

## Dubruiel, Paul (CI-StPaul)

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**From:** Mohan, Menaka (CI-StPaul)  
**Sent:** Wednesday, February 05, 2020 1:59 PM  
**To:** Dubruiel, Paul (CI-StPaul); Torstenson, Allan (CI-StPaul); Langer, Samantha (CI-StPaul)  
**Subject:** FW: Ford site MP Rezoning/MP Amendments F1 adding in religious, place of worship  
**Attachments:** 5\_Ryan Companies Executive Summary.pdf; 6\_Ryan Companies Amendments List.pdf

See new executive summary from Ryan and amendment list for Zoning Files 20-010013 and 20-009995



**Menaka Mohan**

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**From:** Anthony Adams [mailto:Anthony.Adams@RyanCompanies.com]  
**Sent:** Wednesday, February 5, 2020 1:57 PM  
**To:** Mohan, Menaka (CI-StPaul) <Menaka.Mohan@ci.stpaul.mn.us>  
**Cc:** Tony Barranco <Tony.Barranco@RyanCompanies.com>  
**Subject:** RE: Ford site MP Rezoning/MP Amendments F1 adding in religious, place of worship

**Think Before You Click:** This email originated **outside** our organization.

See attached for the revised documents including the religious institution request.

Thanks,

**Anthony Adams, PE**

Civil Engineer

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**RYAN**

**From:** Mohan, Menaka (CI-StPaul) <Menaka.Mohan@ci.stpaul.mn.us>  
**Sent:** Wednesday, February 05, 2020 1:13 PM  
**To:** Anthony Adams <Anthony.Adams@RyanCompanies.com>  
**Cc:** Tony Barranco <Tony.Barranco@RyanCompanies.com>  
**Subject:** Ford site MP Rezoning/MP Amendments F1 adding in religious, place of worship

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Anthony

Can you resend the executive summary/and table with the request for allowing religious institution, place of worship in the F1. We can then revise the notices correctly before they go out.

Thanks!

Menaka



**Menaka Mohan**

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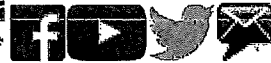
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## Ford Site Zoning and Public Realm Master Plan Ryan Companies Executive Summary 02.05.2020

The following is an Executive Summary of the proposed changes to the Ford Site Zoning and Public Realm Master Plan. While the overall land uses, zoning districts, and densities remain consistent from the approved Master Plan, these amendments are necessitated in order to align design standards, adjust zoning districts to match platted streets, clean up inconsistencies, and to update certain parameters that have been realized after initial infrastructure design and the completion of the Redevelopment Agreement. This Summary should be used in alliance with the *Ryan Companies Amendments List* for a comprehensive assessment.

Ryan is requesting interim use approval for Supportive Housing in the F6 zoning district and Multi-Family Medium in the F5 zoning district as soon as possible. These uses are further explained in section 2(b) and 2(c) below.

The following categories provide an overview of the proposed changes to the Ford Site Zoning and Public Realm Master Plan:

### 1. **Townhouses**

As Ryan has continued to work with potential development partners for the rowhome portion of the redevelopment, it has become apparent that a number of parameters within the Master Plan are not conducive to the market standards of rowhomes within the region. The requested amendments outlined below will help to provide variable price options for the townhomes.

#### a. **Addition of Townhouses to the allowable building types in the F1 zoning district.**

- i. The F1 zoned blocks that line the western edge of the development have continuously been shown in the Ryan Development Plan to include rowhomes on the eastern edge of those blocks. The 1-6 unit homes are proposed directly adjacent to Mississippi River Boulevard and the rowhomes proposed adjacent to Woodlawn Avenue with a private alley separating the two. While the Ryan plan remains the same as it has been, there was an oversight not to allow for this use within the F1 district.

#### b. **Adjustments to the Townhouse minimum lot width from 30' to 20'.**

- i. Ryan has heard a desire from our potential rowhome partners to provide units as small as 20' in width. The preferred method of developing rowhomes is to sell them as Fee Simple, meaning the owner of the individual rowhome unit would own the land directly underneath their property, which would position the property line at the center of the shared wall between two units. With a 20' wide unit sold as Fee Simple, this

would force the minimum lot width to be 20' as well. The 20' minimum width is consistent with some of the existing city zoning code from the RT2 zoning district and the smaller units will provide a lower priced option for this housing type, so Ryan views it as a beneficial change.

