

City of Falcon Heights

PLANNING COMMISSION AGENDA

April 21, 1998
7 p.m.

- A. ROLL CALL: Tom Brace ___ Wayne Groff ___ Paul Kuettel ___
Toni Middleton ___ Irene Struck ___ Ken Salzberg ___
Wendy Treadwell, Chair ___ Council Liaison Sue Gehrz ___
City Administrator Susan Hoyt ___
- B. CALL TO ORDER
- C. APPROVAL OF MINUTES: March 17, 1998
November 18, 1997
- D. REQUESTS FOR ACTION:
 - 1. Presentation and discussion on the proposed University of Minnesota Women's Soccer Stadium
 - 2. Information on the proposed parking facility on the St. Paul (Falcon Heights) campus
- E. ADJOURN

**MINUTES
CITY OF FALCON HEIGHTS
REGULAR PLANNING COMMISSION MEETING
March 17, 1998**

PRESENT:

Wendy Treadwell
Wayne Groff
Irene Struck
Ken Salzberg

ABSENT:

Tom Brace
Paul Kuettel
Toni Middleton

ALSO PRESENT:

Sue Gehrz, Mayor and Council Liaison
Susan Hoyt, City Administrator

Meeting was called to order by acting chair Wendy Treadwell at 7:08 p.m.

SELECTION OF CHAIR FOR 1998

Commissioner Salzberg moved to appoint Commissioner Treadwell as chair of the commission for 1998. Motion seconded by Commissioner Groff. Commissioners Groff, Salzberg, Struck voted yes. Commissioner Treadwell abstained.

INTRODUCTION TO THE COMPREHENSIVE PLAN UPDATE

Administrator Hoyt explained that it was time to update the city's comprehensive plan. In 1990 the city had an extensive process for developing the plan but it now needed to be revised. Commissioner Salzberg explained that the comprehensive plan is the guide for the city's development and that the zoning code should be changed to conform to it whenever possible. However, the zoning code governs the current use of a property.

Administrator Hoyt suggested that, at a minimum, the commission review the following policy areas:

- the use of the U of M fields on the corner of Cleveland and Larpenteur if the University sells them
- the maximum development along the Lindig Street cul de sac

Page 2
Planning Commission Minutes
March 17, 1998

Commissioner Treadwell asked the commissioners to review the plan for other areas to discuss.

The meeting was adjourned at 8:10 p.m.

Respectfully submitted,

Susan Hoyt
Acting Recording Secretary

DRAFT

**MINUTES
CITY OF FALCON HEIGHTS
REGULAR PLANNING COMMISSION MEETING
November 18, 1997**

PRESENT

Ken Salzberg
Wendy Treadwell
Wayne Groff
Irene Struck
Toni Middleton

ABSENT

Tom Brace
Paul Kuettel

ALSO PRESENT

Carla Asleson, Planner
Sue Gehrz, Mayor

CALL TO ORDER

Meeting was called to order at 7:00 p.m. by Acting Chair Treadwell.

APPROVAL OF OCTOBER 21, 1997 PLANNING COMMISSION MINUTES

Motion was made by Commissioner Salzberg, seconded by Commissioner Struck, to approve the minutes of the October 21, 1997 planning commission meeting. Motion passed unanimously.

REVIEW OF CITY COUNCIL MINUTES

The September 24, 1997 and October 22, 1997 city council minutes were reviewed by the commission for informational purposes.

REQUEST TO EXTEND THE TIMELINE FOR COMPLETION OF A GARAGE WITH A FRONT YARD SETBACK VARIANCE AT 1596 NORTHROP STREET

Planner Asleson reported that Eric Schiffman and Karen Kloser, 1596 Northrop Street, had received approval for a front yard variance in 1995. The variance would have allowed them to build a 24' wide x 20' deep attached garage at a front yard setback of 26 feet where a 30 foot setback is required. The original variance stipulated that the work must be completed in two years, with the option for the applicants to request a one year extension. The applicants are now requesting that extension. Asleson further noted that Dr. Schiffman and Ms. Kloser had commissioned a survey of their property which shows that there is more room in the front yard than originally anticipated. To build the garage at the size originally requested, the applicants will need a variance of only 1.4 feet rather than four feet.

Asleson noted that staff recommends approval of the request to extend the variance through December 20, 1999, with an adjustment of the variance from 4 feet to 1.4 feet to reflect the measurements in the property survey. This recommendation is based upon the fact that no significant changes to the property have occurred since the variance was originally granted. Any changes to the proposed garage plan would require obtaining a new variance.

Dr. Schiffman told the planning commission that he and his wife do not want to have to get another variance and will plan to get the garage built.

DRAFT

Following discussion, a motion was made by Commissioner Salzberg, seconded by Commissioner Groff, to approve planning commission resolution 97-06, recommending approval of an extension of the variance at 1596 Northrop Street. The motion passed unanimously.

WELCOME TO NEW PLANNING COMMISSIONER

The newest member of the Planning Commission, Toni Middleton, was formally introduced.

ADJOURNMENT

The meeting was adjourned at 7:36 p.m.

