversity the building types facing the central stormwater feature. The proposed change does not prohibit the developer from building denser types of housing on the western portion of the site, since multi-family residential buildings would still be permitted. The change, however, could encourage a higher amount of lower- density development, for example the townhomes, than originally envisioned in the Master Plan.

Recommendation: Do not allow reduction in minimum height to 30 feet and FAR to 1.0. Staff feels it is important that multi-family buildings face both sides of the central stormwater feature, given its scale and centrality, and the need to provide density to activate this important public space. See Other Considerations, item 2 for further discussion.

4. F5 Maximum Building Height Adjustments

Change	Page Number	Zoning Section
16	38	66.931

What the Master Plan says now:

The F5 Business Mixed District provides a variety of retail stores, dining, office buildings and service establishments. Buildings will orient to public right-of-ways (ROW) and provide dynamic, ground floor activity that transitions between outdoor public spaces and building uses. Exterior edges will provide attractive vegetation, patios, amenities and public art that enlivens the public realm. Multi-family dwelling may be incorporated on upper floors. The heights range from 40-75 feet with a 10-foot step back within 25 feet of the ground. The FAR ranges from 2.0-4.0.

What Ryan is proposing:

The F5 District would still allow the same uses, but the maximum height would change to the 65 feet with no stepback. Over 65 feet, buildings could go up to 75 feet with 10-foot stepback at the second floor or below, except when facing plazas. Additional height up to 75 feet without step-backs would be allowed for architectural elements on plazas. Rooftop elements, if set back a minimum of 10 feet, would not contribute to building height.

Issues and Considerations:

The MP requires that buildings step back at 25 feet to ensure that the pedestrian does not feel as though they are in a ‘canyon’ between roadways and in between buildings. Ryan is asking for a change that mimics the F3 Zoning District, where a minimum 10-foot stepback from all minimum setback lines is required for all portions of the building above a height of 25 feet. Additionally, Ryan is proposing to eliminate the stepback requirement for buildings facing a plaza. The changes requested for F5 would still prevent the pedestrian from having the ‘canyon’ experience and can be further refined as part of the Design Standards process.

Recommendations: Allow the revised stepback requirement and provide additional guidance as a part of the Design Standards process. Require a definition of what constitutes a rooftop element so that it does not add height.

5. Required Land Use Adjustments

Change	Page Number	Zoning Section
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17	40	66.922
18	40	66.922
19	40	66.922
19	40	66.922
20	41	66.922
21	41	66.922

What the Master Plan says now:

The F3 Residential Mixed Mid, F4 Residential Mixed High, and F5 Business Mixed Zoning Districts require a mix of uses. See page 40, ale 4.2 for required land use mixes.

- F3 Residential Mixed Mid requires a minimum of 10% commercial uses.
- F4 Residential Mixed High District requires a minimum of 5% commercial uses and a maximum of 95% residential uses.
- F5 Business Mixed Zoning Districts requires 10% in employment uses.
- F6 Gateway District allows a maximum of 25% commercial use.
- F6 Gateway District currently does not permit housing
- Minimum institutional space is 50,000 sq. ft. GFA.
- Maximum civic and institutional is set at 150,000 sq. ft. GFA.

What Ryan is proposing:

- F3 Residential Mixed Mid requires a minimum of 0% commercial uses.
- F4 Residential Mixed High District requires a minimum of 0% commercial uses and maximum of 100% residential uses.
- F5 Business Mixed Zoning Districts requires a minimum of 0% in employment uses.
- F6 Gateway District allows a maximum of 50% commercial uses.
- F6 Gateway District allows Adult Care Facilities
- No minimum civic and institutional space.
- Maximum civic and institutional space of 150,000 square feet GFA with an exception to exceed the maximum for additional green and open space.
- No minimum sq. ft. GFA for civic and institutional space.

Issues and Considerations:

The required mix of uses was intended to ensure visual, functional, and economic diversity within proximity of each designated parcel and a balance of land uses throughout the site, while still allowing flexibility. It should be noted, however, that, while the minimums and maximums for the uses are intended to provide a mix of uses, it is not possible for every parcel to include the maximum of all types of uses.

Ryan requests a reduction in the minimum requirement of commercial and employment uses to 0% in the F3, F4, and F5 zoning districts given the layout of their proposal, which concentrates the retail and commercial uses on the northern end of the site. Ryan stated that, in past projects,

spreading out commercial areas too thinly can make it difficult to engage customers and for retail to thrive. Additionally, concentrating the commercial activity on the northern end of the site could benefit the existing commercial uses on Ford Parkway. Changing the percentages does not disallow commercial activities on the site, but allows the market to respond to retail demand. Staff is amenable to allowing adult care facilities in the F6. Scale and urban form can be addressed through design standards.