**c. Adjustments to the Townhouse maximum building width from 150' to 350'.**

- i. As design of the rowhome blocks has progressed it has become apparent that if the rowhome structures are separated into smaller buildings ranging from 4-6 units, hidden corners are created between each of the buildings which could create a safety concern. It also allows for sightlines between the buildings into the back alleys of the rowhomes. From a safety and aesthetic standpoint these are less desirable. We feel that a continuous building façade helps to better define the street edge and direct pedestrian traffic where it should actually be focused: within the right of way and not in back alleys. Considering the minimum lot width adjustment above, a maximum of 16' units (max number of units per the current Master Plan) would still be able to fit within the 350' revised maximum building width. Note: the previous Master Plan numbers did not add up when you compare the allowable units per building and the maximum building width, but this change would allow the maximum number of 16 units.

**d. Adjustments to the Townhouse maximum lot coverage by buildings from 50% to 60%.**

- i. As mentioned above there is a strong desire to be able to sell the rowhome properties as Fee Simple. With that property condition and the proposed size of a typical unit, the maximum lot coverage by building would exceed 50%. 60% is an appropriate number to allow a common unit depth of building (typically 40-45' deep).

**e. Adjustments to the Townhouse minimum setbacks, for properties only adjacent to the shared bike/ped paths, from 10' to 4'.**

- i. The minimum setback from any public right of way for a rowhome building is 10'. This means that for a normal city street (one with sidewalks against the property line) there is a 10' setback between the path of travel and the closest structure. For the shared bike/ped paths, the path of travel is pushed further away from the buildings to the point there is a 16'-20' setback between the path of travel and the closest structure, depending on the right of way section considered. The right of way section varies for Beechwood (40') and both Saunders and Yorkshire (32'). We would like to propose a 4' setback for any rowhome structure adjacent to a bike/ped shared path in order to provide a 10' setback as is elsewhere within the site. Note that most everywhere else within the site there is a minimum 5' setback from the path of travel in the public right of way. We feel this adjustment will better hold the street edge on these ped/bike streets and will prevent an awkward side yard condition whereby

it is unclear where the right of way and where the private property intersect.

## **2. Affordable Housing**

As Ryan has continued to work with our affordable housing partners to achieve the affordable housing requirements set forth within the Master Plan and to spread those projects throughout the Ford Site, some Master Plan adjustments are necessary to accommodate zoning of the affordable housing projects. The locations were not yet established at the time of the 2018 Master Plan submittal, but the redevelopment agreement approved the locations of the affordable housing parcels per what the Ryan Development Plan currently shows.

### **a. Adjustment to allow Multi-Family Medium building types in the F2 zoning district**

- i. An affordable project is designated for the north side of Block 9 in order to provide a number of affordable housing units in the southwest quadrant of the site (south of Bohland Ave and west of the Central Water Feature). A higher number of affordable units can be provided with a slightly denser building than what the current zoning allows. Multi-Family Low buildings are allowed in the F2 district but is limited to between 6-40 units per building. The anticipated affordable project located on Block 9 will provide approximately 60 units (over 3 floors) which triggers the Multi-Family Medium designation. Please note that the FAR and height restrictions of the F2 zone will remain as they are in the Master Plan so the massing of the building will still blend with the surrounding building types.

### **b. Adjustment to allow Multi-Family Medium building types in the F5 zoning district**

- i. Ryan has entered into an agreement with CommonBond Communities to develop affordable housing within Lot 2, Block 3 of the Ford Site. CommonBond intends to develop an affordable housing project focused on low income Seniors. The building is expected to be approximately 53 units with a heavy mix of 30% AMI and some 50% AMI renters. While the location of the project is within the F5 Mixed-Use zoning district, CommonBond intends the project to be Multi-Family Medium designation only (no commercial component) which is currently not allowed within the F5 zoning district. This location is an ideal location for Seniors, especially due to its close proximity to area amenities including grocery, retail, and medical services. This proposed development is in alignment with the affordable housing plan and provisions contained in the City and Ryan Redevelopment Agreement. There is also a deed restriction already recorded on the property that obligates that an affordable project of this size be delivered on the site.

**c. Adjustment to allow Supportive Housing in the F6 zoning district.**

- i. Ryan has entered into an agreement with Project for Pride in Living (PPL) to develop affordable housing on a to be formed parcel that is a portion of Lot 1, Block 1 of the Ford Site. PPL intends to develop two projects: one building for workforce affordable housing and the other for affordable housing with supportive services. The workforce housing project will be slightly larger in size, currently estimated at approximately 80 units, and will be developed with a mix of 50% AMI and 60% AMI units. The supportive housing will be slightly smaller, approximately 60 units, most at 30% AMI, and will provide a safe housing environment for women, children, and families who have experienced trauma and require a safe, secure place to live. Supportive services will be provided within the supportive housing building and will actually be a relocation of one of the operator's existing facilities. Both buildings are intended to share underground parking between the two buildings. While the Multi-Family Medium designation of the workforce housing project is allowed in the F6 zoning district, supportive housing is currently not an allowed use within the F6 zoning district. This proposed development is in alignment with the affordable housing plan and provisions contained in the City and Ryan Redevelopment Agreement. There is also a deed restriction already recorded on the property that obligates that an affordable project of this size be delivered on the site.