Respectfully submitted,

Carla Asleson
Planner/Recording Secretary

ITEM 1
Date: 4/21/98

ITEM: Presentation and discussion on the proposed University of Minnesota Women's Soccer Stadium

SUBMITTED BY: Susan Hoyt, City Administrator

PRESENTERS: (U of M representatives attending as their schedules permit)
Ann O'Laughlin, Community Relations
Eric Kruse, Interim Vice President of Operations
Tom Hoffoss, Facilities Management
Donna Olson, Assistant Director of Women's Athletics

EXPLANATION/DESCRIPTION:

Summary and action requested. The planning commission has the opportunity to hear a presentation on and ask questions about the proposed U of M Women's Soccer stadium to be located on the approximately 7 acre site south of the Gibbs schoolhouse that is currently used for U of M women's soccer and intramural soccer. (Acreage estimated from map by city staff). The proposal is for a stadium with 1,000 seats with expansion capacity to seat 1,500 in the future, a two story building with some training facilities, permanent bathrooms, concessions, a PA system and a press box. The U of M women's soccer program plans to use the facility for 8 to 10 games in the fall of the year. Intramural sports programs also use the fields. Currently, the temporary bleachers seat 800 persons, with an average of 550 persons attending a game. The 2 million dollar facility is funded by \$1,200,000 from the 1998 state bonding bill and a private contribution. On April 13, 1998, the city hosted a U of M meeting where U representatives discussed the proposal with about 125 neighbors of the proposed site. These residents asked a number of questions both about the process that the university uses for making land use decisions and the specifics of the plan including its potential impact on the surrounding neighborhoods such as parking, vehicular and pedestrian traffic, lighting, noise and litter.

Unlike other land use proposals within the city, Falcon Heights has no authority to approve, deny or regulate the proposed U of M soccer facility because the Minnesota Constitution assigns exclusive authority over the university to the Board of Regents. This proposal is scheduled for consideration by the Board of Regents on May 7 and 8, 1998.

The 1666 Coffman Condominium Association is requesting that the mayor and city council appoint a task force with representatives from the university, the Grove neighborhood, 1666 Coffman and the city to gather information and to discuss this proposal. This is a separate agenda item for the council's consideration.

ATTACHMENTS:

- 1 Map locating proposed facility and very rough site plan prepared based upon U of M presentation 4/13/98
- 2 Staff report dated 16 April 1998
- 3 Sections of the 1996 University Master Plan related to sports facilities, the U property on the southwest corner of and Cleveland and Larpenteur and the administration of the master plan
- 4 Questions provided to the U of M which are typical for any proposed development proposal in a city

ACTION REQUESTED:

- 1 Brief summary of city's land use authority by city staff
- 2 Presentation by representatives of the University of Minnesota
- 3 Questions for University of Minnesota representatives from commissionersl
- 4 Questions for University of Minnesota representatives from the public
(Please speak into a microphone and identify your name and address)
- 5 Discussion of information and comments from the commission, if any, to the city council

Rough Site Plan
NOT TO SCALE



LARPEUR AVE.

UNIVERSITY OF MINNESOTA
GOLF COURSE



COFFMAN ST.

GROVE PARK

1606

Entrance

Soccer
BUILDING
BLEACHERS

Green-houses

GIRSES
SCHOOL

Tennis
courts

← FEMALE →

Parking - Park -

GOLF COURSE

RAVENS
COLLEGE
SOCIETY

Parking

GROVE
NEIGHBORHOOD

HOYT AVE.

FOWELL AVE.

CONTRACT
PARKING
LOT

CLEVELAND AVE.

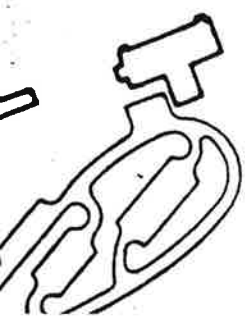
CLEVELAND A

VANS ONLY
ON GRAVEL ROAD.
FOR PLAYERS

— SITE
(staff estimates
about 7 acres)

CITY HALL
&
FIRE
STATION

UNI
SC



City of Falcon Heights

DATE: 16 April 1998

TO: Mayor and Councilmembers
 Planning Commissioners

FROM: Susan Hoyt, City Administrator

RE: Staff report on the proposed University of Minnesota women's soccer stadium

This staff report summarizes the information related to the proposed location of the University of Minnesota women's soccer stadium on the site of the existing soccer fields, where the team has been playing for the past five years. The source for this information is from the oral presentation given by university officials and oral questions raised by residents at a neighborhood meeting held by the university on April 13, 1998. This report is not intended to capture all aspects of the proposal nor all comments and questions.

City's land use authority. Unlike other private and public land uses within the city, the city has no land use authority over the University of Minnesota facilities because the Minnesota Constitution gives the Board of Regents exclusive authority in matters concerning the University of Minnesota. Therefore, the city can comment on the proposed plans but, unlike other land use proposals from private or public institutions within the city, the city has no power to approve, deny or regulate the proposed land use. (The State Fair is independent of city land use controls by state statute.)

Location The U of M soccer fields are to the immediate south of the Gibbs schoolhouse and to the east of the Grove Park, on the southwest corner of Cleveland and Larpentur Avenues. The fields are bordered by the 102 homes in the Grove neighborhood to the south and southwest and by the 93 unit 1666 Coffman condominiums to the northwest. The city staff estimates the site is approximately 7 acres as measured from city maps. (Attachment 1).

U of M land management over and adjacent to the site. The U of M owns the soccer fields, the adjacent Gibbs Schoolhouse site and the greenhouse site. U of M personnel explained that the U of M agricultural experiment station manages the greenhouse site and the Gibbs Schoolhouse site. The U of M also owns the land for the Grove neighborhood park. The 1666 Coffman Condominium Associations, and the Grove property owners lease land from the U of M. The 1666 and Grove leasees are subject to same property taxes, fees and land use restrictions as other city properties.

The University of Minnesota Master Plan. Councilmembers and planning commissioners are familiar with the city's comprehensive plan which documents the future direction for land use in the city. A city comprehensive plan is included in state statutes that govern municipal land use. In 1993 the University of Minnesota Regents approved the development of a master plan for the Twin Cities Campus, which is similar in concept to a city comprehensive plan. This master plan provides a conceptual framework, rather than a detailed analysis of specific building sites, to guide future land use decisions made by the university. Representatives from the university, the faculty, the City of Minneapolis, the City of Falcon Heights, and alumni participated in the two year master planning process, which culminated in the adoption of the plan by the Regents in 1996. The plan was publicly advertised and displayed as part of the process. The City of Falcon Heights planning commission and city council reviewed the plan prior to its adoption in 1996.

