



# FORD SITE

A 21<sup>st</sup> Century Community

## Master Plan Executive Summary



## WELCOME TO SAINT PAUL!

The Ford Site is an unparalleled development opportunity. Rarely is there a chance to redevelop 122 acres of land on the banks of one of the world's major rivers and in the heart of a thriving neighborhood and commercial area.

The Ford Site will help to shape the future of Saint Paul and the entire region. The City of Saint Paul aspires to a site that is connected, livable, and sustainable that will serve as a world-wide model for a 21st Century Community. It should look to the future with clean technologies and high-quality design for energy, buildings, and infrastructure to create a site that is sustainable in every sense of the word. The redeveloped site should provide services, housing, jobs, and activities that every generation can enjoy. It should be redeveloped in a way that respects the history and context of the neighborhood, while establishing a thriving community that respects the natural environment.

Open space, vegetation, and public places should form the backbone of the community, bringing people together through nature, recreation, and community events. A network of parks, trails, and attractive public streets should provide the fabric of places and spaces for people. Transportation on the site will balance movement with safety and encourage trips to be made to, from, and around the site without a car. Vehicles should be accommodated with streets and parking, but not given priority over other methods of travel.

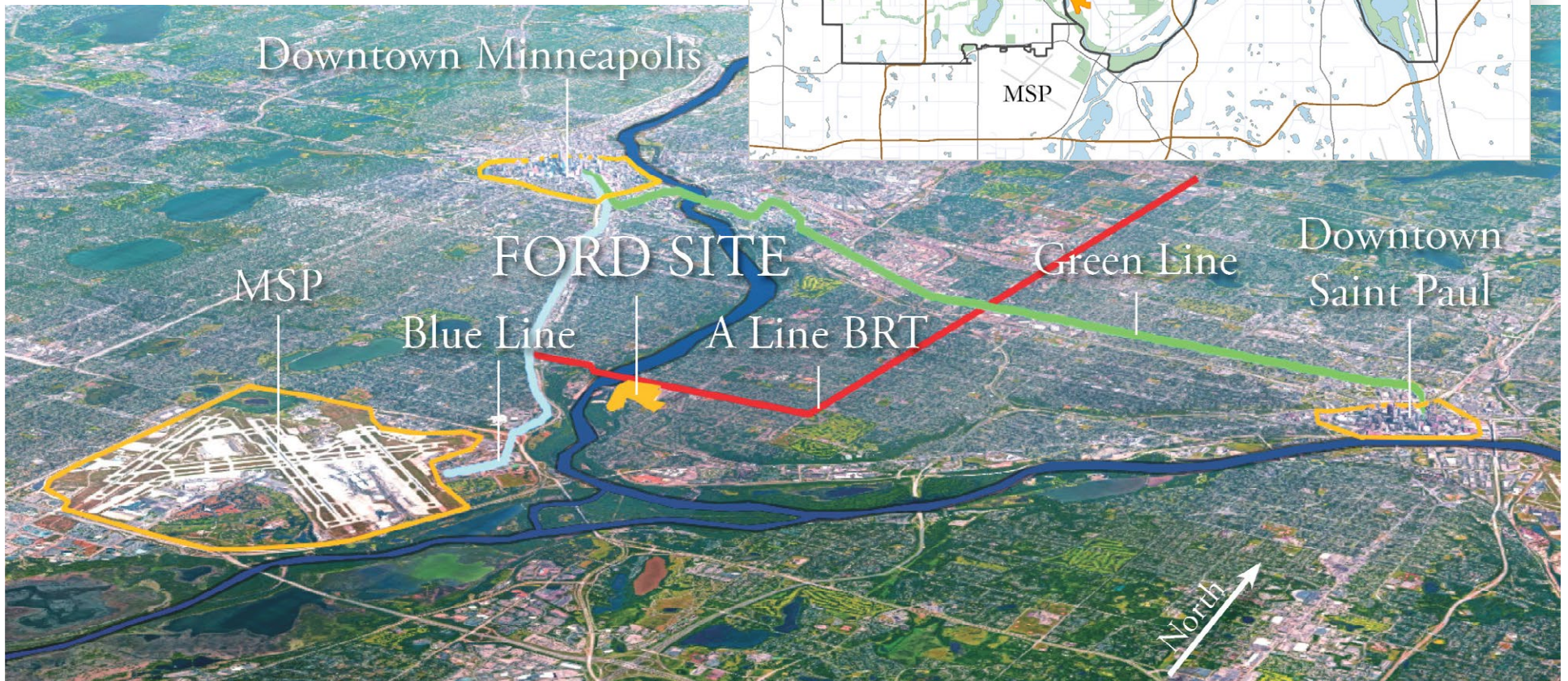
Housing on the site should expand the range of living options in the neighborhood and the city, with a focus on multi-family buildings and townhomes, senior living, carriage houses, and residential units above retail and services. The housing should vary in size and price, meeting the needs of people in different stages of life.