Allowing an exception to the maximum for civic and institutional uses just for additional open space or green space makes sense. However, this may not be measurable since GFA is a measurement for buildings. Given that Ryan’s proposal does not include any buildings that would meet the definition of Civic and Institutional Uses, they do not meet the minimum requirement of 50,000 GFA on the site.

Recommendation: Allow the reduction in commercial and employment uses for F3, F4, and F5 zoning districts. Allow a maximum residential percentage for F4 Zoning District. Do not allow Ryan Companies to remove a minimum GFA for institutional uses on the site. See item 2 in the Other Considerations section.

6. Landscape Adjustments

Change	Page Number	Zoning Section
23	48	66.945
24	49	66.945

What the Master Plan says now:

Street trees are required if the front setback is greater than 6 feet.

- One deciduous tree with 3 inches minimum caliper is required to be planted with the front setback for every 30 feet of frontage if the front setback is greater than 6 feet.
- Minimum planted caliper is 2.4 inches.

What Ryan is proposing:

Street trees are required if the front setback is greater than 6 feet.

- One deciduous tree with 2.5 inches minimum caliper is required to be planted with the front setback for every 30 feet of frontage if the front setback is greater than 6 feet.
- Minimum planted caliper is 2.5 inches.

Issues and Considerations:

Ryan is not changing when street trees would be required but is using an industry standard. Additionally, the MP provides two different numbers for a minimum standard, 3 inches in the narrative and 2.4 inches in the detailed chart found on page 49.

Recommendation: Change the minimum caliper to 2.5 inches to provide consistency and match industry standards.

7. Rooftop Adjustments

Change	Page Number	Zoning Section
25	56	66.945
26	56	66.945
27	57	66.945

What the Master Plan says now:

- Flat roofs should be single-ply membrane type with a minimum pitch of ¼ inch per foot.
- Roofing materials shall have a Solar Reflective Index (SRI) of minimum 20 where the pitch is greater than 2:23, or an SRT of minimum 78 where the pitch is less than or equal to a 2:12 pitch.

What Ryan is proposing:

- Flat roofs have a minimum pitch of ¼ inch per foot.
- No requirement for a SRI minimum or maximum.

Issues and Considerations:

The goals of the roofing requirements are to 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 and reduce stormwater runoff from rooftops. The MP requires a SRI minimum and maximum. The SRI is a measure of a surface's ability to stay cool in the sun by reflecting solar radiation and emitting thermal radiation. A black surface has an initial SRI of 0, and a white surface has an SRI of 100.

The Master Developer stated that eliminating material specifications or flat roofs and the SRT requirement will allow them to pursue more efficient and effective roof systems. Given that the Master Developer is subject to the City's Sustainable Building Policy, SB2030 and forthcoming design standards, these changes are reasonable.

Recommendation: Allow the changes to requirements in flat roofs, and SRI minimums and maximums.

8. Parking Adjustments

Change	Page Number	Zoning Section
28	58	66.942
29	49	66.942
30	58	-
31	59	-
32	60	66.943

33	60	66.943
34	61	-
35	62	-
36	62	-
39	69	66.942
41	76	66.942
42	77	66.942
43	78	66.942

What the Master Plan says now:

Parking in the MP is governed by use and the type of structure. The purpose is to provide 1) vehicular parking that meets the basic demand created by uses on the site through the predominant use of structured parking; and 2) convenient, plentiful and secure bicycle parking at places of residence, employment, shopping or service, and recreation. Uses and required parking are as follows:

Land Use	Min Required Parking	Max
Non-residential	1 space per 600 sq. ft. GSA	1 space per 400 sq. ft. 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

Structured parking is permitted provided that, at a minimum, the entire ground floor of the structure contains active uses with entrances on all street frontages. Underground parking is permitted in any structure. Structured parking must 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.

Fee-in-lieu of parking is allowed as a parking option for non-residential uses. Fees collected shall become part of a site-wide fund and used solely for the repayment, development or maintenance of parking that satisfies the demand requirements of new development projects within the parking in-lieu area. A site-wide parking district will establish the terms, conditions and use for fee-in-lieu payments.

Bicycle Parking requirements:

Residential, dwellings	1 space per dwelling
Residential, congregate living	1 space per bedroom
Educational	1 space per 3 students
Recreational	1 space per 300 sq. ft. of surface area
Commercial, Office, Civic	1 space per 5,000 sq. ft. GFA
Production and Processing	1 space per 15,000 sq. ft. GFA

The Master Plan required that one designated space for car share vehicles be provided for every 20 spaces of individual car parking.