The 1996 university master plan promotes the development of sports facilities on the Minneapolis Campus near existing facilities and parking. The plan designates the southwest corner of Cleveland and Larpenteur for soccer fields as a future land use. The plan includes an administrative procedure for implementing the plan through a master planning committee or the master planning office. However, the administrative procedures may not yet be in place at the university.

SEE NEXT PAGE

Comparison of the current and proposed land uses on the site (from presentation)

	Current	Proposed
Program Use	<p>Division 1 women’s soccer 8 to 10 afternoons in the fall and recreational soccer for U of M students;</p> <p>Occasional walk-on users for pick-up games</p>	<p>Division 1 women’s soccer 8 to 10 afternoons in the fall and recreational soccer for U of M students.</p> <p>No walk-ons for pick-up games.</p> <p>No current plans to lease space for other metro area soccer competitions</p>
Future growth of program	<p>The U of M women’s athletics believes the current fields restricts the competitiveness and opportunities for the team because they are not adequate to according to division 1 standards.</p>	<p>The proposed facility meets the currently anticipated soccer needs; no major expansion needs are anticipated in the near future with the exception of additional seating of 500 which would maximize the use of this space.</p>
Facilities	<p>Temporary bleachers seating about 800 persons; portable toilets; portable concessions; temporary PA facilities.</p> <p>Women athletes do not have changing facilities and are brought to the field in vans.</p>	<p>Permanent bleachers seating 1,000 persons with potential addition of 500 seats for total of 1,500 seats</p> <p>Permanent two story stadium building with team meeting rooms, public restrooms, concessions, press area and multi-use area, permanent PA facilities. (square footage of the facility is not available as of this writing.)</p> <p>Women athletes will not have changing facilities and will be brought to the soccer complex in vans.</p>
Attendance	<p>Average 550 persons per game</p>	<p>Anticipate 800 persons a game for the near future</p>

	Current	Proposed
Access for games and organized recreation	<p>No vehicular access on the site.</p> <p>Primary entry off of Cleveland.</p> <p>Pedestrians come from a variety of directions.</p>	<p>No vehicular access on the site.</p> <p>Primary entry off of Cleveland</p> <p>Pedestrians will be directed to an entrance booth on the northwest corner of the site.</p>
Access during non-game, non-organized recreation times	<p>The area is partially fenced so it is accessible for walkers and pick-up games by anyone entering the field area.</p>	<p>The proposed area will be fenced with chain link fencing to protect the quality and reduce maintenance of the improved soccer fields and to limit access to non U of M groups.</p>
Parking	<p>No parking on site.</p> <p>No designated parking areas. U of M advertises parking at Gibbs Farm, golf course, contract lots south on Cleveland which have a total of more than 200 parking spaces if they are not occupied by other users.</p> <p>Neighbors report some parking on greenhouse sites and in neighborhoods.</p>	<p>No parking on site. No designated parking areas. U of M will continue to advertise the Gibbs Farm, golf course, contract lots for parking, which have more than 200 more parking spaces if they are not already occupied.</p> <p>Typical planning studies suggest 125 to 188 spaces are needed for a stadium seating 1,000 to 1,500 spectators.</p> <p>U of M officials are researching parking availability at this time because the golf course, Gibbs, contract lots are also used by other drivers during the September and October soccer games.</p>
Lighting	<p>No lights on the field; neighbors report that this was an issue with the U of M a number of years ago</p>	<p>No lights proposed for the fields; U of M officials report that they are well aware that lights are not considered acceptable by the adjoining neighborhoods</p>

	Current	Proposed
Noise	On game days, portable loudspeakers announce the competition and play music	Proposal for loudspeakers and other competition type of activity will be part of game days; anticipate an improved permanent sound system. Official rules address loud fan behavior.
Public Safety	U of M police* St. Paul Fire through a contract for service U of M basic life ambulance and St. Paul paramedics	U of M police* St. Paul Fire through a contract for service U of M basic life ambulance and St. Paul paramedics
Estimated cost	Not applicable	\$ 2,000,000
Funding sources	Not applicable	\$ 1,200,000 in bonding bill \$? private contribution
Timetable	Not applicable	Bid in September; construction start in November, 1998; open in the fall of 1999
Conformance to U of M master plan adopted in 1996	Conforms to U of M master plan as adopted in 1996 where soccer fields are noted on this corner.	Modification in the U of M master plan. U of M officials explained the necessity of fluidity in the master plan when it comes to actually siting facilities on available and feasible locations for this facility.
Alternative sites considered	Not applicable	U of M officials considered the sheep fields near the State Fair parking area, others locations on east bank; expense and/or unavailability of these sites at this time precluded further exploration of facilities elsewhere.

- The City of Falcon Heights SAPD police department often assists the U of M police in an emergency but the contract with St. Anthony does not include providing traffic control for regularly scheduled, on-going U of M events. The U of M does not pay property taxes for police services and has its own police department to handle these activities. The city prosecutor prosecutes misdemeanor crimes on the U of M St. Paul campus because of jurisdictional boundaries.

Some of the questions raised by neighbors of the soccer fields at the U of M meeting at city hall on Monday, April 13, 1998.

Questions from residents attending the community meeting included many of the following. Most questions were related to specifics of the site and impact of the use rather than to the process used by the U of M.