A redeveloped Ford Site should be a 21st Century community that builds on the assets of the neighborhood while showcasing the best of modern living.

The City of Saint Paul looks forward to working with private and public partners to realize the bold vision for the redevelopment of the Ford Site. The following provides an overview of the *Ford Site Zoning and Public Realm Master Plan* (or Master Plan) for the site, as well as the city's values and expectations for the redevelopment.

## The Site

The Ford Site is located in the middle of a triangle created by the Minneapolis-Saint Paul International Airport (MSP) and the downtowns of Saint Paul and Minneapolis. It is situated in the Highland Park Neighborhood, with great access to parks, vibrant commercial areas, and the Mississippi River.



# WHAT CAN BE BUILT ON THE FORD SITE?

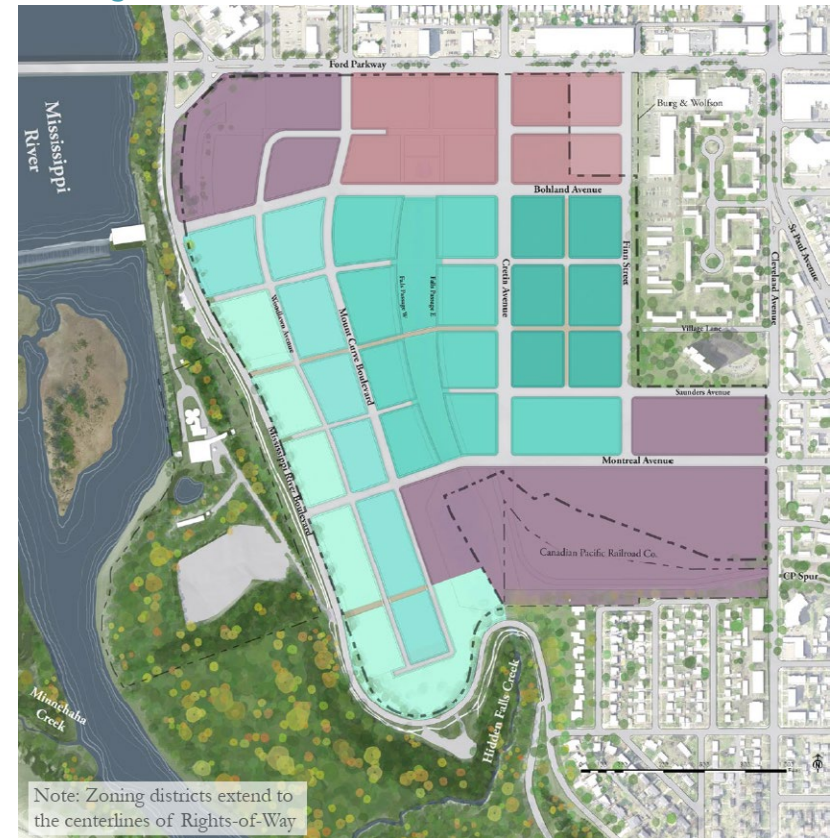
The adopted *Ford Site Zoning and Public Realm Master Plan* uses two main tools that establish the framework for future development on the site. One is the establishment of zoning districts, which guide the type and scale of redevelopment allowed on the site. The second is the public realm layout, which identifies the location of streets and paths, stormwater infrastructure, and parks on the site.

The City anticipates that a detailed plan submitted by the developer may differ from the adopted plans. However, the City expects that the goals established in the master plan will be accomplished. Any significant deviations from the adopted plan must be reviewed and adopted by the Planning Commission and the City Council.

## Public Realm Plan



## Zoning Plan



# WHAT CAN BE BUILT ON THE FORD SITE?

## Zoning Districts

The City's *Ford Zoning and Public Realm Master Plan* and related amendments to the Zoning Code rezoned the 122-acre Ford property and three adjacent parcels into six districts. Four of the districts are primarily multi-family residential areas, increasing in height and density from the Mississippi River Boulevard to the eastern edge of the site. Two of the districts are primarily commercial areas along Ford Parkway. At full build-out, the redevelopment could provide up to 1,500 jobs and between 2,400 to 4,000 residential units. This density will support new retail and services that benefit the site and surrounding neighborhood.