All new and expanded parking areas are required to provide the of one parking space or 2% of the total parking spaces, whichever is greater, shall be prepared for such stations.

What Ryan is proposing:

Land Use	Min Required Parking	Max
Non-residential	1 space per 600 sq. ft. GSA	1 space per 400 200 sq. ft. 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

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

Public Fee in Lieu Parking

This section describes a parking option for the non-residential uses. Fees collected shall become part of a site wide 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 area. A sitewide parking district will establish the terms, conditions and use for fee-in-lieu payments.

Bicycle Parking requirements:

Residential, dwellings	1 space per dwelling
Residential, congregate living	1 space per bedroom
Educational	1 space per 3 students
Recreational	1 space per 300 sq. ft. 5,000 of surface area
Commercial, Office, Civic	1 space per 5,000 sq. ft. GFA
Production and Processing	1 space per 15,000 sq. ft. GFA

~~Car Share Parking Facilities~~

~~One (1) designated space for car share vehicles shall be provided for every 20 spaces of individual parking.~~

Electric Vehicle Infrastructure

All new and expanded off-street parking areas in the Gateway and Mixed-Use Districts north of Bohland Avenue shall provide the electrical capacity necessary to accommodate the future 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.

Issues and Considerations:

Ryan is requesting the ability to have additional parking in non-residential districts because they claim it will not be possible to secure retail tenants with less than 1 space per 200 GFA. Ryan is also proposing a public parking facility in the retail district of the site instead of the fee-in-lieu section of the plan. Staff has concerns with renaming the Fee-in-Lieu of Parking section to Public Parking even if the content of the section is not changing. It is unknown how many stalls in the parking facility are assigned to retail uses or office uses, so it hard to justify allowing additional parking for office and retail uses. With the amendments as proposed, staff assume that the office and retail uses will be served by below-grade parking and the public parking facility. If Ryan is providing underground parking for office and retail tenants and a public parking facility that serves the same tenants, staff question why additional parking for non-residential uses would be needed. The City should not subsidize required parking, especially if the required number of stalls is less than in other parts of the city.

Ryan is requesting that the required amount of the ground floor of structured parking uses that must be devoted to active uses is 50% rather than 100%. This change may be acceptable, but is difficult to recommend absent individual building design.

Easing the requirement for structured parking to be designed with level parking floors and adequate floor- to-ceiling clearance heights to allow the space to be converted to finished floor area (proposed change states, “may design” structured parking this way, “where practical”) if parking is no longer needed in the future may be acceptable, but staff needs more information on how the costs of a project could increase if this change is not granted.

The Zoning Code (section 63.210) regulates bicycle parking for the City of St. Paul. Current City requirements are as follows:

- (1) Off-street parking facilities shall provide a minimum of one (1) secure bicycle parking space for every twenty (20) motor vehicle parking spaces, disregarding fractional bicycle spaces. A minimum of one (1) secure bicycle parking space shall be provided for an off-street parking facility with twelve (12) or more motor vehicle parking spaces; or*
- (2) For dwelling units, a minimum of one (1) secure bicycle parking space shall be provided for every fourteen (14) dwelling units. A fractional space up to and including one-half (½) shall be disregarded, and any fraction over one-half (½) shall require one (1) secure bicycle parking space.*

The Ford Master Plan requires more bicycle parking than the city-wide code to ensure that the site encourages bicycling. However, some requirements in the MP would result in an overabundance of bicycle parking spaces. The two ballfields alone would generate 748 bicycle parking spaces. Additionally, congregate spaces serve both students and senior housing. In the Ryan proposal, no student housing is proposed, which is a use that demands many parking spaces. There is most likely not the same demand for bicycle parking in senior housing. Additionally, the congregate living is located near residential buildings that will require one space per dwelling, which staff believe will provide adequate bicycle parking facilities.

Ryan is requesting to remove the car share requirement, stating that there is not a strong enough market for car-share in the Twin Cities area. However, the expected buildout for the Ford site is 10 years. In 10 years, it is imaginable that car-share could become a viable option in the Twin Cities. Emerging technology in transportation is a rapidly changing field; three years ago, cities across the United States most likely did not anticipate that electric scooters would become part of the transportation network. Staff recommend changing the requirement for car-share based on the number of residential units in residential buildings and stalls in non-residential areas. Staff could consider an amendment that would remove the car-share spaces as buildings come online if there is no car-share provider to utilize the space or the space is not used for other shared modes such as bike or scooter share.