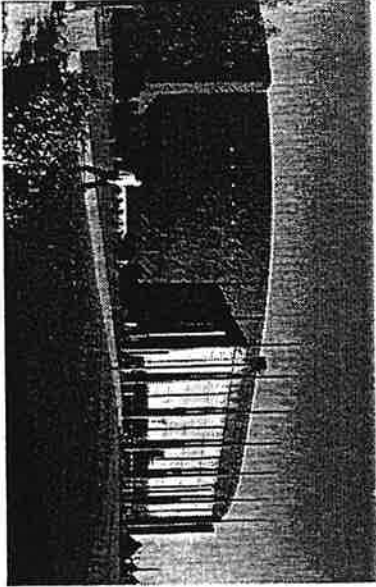
- Why was there a **change in the 1996 university master plan** which designated this area as soccer fields not permanent soccer facilities?
- How does the U of M try to inform and **involve the residential community** in its land use decisions?
- Isn't this a conflict between **two essentially incompatible land uses**?
- Where will spectators coming to the games park given that there is no designated **parking** area for the stadium and the contract lots on Cleveland, Gibbs Farm and the golf course are often full during these times? Also, spectators are already parking in the greenhouse area and in the neighborhoods.
- Although the university is committed to not putting up **lights** now, will there be an interest in doing so after the facilities have been operating for awhile?
- How will the **noise** on game day be managed so it is not disturbing to residents?
- How will you guarantee residents that people won't **walk through yards and litter** to get to the games?
- There will be a big demand for nice soccer facilities that are easily accessible such as these for **use by other metro area soccer teams**. Won't the demand from these groups along with the fact the athletics department must raise revenue lead to more intense use on the site than the currently planned women's soccer schedule?
- Although the **fencing** may be useful to limit non-programmed access to the fields, it will eliminate open space that the neighbors enjoy, can this informal open space use be accommodated in the new plan?
- Will the **greenhouses to the north** of the soccer fields become part of the stadium complex, perhaps a parking lot, since they are scheduled to be eliminated?

- How can the parking and noise be managed to **make this use compatible** with the neighborhood?
- Will the U of M work with an **established committee of neighborhood, university and city representatives** to discuss the proposal and resolve some of the neighborhood's specific concerns about the proposed stadium?

Next step to move forward with the proposal. The U of M women's athletic department and facilities management currently plan to bring the concept plan for approval to the Board of Regents on May 7 and 8, 1998.

1666 Coffman Association request for task force to city council. The Coffman Association is requesting the mayor and city council to appoint a task force made up of representatives from 1666, the Grove neighborhood, the university and the city to discuss this proposal.

Sports and Recreation Facilities



The University is experiencing significantly expanding space needs for sports and recreational facilities, in part due to the imperative of gender equity and in part because the demand for recreational facilities has grown. As well, the competitive nature of sports organizations and venues in the Twin Cities forces "customer satisfaction" to be a top priority, placing great emphasis on parking and access. However, expanding space needs, as proposed in present requests for capital funding, are creating tensions in terms of fit within the University's

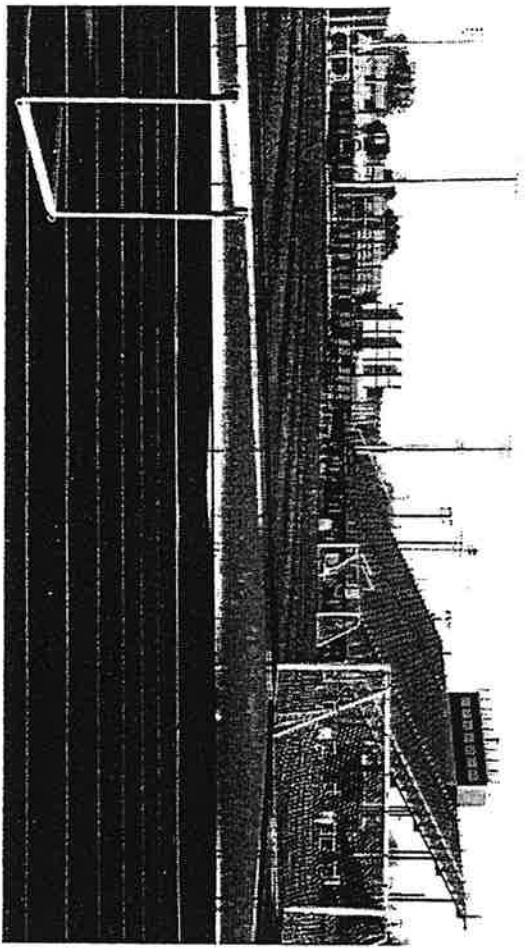
boundaries and limited land area. Given the demand, there is some urgency to the resolution of these issues.

The intent of this element of the Master Plan is not to resolve specific facilities issues in detail, but to consider broader principles regarding locations, issues related to degree of need, and desirable relationships between sports and recreation programs and the campus as a whole. Within this framework, specific facilities needs can be addressed in a timely fashion.

P o l i c i e s

11 Sports and Recreation Facilities

- 11.1 A comprehensive inventory of programs and facility needs should be prepared by each constituent containing a graphic and written description as well as required program adjacencies and support infrastructure.
- 11.2 A campus wide strategy should be developed for recreational sports and athletics that would provide the context for discussing development and allow for needs to be explored comprehensively, considering campus wide constraints and opportunities. Unified sports priorities would be clarified, as well as general guidelines for more detailed planning.
- 11.3 Approaches to sports planning should address the main criteria of visibility, safety, access, cost, proximity, convenience, and timing/phasing.



Minneapolis Campus

Even when lands are included that could potentially be acquired when the Dinkytown Underpass is built, it is still not possible to meet the expanding land needs for sports programs within the campus. In the recent past, consideration has been given to using the lands north of the railway line for sports facilities to meet increased demand.

The focus of the Master Plan is to discourage the further expansion of the University north to accommodate sports and recreational facilities in remote locations because of concerns regarding

inaccessibility and safety. Sports and recreation facilities are consolidated in close proximity to the campus south of the railway lines in order to encourage a walkable campus and easy access for all programs. The stacking of functions, whereby some parking is located in decks or beneath new fields may be an appropriate means to meet demand for space in a confined area. There are also a number of opportunities to locate informal recreational fields in other parts of the campus to reduce demands upon the facilities in the Sports and Recreation Precinct.