Zoning District	Description	Land Uses	Building Heights	Floor Area Ratio
F1 River Residential	High quality design and residential form that is compatible with the look of Mississippi River Blvd Boulevard	Residential mix of multi-unit homes and carriage houses	20 feet - Minimum 48 feet - Maximum	0.25 - 1.5
F2 Residential Mixed Low	Primarily residential with few business uses; lower density	Residential mix of primarily townhouses with some small multi-family	30 feet - Minimum 55 feet - Maximum	1.0 - 2.0
F3 Residential Mixed Mid	Primarily residential with some business uses; medium density	Predominantly multi-family residential, with limited retail, service and office	40 feet - Minimum 65 feet - Maximum (or 75 feet with stepback) <sup>1</sup>	2.0 - 4.0
F4 Residential Mixed High	Mix of residential and business uses; high density	Predominantly multi-family residential, with limited retail, service and office	48 feet - Minimum 75 feet - Maximum (or 110 feet with dedicated parkland) <sup>2</sup>	3.0 - 6.0
F5 Business Mixed	Primarily retail, office and service with some multi-family residential	Primarily retail, service & office with some multi-family	40 feet - Minimum 75 feet - Maximum	2.0 - 4.0
F6 Gateway	Attractive gateways into site, focused on employment with some retail and service	Office, institutional, retail & service	30 feet - Minimum 65 feet - Maximum	1.0 - 3.0

<sup>1</sup> Maximum height up to 75' with setbacks per Table 66.931, note (b) in the City of Saint Paul Zoning Code.

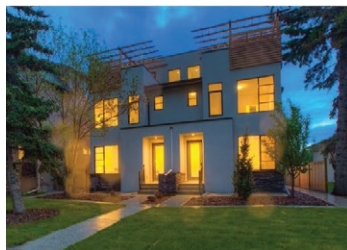
<sup>2</sup> Maximum height up to 110' with dedicated parkland per Table 66.931, note (c) in the City of Saint Paul Zoning Code.

# WHAT CAN BE BUILT ON THE FORD SITE?

## Building Types

The adopted *Ford Site Zoning and Public Realm Master Plan* identifies a variety of building types that are allowed in each zoning district. The building types are summarized below.

ZONING DISTRICT	BUILDING TYPE									
	Carriage House	Multi-Unit Home	Townhouse	Multi-Family Low	Multi-Family Medium	Live / Work	Mixed Residential & Commercial	Commercial & Employment	Parking Structure	Civic & Institutional
F1 - River Residential										
F2 - Residential Mixed Low										
F3 - Residential Mixed Mid										
F4 - Residential Mixed High										
F5 - Business Mixed										
F6 - Gateway										



# WHAT IS THE PROCESS TO GET TO CONSTRUCTION?

Below is an overview of the process to get from site decommissioning and site planning to construction. *Please note that this is simplified and that modifications are possible.*



\* The environmental review will be an Alternative Urban Areawide Review as specified in MN Rules, Part 4410.3610.

\*\* The Housing and Redevelopment Authority is made up of City Council Members and is a legally distinct public entity which undertakes housing, commercial, and business development activities.