New recommendation:¹

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 Parking Spaces	Number of required Car-Share spaces
0-24	None
25-49	1
50+	2, plus 1 for every 40 spaces over 50

Ryan has requested to eliminate the electric vehicle mix for the residential districts. The vision of the MP is to create a 21st Century Community; part of that vision includes encouraging sustainable transportation. Electric vehicles are a key component to make that vision a reality. The market for electric vehicles is increasing and could be a more viable option for households in 10 years. Removing the requirement in the residential area without knowing what the market will be removes an important component of realizing the vision of the MP.

¹ Car Share parking requirements taken from San Francisco car-share requirements http://default.sfplanning.org/publications_reports/ZAB_06_Car_Sharing_Aug2010.pdf

Recommendations:

- Do not increase the commercial parking requirement from 1:200 to 1:400.
- Condition the approval for structured parking on 50% of the ground floor of parking ramps if building facades fronting on primary and secondary streets are lined with active uses at street level with direct access to the sidewalk. Condition the approval to modify the requirement that structured parking to be designed with level parking floors and adequate floor-to-ceiling clearance height where practical in the F5 and F6 Districts based on an analysis of cost to build and convert the structures.
- Do not allow the change to Public Parking from Fee-in-Lieu of Parking.
- Allow changes to bicycle parking (removal of congregate living) and change to 1 per 5,000 sq. ft. of surface area for recreational areas.
- Modify the Car-Share parking requirement to the following and consider modifying or removing the requirement via a future amendment submitted within 10 years if no Car Share operator has been secured.

New recommendation:

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 Parking Spaces	Number of required Car-Share spaces
0-24	None
25-49	1
50+	2, plus 1 for every 40 spaces over 50

- Maintain the electric vehicle requirement in the residential areas of the site.

9. Roadway Adjustments

Change	Page Number	Zoning Section
44	83	-
45	86	-
46	87	-
47	88	-
48	89	-
49	90	-
50	90	-
51	90	-
52	90A	-
53	91	-

54	92	-
55	93	-
56	94	-
57	95	-
58	98	-
59	99	-
60	100	-
61	102	-
62	406	-
63	107	-

What the Master Plan says now:

See Figure 1 for map of the adopted street network in the MP. The MP envisioned a street network that encouraged multi-modal travel, with emphasis on the bicycle and pedestrian environment.

Street Section	Description	Total Right of Way	Curb to Distance	Boulevard
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.	62	42	6
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.	73	53	6
Mount Curve Boulevard (North)	Mount Curve Boulevard between Ford Parkway and Beechwood Avenue 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 foot	68	52	4

	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.			
Mount Curve Boulevard (South)	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 is buffered from traffic by the parking lane. A four foot treelined boulevard and six-foot sidewalk line the edges.	66	32	4
Woodlawn (North) and Beechwood	These are narrow, local streets with two lanes of travel and one side of on-street parking. A four foot tree-line boulevard and six-foot sidewalk line the edges.	50	30	4
Bohland Avenue	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. 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 foot tree-lined boulevard and six-foot sidewalk line the edges.	74	54	4
Finn Street	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.	70	32	6
Saunders Avenue (East)	Saunders Avenue is the only road, other than Montreal, offering an east connection to the site. It runs two	60	44	4

	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.			
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.	60	34	6,8
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 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.	23	23	Shared
Village Way (West)	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.	40	20	10
Village Way (East)	Village Way to the east of the stormwater feature has the same	34	20	6,8

	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.			
Ranger Way	Ranger Way serves as a linear courtyard and connection within the area of greatest density on the site. A shared pedestrian and bicycle way is wide enough for emergency vehicular access.	32	20	4,8
Galaxie Way (West of Stormwater)	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.	30	20	5

What Ryan is proposing:

Street Section	Description	Total Right of Way	Curb to Distance	Boulevard
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.	62	42 <u>26</u>	6
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.	73	53 <u>37</u>	6
Mount Curve Boulevard (North)	Mount Curve Boulevard between Ford Parkway and Beechwood Bohland Avenue is an access road	68 <u>72</u>	52 <u>36</u>	4 <u>6</u>

	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 foot <u>six foot</u> 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.			
Mount Curve Boulevard (South) Center	Mount Curve Boulevard south of Beechwood Avenue <u>between Bohland Avenue and Montreal Avenue</u> 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 <u>on-street parking</u> is buffered from traffic by the parking lane. A four <u>six</u> foot treelined boulevard and six-foot sidewalk line the edges.	66 <u>70</u>	32	4 <u>6</u>
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 <u>six</u> foot tree-line boulevard and six-foot sidewalk line the edges.	50 <u>54</u>	30	4 <u>6</u>
Bohland Avenue (West)	Bohland Avenue is one of the main east-west roadways on the site. It <u>The west portion</u> connects Mississippi River Boulevard in the west to Finn Street in the east. 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 foot tree-lined boulevard and six-foot sidewalk line the edges.	74 <u>80</u>	54 <u>54</u>	4 <u>6</u>
Finn Street, <u>Bohland Ave (East)</u>	Finn Street connects between Ford Parkway and Montreal Avenue, offering an alternative route for north-south travel on and through the site. It	70	32	6