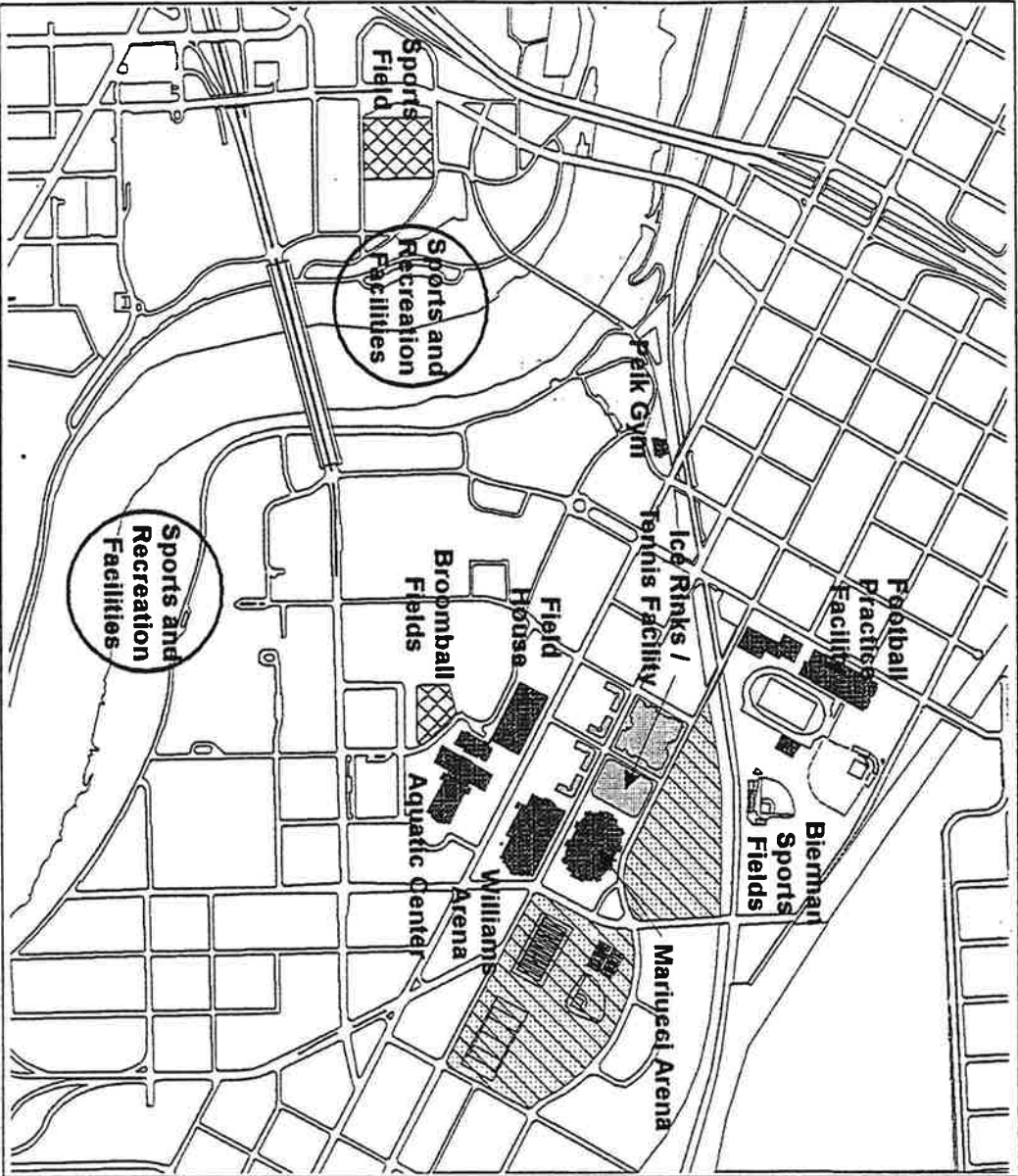
P o l i c i e s

Sports and Recreation Facilities





Minneapolis Campus

11.4 Sports and recreational facilities should be generally developed as shown on Figure 15 with a number of options for consolidation of parking as outlined in Figure 21 Parking.

Figure 15: Sports and Recreation Facilities



Legend

-  Existing Sports Facilities
-  Building Sites with Sports Related Use Potential
-  Uses to be Relocated
-  Sports Fields Expansion



MASTER PLAN - SPORTS FACILITIES

St. Paul Campus

Apart from the Golf Course north of Larpentour Avenue, there are few formal outdoor sports and recreation facilities on the St. Paul Campus. Students typically travel along the Transitway to use facilities on the Minneapolis Campus. There are however a number of informal recreational facilities. The focus of the Master Plan is to ensure the preservation of the formal and informal facilities.