## CITY GOALS AND EXPECTATIONS

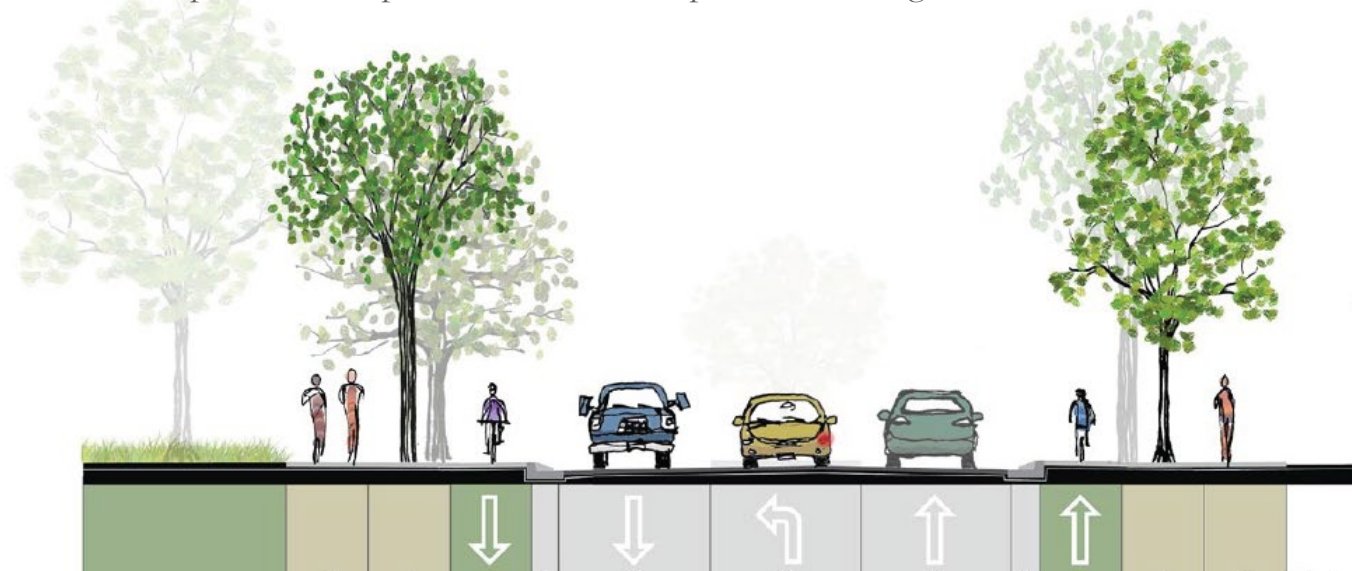


### Infrastructure and Streetscape

The Ford Site will require new infrastructure to support development that happens there, including water service, sewer, stormwater, streets and other utilities. Through its operation as an assembly plant, the Ford Motor Company installed services to support its independent operation and to fit its specialized needs. Much of that infrastructure was removed during site decommissioning. Most of the new services will connect to infrastructure networks that currently run along the periphery of the site to serve the Highland neighborhood.

#### Goals:

- Integrate the site into the existing street grid and area transportation network, ensuring access for all modes of transportation
- Make strong ped/bike connections to Mississippi River Boulevard and vehicular connections that are consistent with the rhythm of access north and south of the site
- Allow for robust transit service and access
- See street descriptions in the plan for additional expectations and goals





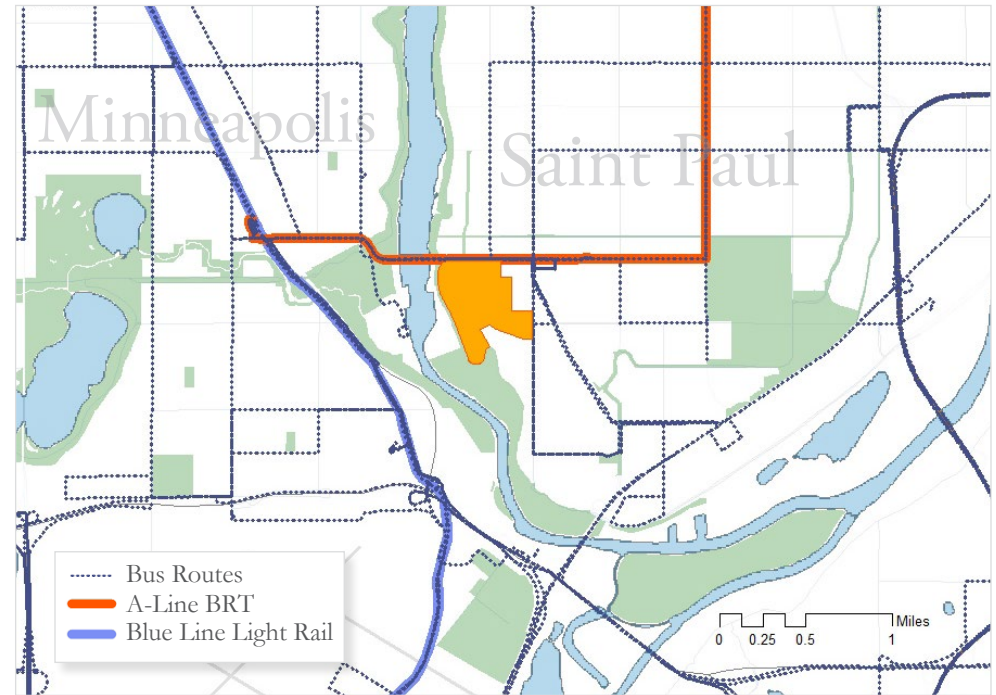
# CITY GOALS AND EXPECTATIONS

## Street Grid



The street network consists of non-vehicular routes (green) through the site to augment the vehicular street grid (gray) and to better connect the site to the neighborhood and Mississippi River.