	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.			
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.	60	44	4
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.	60	34	6,8
Woodlawn Lane (South)	Woodlawn Lane is a shared lane for local travel only to the adjacent blocks and residences <u>with one side of on-street parking</u> . There is no demarcation within the 23 <u>30</u> 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.	23 <u>30</u> <u>On-street parking would be shared</u>	23 <u>28</u>	Shared <u>Boulevard would be 1</u>
Village Way (West) <u>Beechwood Avenue</u>	<u>Beechwood Avenue</u> Village Way serves as the main east-west	40	20	10

	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.			
Village Way (East) <u>Central</u>	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.	34 <u>54</u>	20	6,8 <u>17</u>
Ranger Way	Ranger Way serves as a linear courtyard and connection within the area of greatest density on the site. A shared pedestrian <u>vehicular</u> , and bicycle way is wide enough for emergency vehicular access.	32 <u>36</u> <u>Vehicular 10</u> <u>ft/lane. Total</u> <u>Vehicular ROW</u> <u>is 24</u>	20 <u>24</u>	4,8 <u>6</u>
Galaxie Way (West of Stormwater), <u>Saunders ave and Yorkshire Ave</u>	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.	30 <u>32</u>	20	5 <u>6</u>

Issues and Considerations

In general, Ryan Companies is keeping to the street grid proposed in the MP. They have shifted some of the street grid sections to accommodate their development proposal and retain two - ballfields. Additionally, Ryan proposes to widen some of the pedestrian rights-of- way based on feedback from Saint Paul Public Works. Major changes include the following:

- **A new vehicular connection to Mississippi River Boulevard (MRB) through Village Way.** During the development of the MP, limited vehicular connections to MRB were encouraged. As such, the City does not believe it is appropriate to have additional vehicular traffic on MRB. Alternatively, staff could consider this change depending on the results of the AUAR.
- **Removal of Saunders Avenue connection to Cleveland Avenue.** To keep the ballfields, Ryan cannot make Saunders a through-street to Cleveland Avenue. Instead, Ryan is proposing an east/west connection through Village Way. Staff is amenable to this proposal;

however, Village Way is a private road. Ryan has indicated that they will start conversations with the adjacent landowner so that the connection to Cleveland can be realized in the future. However, if the AUAR (environmental review) demonstrates that an east/west connection to the site is needed and Village Way is no longer an option, staff will need to explore alternate east/west connections to the site. Street connections to the neighborhood to the east is critical to physically integrate the Ford site into the rest of the community.

- **Removal of Hillcrest Avenue between Cretin Avenue and Finn Street.** Ryan is proposing to remove this section as it dead ends into the existing Lund's property. Staff have concerns that not providing a road or street connection creates a superblock on the northwest corner of the site. Staff need to work with Ryan on alternatives, either restoring Hillcrest or exploring a north-south connection through a revised Ranger Way to Ford Parkway, with a one-way right turn only option on to Ford Parkway. The removal of Hillcrest Avenue creates a superblock at the northeast corner of the site. Staff would like Ryan to explore retaining a street connection through that superblock.
- **Addition of on-street parking to Woodlawn Avenue.** In the MP, Woodlawn Ave (South) is envisioned as a shared vehicle street, like a woonerf.² Ryan is proposing to add on-street parking to the road without altering the shared street concept. The National Association of City and County Transportation Officials (NACTO)'s descriptions of shared residential streets allow for parking to delineate private and public space.³ Beyond Ryan's proposal to add one lane of on-street parking to Woodlawn, the need for utility access may dictate a minimum width that would expand the right-of-way. The need for building types currently allowed in zoning districts adjacent to Woodlawn would result in townhomes or small multi-family units on the east side and carriage homes (ADU-like) on the west. Ryan's proposal would allow townhomes on the west. As building massing increases, a wider street section becomes more acceptable.
- **Changing Ranger Way from a bike/pedestrian-only path to a two-lane road.** Ryan states that making Ranger Way a two-way road will help remove traffic from Cretin Avenue for vehicles turning into underground parking on each property in the F4 District. Staff are conditionally open to this change but will wait for the results from the AUAR to see if this change is necessary. Alternatively, if Ryan can demonstrate that Ranger Way can accommodate both two-way vehicular traffic as well as safely accommodate both pedestrians and cyclists despite loss of a bike lane, staff would find this change acceptable.
- **A new retail road section between Cretin and Mount Curve Blvd North.** On-street parking will be proposed to enhance the use of the F5 (Business Mixed) District. Staff is amenable to this change as it provides direct access to retail and provides pedestrian access.