P o l i c i e s

Sports and Recreation Facilities

St. Paul Campus

11.5 Sports and recreational facilities should be generally developed as shown on Figure 16.

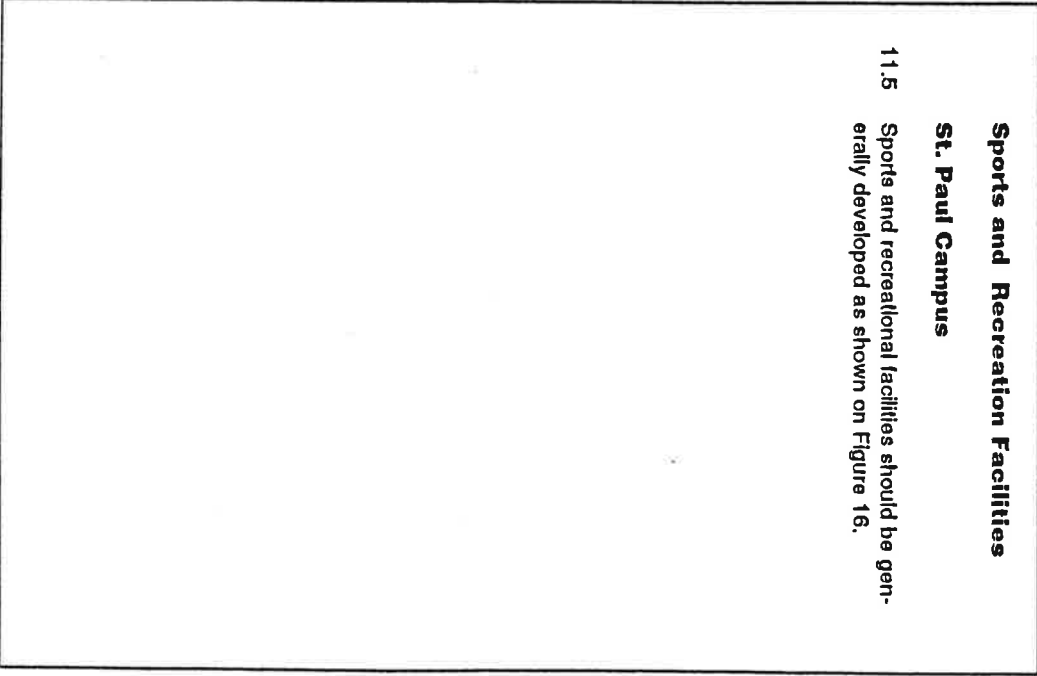
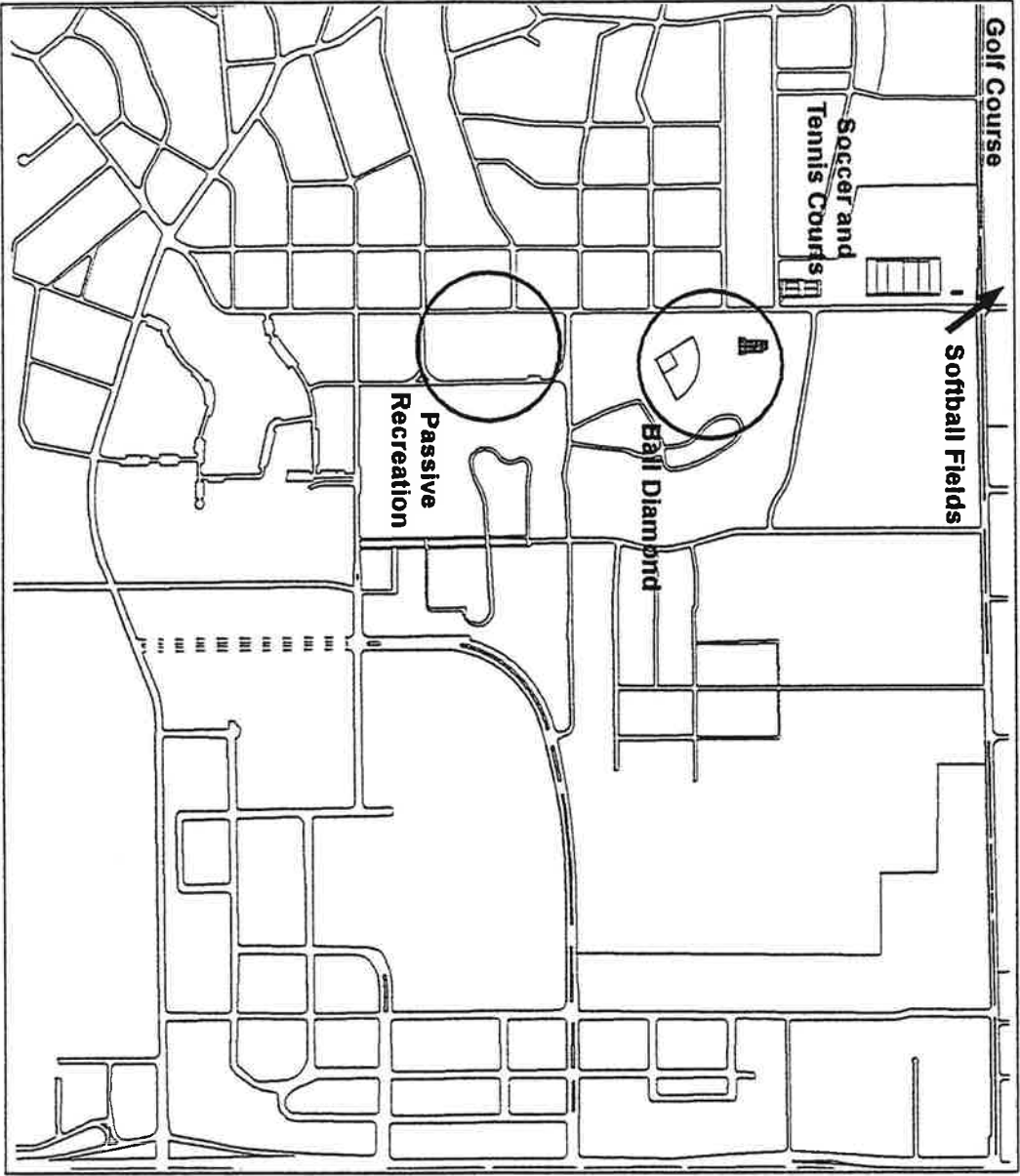


Figure 16: Sports and Recreation Facilities



Legend

Existing Sports Facilities

0 200 400 800 1000 ft

The legend box contains a scale bar with markings at 0, 200, 400, 800, and 1000 feet. Below the scale bar is a north arrow symbol consisting of a circle with a cross inside.