## Transit Service



Arterial Bus Rapid Transit (BRT) and frequent bus service currently serve the periphery of the site. Future transit service within the site will be determined by Metro Transit based on service needs.

The Riverview Corridor Study has identified a locally preferred alternative (LPA) for the transit corridor connecting downtown Saint Paul and the MSP - Mall of America area. Further study will happen over the next two years to evaluate how to best serve the Ford Site. Additional information available at:

<http://riverviewcorridor.com/>

## CITY GOALS AND EXPECTATIONS



### Affordable Housing

The City of Saint Paul's Comprehensive Plan calls for ensuring affordable housing across the city. The Ford Site provides a vital opportunity to address the important need for affordable housing across the region, the city, and within the Highland Park neighborhood.

Goals:

- 20% of housing units should be affordable
- Affordable units should be a mix of housing types, including townhomes, rental, ownership and senior
- Provide some affordable units within mixed-income buildings - a blend of market-rate and affordable units
- Locate affordable units throughout the site; do not cluster or concentrate them in one area



### Sustainable Building Design

The redeveloped Ford Site will advance the key elements of sustainability – economic, environmental and social. It will be a livable, mixed-use neighborhood that looks to the future with clean technologies and high-quality design for energy, buildings and infrastructure. The site should be a global model of sustainable, urban infill, and carbon-neutral design, demonstrating the best technologies in infrastructure and buildings – saving money, increasing efficiency, and reducing impacts on the environment

The Roadmap to Sustainability, completed in 2011, outlines a series of goals for the site, including:

- Maximize the use of renewable energy for buildings and infrastructure
- Reduce embodied energy in materials
- Reduce potable water consumption
- Minimize urban heat island effects through design
- Conformance with the City of Saint Paul Sustainable Building Policy
- Maintain solar access between adjacent buildings

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## CITY GOALS AND EXPECTATIONS

### Design Standards

As part of the adoption process for the *Ford Site Zoning and Public Realm Master Plan* in 2017, the City committed to developing design standards for the site to ensure that the public realm and public-private interface is appealing, functions well for people, and is built to last. The City anticipates that the study will occur during the first three quarters of 2018, with review and adoption in late fall. The City will hire a consultant and engage the public during the study.

In the interim period between adoption of the Master Plan and these standards, the plan uses existing T-District design standards (Section 66.343 of the Municipal Zoning Code). The current T-district standards address aspects of development like land use mix, facade articulation, location of entries, amount and type of window openings, and materials. The study will review these guidelines for applicability at the Ford Site, potentially propose new ones, and evaluate the potential for application of the guidelines to the rest of Saint Paul.

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### Structured Parking

Structured parking will be the predominant parking method. It is possible that a parking district using shared, structured parking will be a good solution to meeting basic demand.

Sample of Parking Standards:

- Structured parking is permitted provided, at a minimum, that 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.

## CITY GOALS AND EXPECTATIONS



### Stormwater System

Runoff from the entire site will be directed to and managed in a primarily above-grade centralized green infrastructure corridor. This is an innovative approach to stormwater management which views rain as a resource, not a waste product. The community would benefit from green space and developers would not be required to manage stormwater on individual parcels.

#### Goals:

- Incorporate a naturalized Hidden Falls and restored Hidden Falls Creek into the Ford Site
- Treat stormwater as a resource, not a waste stream
- Move toward fulfilling the City's stated sustainability and public realm goals for the project
- Increase community benefits while reducing big-picture impacts and conserving energy, water, and resources
- Generate a higher sustainable return on investment by providing more community benefits per dollar invested



### Parks and Open Space

Parks and open space are an essential element of a healthy, attractive and vibrant community. Following the City's parkland dedication ordinance, the City can require 9% of property be designated specifically as parkland during platting, though a developer could decide to build more parkland than required by City ordinance. A centralized stormwater treatment system and public trails, while not parkland, can also contribute to the site's open space.