Recommendations:

² Woonerf's were originally implemented in the Netherlands and are known as shared streets, meaning all users, vehicles, pedestrians, and bicycles share the street network with no curbs. Woonerfs can be an effective tool for traffic calming.

³ <https://nacto.org/publication/urban-street-design-guide/streets/residential-shared-street/>

- Do not approve a new vehicular connection to MRB at Village Way. This will add too much additional vehicular traffic to MRB.
- Conditionally approve the removal of the Saunders Avenue connection to Cleveland Avenue dependent on results from the AUAR.
- Do not approve the removal of Hillcrest Avenue between Cretin Avenue and Finn Street.
- Allow added on-street parking to Woodlawn Avenue.
- Conditionally change Ranger Way from a bike/pedestrian-only path to a two-lane road dependent on results from the AUAR.
- Approve a new retail road section between Cretin and Mount Curve.

10. Stormwater Adjustments

Change	Page Number	Zoning Section
62	106	-
63	107	-
66	129	-

What the Master Plan says now:

The MP vision for stormwater is to 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.

The MP includes a centralized stormwater concept where runoff from the entire site would be directed to and managed in a primarily above-grade centralized green infrastructure corridor. The corridor would re-create the original headwaters feature. Additionally, the MP acknowledges that the redevelopment of the Ford Site offers the opportunity to protect and restore Hidden Falls Creek and Hidden Falls. The MP supports a reduction of stormwater runoff rates to their pre-settlement levels by reducing erosion and returning the surface water groundwater connection.

What Ryan is proposing:

Ryan proposes to keep the central stormwater feature but has expressed that, due to slopes on the site, it is challenging to drain all the land area on the west side to the central water feature. Additionally, Ryan is proposing to eliminate the sentence “returning the surface groundwater connections” in the section entitled Restoration Potential for reduction of stormwater runoff rates to pre-settlement levels.

Issues and Considerations:

The MP states that runoff from the entire site will be directed and managed in the centralized stormwater feature. The MP and corresponding stormwater studies acknowledged the conceptual nature of the modeling and need for additional engineering and design work to better define functionality and location of ponding, and to ensure that rate control to Hidden Falls would be at pre-development levels. This early work also recognized that a small area in

the northwest corner of the site would likely not drain to the central feature and would require its own facilities. Staff understands that existing ground conditions will include varying depths of bedrock and perched groundwater, which could make it difficult to return the surface water groundwater connection.

Recommendation:

- Staff recommend that Ryan continue to explore directing water from the west-central side of the site to the central stormwater feature. Doing so will avoid the problem of having to construct new facilities and eliminate the need for underground storage.
- Staff acknowledge that returning the surface water to groundwater connection may not be possible due to site conditions, and recognize that is why references to groundwater have been removed from the MP.

11. Parks and Open Space Adjustments

Change	Page Number	Zoning Section
64	110	-
65	117	-

What the Master Plan says now:

The MP identified the following park typologies in different locations throughout the site:

- Gateway Park (northwest corner)
- Civic Square (north central entrance to the site)
- Neighborhood Park (west of central stormwater feature)
- Pocket Park (mid-western edge of the site bordering MRB)
- Hidden Falls Headwaters Feature (southern edge of the site)
- Walking and Biking Paths (throughout the site)

The MP identifies new recreation fields for private, non-profit and recreational groups.

What Ryan is proposing:

- Gateway Park (northwest corner)
- Civic Square (north central entrance to the site)
- Neighborhood Park (west of central stormwater feature)
- ~~Pocket Park (mid-western edge of the site bordering MRB)~~
- Hidden Falls Headwaters Feature (southern edge of the site)
- Walking and Biking Paths (throughout the site)

Ryan is proposing to delete the pocket park on the mid-western edge of the site bordering MRB. They are also proposing that the ballfields be counted towards the parks and open space requirement for the site.

Ryan has proposed adjusting the geometry of the Civic Square to have a smaller plaza at the corner of Ford Parkway and Cretin Avenue. One of the considerations that went into the geometry of the Civic Square in the MP was allowing enough space for the turning radius of rail-based modes of transit.

Issues and Considerations:

Ryan is subject to the City’s parkland ordinance, which requires that 9% of the total acreage of buildable area on the site be dedicated to parkland. The 9% is determined at the time of platting. Ryan wants to eliminate the pocket park between MRB and the Neighborhood Park, but has proposed adding a pocket park and a neighborhood park bordering the CP Rail property. Ryan has stated its commitment to meeting or exceeding the amount of open space defined in the MP.