**3. Land Uses**

Ryan has continued to market the site to potential tenants throughout the due diligence and acquisition phases of the redevelopment. We have also continued to check our development plan against the development ranges allowed within the Master Plan and have some adjustments to propose in order to better align with the market feedback we are receiving from potential tenants.

**a. Adjustment to the minimum commercial in the F6 zoning district to 0%**

- i. There is currently a minimum commercial requirement within the F6 zoning district. Due to the locations of the F6 district and the distance away from the commercial hub of Ford Pkwy and Cleveland Ave, we believe the land uses within the F6 zoning district are better served as non-commercial uses. We are intending to centralize as much of the commercial uses in the F5 district to create a retail hub instead of remote retail locations, which will be essential for those retail businesses to survive.

**b. Adjustment to allow Religious Institution, Place of Worship in the F1 zoning district.**

- i. Ryan intends to design, construct, and donate a number of structures throughout the Ford Site parcel over a few years to further enhance the public realm within the Ford Site. One of those structures. Ryan sees a

unique opportunity to locate a small chapel on the southern end of the site on Lot 1, Block 35, which is in the F1 zoning district. The location would be in the southeast corner of that lot adjacent to the public park space.

#### **4. Building Type Requirements**

As the infrastructure design has progressed, Ryan has been further evolving the proposed concepts for the mixed-use and multi-family residential type projects, specifically how the underground structured parking ties out with the surrounding grades, in the north and eastern portions of the site. Due to the elevation changes across each development block and how the City interprets some of their zoning regulations, we will require some adjustments in order to successfully produce the intended development types.

##### **a. Adjustment to the Maximum Lot Coverage By Buildings allowed from 70% to 95% for all applicable building types listed in Table 6.2**

- i. For many of the mixed-use and multi-family residential buildings proposed throughout the site, it is Ryan's intent to construct 4-6 story residential "bar" shaped corridors in the shapes of typical residential buildings ("H" shaped, "U" shaped, etc.). These residential buildings would be constructed over top of underground structured parking which encompasses most of each parcel area to maximize efficiency of the structured parking. Due to the elevation change across the site, portions of the structured parking would then be partially exposed to the surface. The City typically calculates the building lot coverage as any structure that is above grade, which is especially challenging when trying to incorporate underground structured parking on a sloped site. Therefore, we are requesting an increase in the maximum building lot coverage in order to allow for the structured parking similar to how we have the buildings drawn up in the Ryan Development Plan. Note: The residential "bar" portions of the building would still be a lesser building coverage on the lot.

##### **b. Adjustment to allow all usable rooftop space to count towards the Minimum Lot Coverage For Open Space.**

- i. For many of the mixed-use and multi-family residential buildings proposed throughout the site, it is Ryan's intent to provide rooftop amenities that are located on top of the structured parking. These will typically be at the first or second level of a building depending on the calculation for the finished floor elevation over the sloped site. There is a current requirement in the Master Plan that allows green roofs or roof amenities to count towards the minimum open space calculation, but only if it is above the third floor. We feel that this should be allowed for any elevation above the ground, not just at the third floor or above, and actually helps the rooftop amenity to feel like true open space throughout the rest of the Ford Site if it's allowed at any floor elevation.

**5. Roadways**

As infrastructure design has progressed it has become apparent that the shared lane of Woodlawn Ave is considered to function more like a street than a shared lane if it contains street parking. Ryan has worked with City planning, public works, and fire safety staff to reach an agreement on an adequate street section in order to meet the traffic and safety concerns for the street section.

**a. Adjustment to the Woodlawn Ave roadway section.**

- i. In order to provide adequate pedestrian safety, public sidewalks have been added on either side of the street section to remove the pedestrian and vehicle conflicts. Easements are required and have been added in as part of the approved FORD plat to the adjacent properties in order to accommodate the sidewalks. There is additional sidewalk provided on the opposite side of the street from the parking lane in order to provide adequate space for fire trucks to service during an emergency. See included street section exhibit for the proposed street section change.

**6. Signage**

There will be a mix of uses within the Ford Site including retail, office, medical, and various types of residential buildings. Each of those uses will require different signage within their site.

**a. Addition of F Districts to Section 64.502 of the Zoning Code.**

- i. The allowances within Section 64.502 of the Zoning Code are better suited for the F Districts than the current allowed signage and will provide more site-appropriate signage for each of those specific uses.