P r e c i n c t G u i d e l i n e s

36 North of Larpenleur

36.1 The North of Larpenleur Precinct Plan is shown in Figure 44.

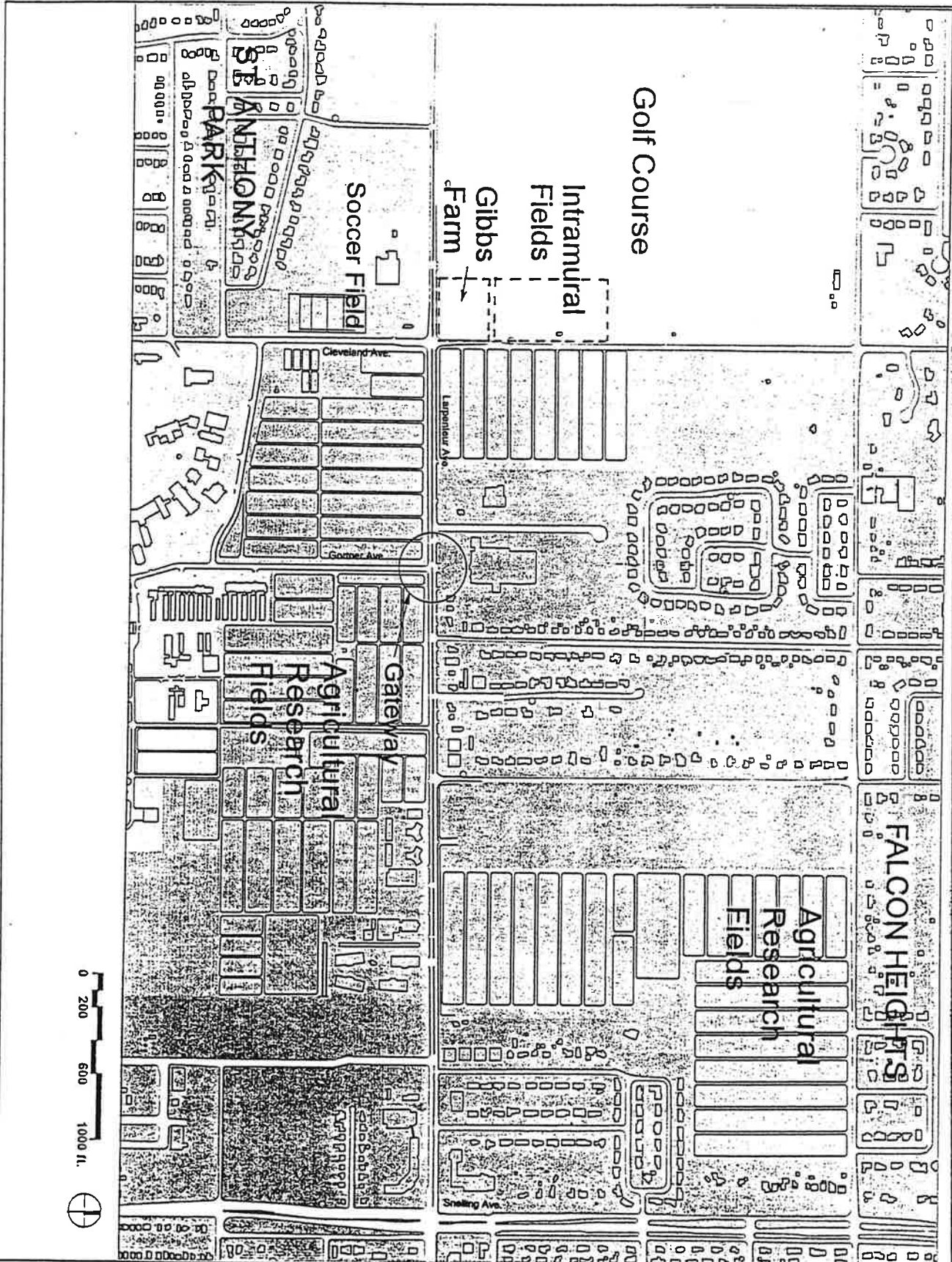
36.2 The agricultural fields north of Larpenleur Avenue should be preserved.

36.3 The Golf Course north of Larpenleur Avenue should be preserved.

36.4 The fields in the south west quadrant of the Intersection of Cleveland and Larpenleur Avenues should be preserved and their role as a recreational field acknowledged.

Major Pin - SW corner

Figure 44: North of Larpenteur



Administering the Master Plan

The planning process at the University campus should be as simple and direct as possible. The review and approval process set out below is not intended to replace the present system of project management and approval through Facilities Management. That process will continue and be supplemented by the process set out below. Coordination between the two is essential and can be achieved through representation of Facilities Management on the MPIC.

The suggested process for consideration of physical changes for conformance with the Master Plan would be as follows:

Step 1: Proponent's project brief

The Proponent of a project prepares the usual project brief. Part of the brief requires an assessment of the relevant portions of the Master Plan. Consideration must be given to the reuse of an existing building at this stage. The proponent shall consult with the Master Planning Office during this process. If a site has been identified the proponent reviews the Preconnect Plan which must form part of the brief, as

would the proponent's assessment of their project's compliance with the Master Plan.

Step 2: First review

Once the brief is complete, the proponent must review it with the Master Planning Office. If it is agreed that the brief conforms to the Master Plan, the proponent proceeds to the schematic design phase of the project. Should there be no agreement the matter is left to a decision of the MPIC.

Step 3: MPIC's first contact with the project

If there is agreement that the project complies with the Master Plan in Step 2, the MPIC is simply informed of the project and given the brief. Where there is no agreement about conformity with the Master Plan, the MPIC hears from the proponent and the MPO staff. The MPIC either agrees that the project complies with the Master Plan or it requires reconsideration from Step 1. A third alternative is for the MPIC to set in motion an elaboration or amendment to the Preconnect Plan, as set out below in Steps 8 to 12,

P o l i c i e s

39 Administering the Master Plan

39.1 All aspects of studies, designs or proposals dealing with lands, buildings or open spaces, proposed developments, landscape and infrastructure improvements within the Twin Cities Campus, shall comply with the Master Plan.