The Department of Parks and Recreation has begun updating the master plan for Hidden Falls Regional Park, which will likely address the physical connection to the Ford Site. Ryan’s design should not hinder the possibility that MRB could be straightened out at some point in time to provide additional useable park space at the top of the bluff.

Recommendations:

- Allow proposed changes, with the understanding that the existing ballfields at Highland Ball will not count towards the parkland dedication requirement.

OTHER PROPOSED CHANGES

Note this section includes topics that are not proposed changes by Ryan. Staff wanted alert the Planning Commission to these topics because staff have recommended changes to the MP based on the Ryan proposal.

1. District Energy System

Change	Page Number	Zoning Section
N/A	131, 82	N/A

What the Master Plan says now:

The Master Plan identifies the potential to include a district-wide energy system based on the “from scratch” nature of the development. A district energy system would reduce the energy load on the site and contribute to the net-zero goal called for in the plan.

Issues and Considerations:

The District Energy system remains under consideration, but its outcome remains unknown. Currently, staff is working to see if a district energy system is viable on the site and, if it is viable, whether changes to the ROW width and street sections would be needed.

Recommendation:

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.”

2. Bohland Bike Lanes

Change	Page Number	Zoning Section
53	91	N/A

What the Master Plan says now:

The adopted MP shows bike lanes on Bohland as dedicated, but in-street and unprotected. This differs from all other sections in the plan and is likely a result of staff missing this section during the pre-adoption revision process. Ryan is not proposing any changes to this section.

Issues and Considerations:

Bike lanes in the MP are protected to provide more comfort to the bicyclist. Mixing bike lane configurations within the site would lead to confusion for the bicyclist. Shifting the bike lane to be protected and at sidewalk level would not impact overall width of the ROW.

Recommendation:

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.

3. Zoning Code Text and Map Amendments

Change	Page Number	Zoning Section
Multiple	Multiple	Multiple

What the Master Plan says now:

Some Ford-related regulations are incorporated in the City of Saint Paul Zoning Code, while others are contained in the MP itself and referenced in the Zoning Code. A dimensioned map showing the boundaries of the zoning districts was created and based on the street layout anticipated in the MP. This establishes the foundation necessary to allow the zoning districts to align with centerlines of streets when platting takes place.

Issues and Considerations:

Ryan has only applied to amend the Master Plan. Depending on what is amended, corresponding zoning code changes will follow. Amendments would be made to the Zoning Code, including to the map, as changes in the MP are recommended and approved. Staff believe it makes more sense for the Planning Commission to initiate a zoning study given that it will be dependent on what amendments are made to the MP.

Recommendation:

Recommend that the Planning Commission initiates a zoning study to amend the Zoning Code to coincide with changes to the MP.

4. Residential Allowance in F6 Gateway Zoning District

What the Master Plan says now:

The MP allows limited residential uses in the F6 Gateway Zoning District Use Table 4.3 p. 42 but no residential uses in the Mix of Uses Table (Table 4.5) on p. 40.

Issues and Considerations:

Ryan is proposing to leave the use and mix tables unchanged, but define public parkland as civic space and consider adult care homes as an employment use due to the number of jobs created by that use.

There is a slight conflict between the use table and Allowed Mix of Uses Tables for F6. The intent of the F6 Zoning District was to focus on employment-based and civic/institutional uses. This message was communicated clearly through the engagement and approval processes. As such, the two Gateway districts should include limited residential uses, as already shown in the land use tables.

Recommendations:

The adopted plan shows mixed commercial-residential (e.g. live-work units and mixed residential and commercial uses) and adult care home as permitted uses in the F6 Gateway District. These residential uses also include a mix of employment opportunities within them. The district has a focus on employment, commercial, and civic/institutional uses, together representing at least half of the required use mix (if zero civic/institutional uses are proposed, which is not likely). While civic/institutional uses may represent up to 30% of the required land use mix, this leaves room for between 20-50% of the land uses in F6 to be residential. Staff recommends no minimum and a maximum of 20-50% of the required land use mix to be the limited residential uses permitted in the MP land use tables, to allow for adequate development opportunity in both Gateway districts (northwest and southeast).

5. Properties adjacent to Finn

What the Master Plan says now:

The property owned by Burg & Wolfson (Lund's & Byerlys) northeast of the Ford site is included in the Master Plan, as is the 13-acre Canadian Pacific parcel southeast of the Ford site.

Issues and Considerations:

Ryan is proposing to develop only within the bounds of the main parcel currently owned by Ford. Their submitted plan shows a north-south block orientation on the block east of Cretin

and south of Montreal, and appears to eliminate a street that would divide the large block that includes the Burg & Wolfson property.