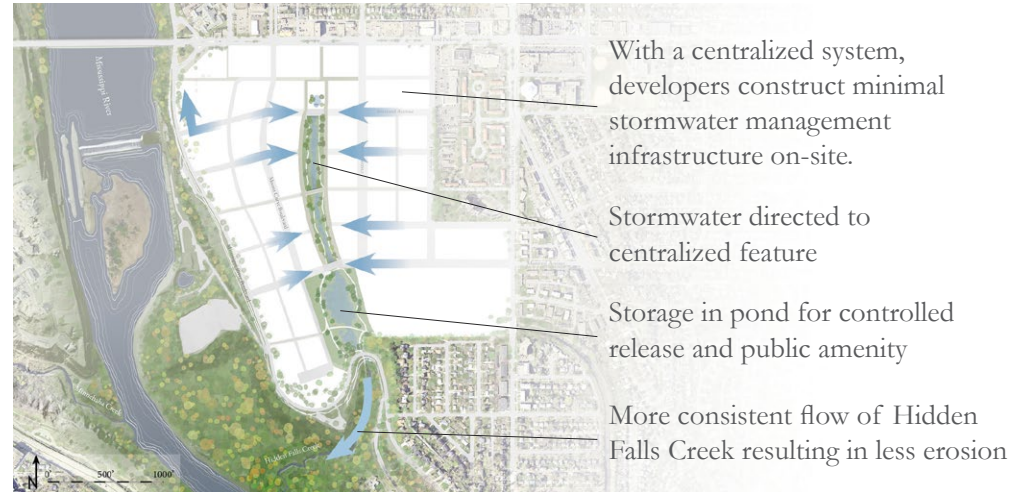
#### Goals:

- Strong connections to the Mississippi River, within the site, and to the neighborhood
- Natural spaces and active places for people to play, relax and interact
- Significant greenery, public art, and cultural activities to create an attractive and vibrant community
- Reflect site history and Ford heritage through design and amenities

# CITY GOALS AND EXPECTATIONS

## Open Space System

A well-designed centralized stormwater system can work in concert with parkland and pedestrian ways to create an open space system that integrates with the community and creates stronger connections to the Mississippi River.



## CITY GOALS AND EXPECTATIONS



### District System for Heating, Cooling and Energy

Saint Paul has a demonstrated success record of improving energy efficiency, reducing fossil fuel use and expanding renewable energy generation. The Ford site will be redeveloped from scratch starting with installation of new utilities, streets, sewers and water. This provides an unprecedented opportunity to design and install a technologically advanced, comprehensive and integrated energy system that incorporates renewable energy sources and design efficiencies to reduce carbon emissions and reuse energy. The site is to be an economic, social and environmentally sustainable place that provides good living spaces and serves as a lighthouse project for future developments. A series of site-specific energy studies are examining these options and identifying a path to implementation. Local utilities, in partnership with the city, are leading this effort and will provide a recommended energy system plan to the future site developer(s).

#### Priorities:

- Resilience: Security of energy supply
- Innovation: Rethinking energy supply and energy systems not being limited by current practices
- Net Zero: Minimizing energy consumption and CO2 emissions while maximizing the share of renewable energy
- Energy efficient: Making best use of energy with low conversion and distribution losses and efficient building stock
- Cost-effectiveness: Ensuring affordable energy for the site

# CITY GOALS AND EXPECTATIONS



## Public Financing

The Ford Site presents an unique opportunity and the City of Saint Paul has high aspirations. These aspirations, articulated through the goals detailed in the Master Plan, will help the City and developer achieve a truly remarkable development. Where a need exists for public financing to help achieve one or more of these goals, the City of Saint Paul is open to partnering with the developer. The City of Saint Paul has a number of potential sources and partners on which to draw, depending on any need for public financing.

Due to statutory requirements, the City took action in 2016 to establish a Tax Increment Financing (TIF) district to preserve the option to use TIF as a financing tool, if merited, to assist in the costs of installing infrastructure and basic public amenities at the Ford Site. **The 2016 action itself does not commit any TIF assistance for the site.**

Similar to other development sites city wide, a developer may request financial assistance when they propose a development plan. Any TIF funding would require a demonstration that private development of the site would not happen without TIF assistance (the “but for” test). Any TIF assistance would also require a vote of the City’s Housing and Redevelopment Authority (HRA).

### TIF Rules Summary:

- The City may consider TIF assistance **only** when the “but for” test described above has been met
- TIF assistance can be used for the construction of qualifying affordable housing buildings and the construction of public infrastructure and structured parking, meeting the City’s vision and goals
- TIF funds cannot be used for public parks, social or recreational facilities, publicly owned conference facilities, any governmental purpose or buildings other than affordable housing





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View the full  
Ford Site Zoning and Public Realm Master Plan  
at [stpaul.gov/Ford](http://stpaul.gov/Ford)

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