It is not uncommon for master plans to include multiple parcels that have already been developed. One of the reasons to have a master plan is to adopt a vision for the future that considers how all systems will work together, including those that may be inconsistent with current conditions. A good example of this is at Snelling-Midway, where the adopted station area plan broke up the superblock at the southeast corner of Snelling and University, though it was occupied by a variety of businesses and parking lots at the time. Owners in these areas are not required to change their use in any way, but must consult the City and the Master Plan when significant redevelopment is contemplated.

The block orientation in the northeast corner of the Master Plan area is east-west to match the pattern across Ford Parkway, and allow the streets that intersect with Ford Parkway to function well and not increase congestion. If the street runs north and south, City staff have suggested that a one-way street heading north would be appropriate. Consultation with Ramsey County and input from the AUAR will provide additional direction.

Ryan is not proposing any work on the Canadian Pacific parcel, which has resulted in some minor adjustments in the south to allow the stormwater feature to function. The number of blocks and orientation of the streets has been adjusted slightly, but reflect the intent of the master plan.

Recommendations:

See Roadway adjustments section.

6. Design Standards

What the Master Plan says now:

The MP states on page 46: “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.”

Issues and Considerations:

The City is in the final stage of consultant selection for the design standards. If the contract is executed as expected, a kickoff meeting will occur in mid-November. The work is anticipated to take approximately four months.

7. Trail East of Mississippi River Boulevard

What the Master Plan says now:

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.

Issues and Considerations:

Using the trail section in the MP, there are conflicts with a number of established trees on the east side of Mississippi River Boulevard. Many of these conflicts could be avoided and trees could be preserved if the trail is allowed to meander. However, this would require either additional right-of-way or an easement. City staff have suggested that the additional right-of-way is cleaner, and that the location and number of buildings could remain the same if setback language is adjusted accordingly.

Recommendation:

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.” City staff should coordinate with Ryan to create a common understanding of a trail alignment that makes sense.

OTHER POLICY CONSIDERATIONS:

1. Density, building type, and ownership/rental mixed community and layout of project

In the site plan schematic Ryan has distributed to the public and to staff for review, there is a clear difference in density, building type and tenure between the east and west sides of the central stormwater feature. The area west of the stormwater feature is dominated by rowhomes and a few single-family homes, all planned for ownership. The area east of the stormwater feature is planned for higher-density, multi-family rental units. The MP envisioned a mixed-use site, with a mix of ownership and rental units on both the eastern and western edges of the stormwater feature. In addition, multi-family buildings were envisioned on both sides of the stormwater feature so that building scale matches the scale of the public realm created by the central feature. Staff think Ryan should consider adding more multi-family structures to the western edge of the stormwater feature. Staff believe that the addition of multi-family to the western edge of the rowhomes will not only provide balance to ownership and rental units, but will also better frame the central amenity and more fully activate this important part of the public realm.

2. Land Uses on the Ford Site

The current proposal by Ryan provides no civic or institutional uses. Parks are permitted under civic and institutional uses, but Ryan is not proposing any building on parkland. Ryan could meet the minimum civic and institutional spaces requirement (50,000 Sq. Ft. GFA) in some residential buildings by providing a community room or day care.

The Ryan proposal also provides the minimum retail and commercial space allowed on the site. The MP envisioned the Ford Site to include a range of business and employment opportunities with an emphasis on family-supporting jobs. While the site is not strongly suited for wholesale industrial reuse given the constrained access to interstates and active rail, there is the potential for the site to support smaller-scale industrial uses.⁴ The Zoning Code does allow this type of light industrial activity, staff encourage Ryan to explore these uses in the commercial area to generate jobs that can support families.

Additionally, given that staff is recommending allowing adult care homes as a use in F6, it will be important for Ryan to demonstrate that the commercial spaces on the site provide the opportunity to earn living-wage jobs.

ACRONYMS

AUAR	Alternative Urban Areawide Review (AUAR)
AMI	Area Median Income
FAR	Floor Area Ratio
GFA	Gross Floor Area
MP	Ford Site Zoning and Public Realm Master Plan
MRB	Mississippi River Boulevard
ROW	Right-of-way(s)
Ryan	Ryan Companies
SFH	Single-Family Homes
SRI	Solar Reflective Index

⁴ Ford Site Green Manufacturing and Reuse Study:

<https://www.stpaul.gov/sites/default/files/Media%20Root/Planning%20%26%20Economic%20Development/Ford%20Site%20Green%20Mfg%20Reuse%20Study%20Aug%202009.pdf>