39.2 In order to ensure the compliance of any study, design or proposal with the spirit and intent Master Plan, the brief, program or terms of reference describing each such initiative shall be accompanied by the Preconnect Plan as a point-of-departure.

39.3 No project shall proceed beyond the brief stage without agreement with the Master Planning Office or the Master Planning Implementation Committee that it complies with the Master Plan.

39.4 No project shall proceed beyond the schematic design stage without formal confirmation from the Master Planning Implementation Committee that it conforms to the Master Plan.

P o l i c i e s

which would require a short delay for the project.

Step 4: Schematic design review

When schematic design is completed, the proponent again reviews the project with Master Planning Office. The Master Planning Office prepares a report to the MPIC on compliance with the Master Plan.

Step 5: MPIC project review

The MPIC reviews the project, affording the proponent and others who might have an interest in the project an opportunity to make a presentation. The Committee either formally agrees that the project complies with the Master Plan or requests revisions and a further review by the MPIC.

Step 6: Design review after schematic design

After completion of schematic design, the proponent reviews the architectural and landscape design in detail with a small subcommittee of the MPIC responsible for Design Review. This Design

Review Committee would ideally include outside architectural and landscape architectural advisors. The review focuses on the adherence of the project to the various guidelines included in the Master Plans and seeks to ensure a consistent quality of detailed design of buildings and landscape elements across the campus.

Step 7: Final Approval

The proponent will provide the President and Senior Officers with documentation of compliance with the Master Plan from the MPIC and of approval by the Design Review Committee after completion of the schematic design stage.

39.5

A small Design Review Committee, a subcommittee of the MPIC, will be established to undertake design review after the schematic design stage of a project has been completed.

39.6

No building, landscaping or infrastructure project may proceed beyond the schematic design stage unless the Master Planning Implementation Committee and the Design Review Committee, have indicated that the project is in accordance with the Master Plan.

8 April 1998

City of Falcon Heights

Questions on the proposed University of Minnesota Women's Soccer Stadium

1. What department at the university oversees the activities on the following areas on the Southwest corner of Cleveland and Larpenteur?
 - the soccer fields
 - the Gibbs Schoolhouse site
 - the greenhouse area
 -
2. What department or departments at the university are responsible for siting, developing and operating the proposed women's soccer facilities?
3. For background information, what is the history of the women's soccer program at the university and how does this facility contribute to the success of this program?
4. How are the soccer fields currently used by the university? outside organizations?
 - for intramural competition? If so, how often, what type of event, what days of the week ?
 - for women's soccer competition? How often a year, how long is a typical event, what days of the week and what is the attendance at such an event broken down by participants and spectators
5. Do the current uses on these soccer fields have accessory uses like
 - concession stands?
 - spectator areas, moveable bleachers? If so, how many spectators do these bleachers accommodate ?
 - announcement/PA system?
 - overhead lighting?
6. Where do the participants and spectators currently park to use the fields and attend the events?
7. Will the proposed new soccer facilities change the type and intensity of use of this site?
8. What criteria are being used to select the proposed site for the women's soccer facilities?

9. Are there other sites being considered for this facility? If so, where are these located and what are the pros and cons of the various sites?
10. What process does the university follow starting from determining the need for a facility, putting it into the capital plan and budget, siting the facility and getting it built?
11. The university master plan, adopted in 1997, indicates that this area is planned for soccer fields and open recreation; permanently constructed sports facilities and associated parking are not located here in the proposed plan, why the variation from the plan?
12. The city and university have worked together on a number of projects in the past. And, the city is always interested in working with the university to work through issues, how does the university's process build working with the community into this planning decision and timeline?
13. When does the university anticipate constructing the facility? Opening the facility?
14. What are the estimated costs for constructing this facility?
15. Specifically, what facilities are being constructed on the site and how will they be used?
 - Please provide a site plan with reduced copies that may be distributed to interested persons.
 - Please provide information on all the proposed facilities associated with the soccer stadium proposal including a roughly estimated square footage of all structures, a description of accessory uses like concessions and parking area, a description of the anticipated types and times of use by the university, and any plans to allow the facility to be used by other groups or the public.
16. Will there be night activities that will require lighting the facilities and fields? If not now, is it anticipated that this will occur in the future?
17. Will there be loud speakers used? If so, how often? What volume? How will the speakers be directed?
18. Where will the participants and the spectators, using the facility, park ? Or are there alternative modes of transit being planned to move people to this facility?

- Standard zoning code parking calculations for a college sports stadium seating 1,000 to 1,500 spectators plan for a minimum of 125 to 188 parking spaces for this type of facility. This number doesn't include any additional parking that might be associated with the building facilities.
- 19. What traffic volumes are anticipated on competition days? How will traffic control be provided, if it is needed?
- 20. How will public safety emergencies (police, fire, medical) be managed?
- 21. Are the Gibbs School house site or the greenhouse site included in the facilities' development plans?
- 22. Are there other university properties in Falcon Heights that are not contiguous to this site that are included in the development plans for this facility?
- 23. Are there facilities similar to this in the metro area that will provide a good comparison to gain a better understanding of how it might function and the associated impacts from it?

ITEM 2
Date: 4/21/98

ITEM: Information on the proposed parking facility on the St. Paul (Falcon Heights) campus

SUBMITTED BY: Susan Hoyt, City Administrator

PRESENTERS: (U of M representatives available as schedules permit)
Ann O'Laughlin, Community Relations
Eric Kruse, Interim Vice President of Operations
Tom Hoffoss, Facilities Management
Donna Olson, Assistant Director of Women's Athletics

EXPLANATION/DESCRIPTION:

Summary and action requested. The planning commission has the opportunity to get information on and ask questions about the proposed the 8.6 million dollar, three story, 600 space parking ramp being built at the corner of Gortner and Fitch on the university campus on existing contract and visitor parking lots(Attachment 1). The proposed parking ramp will replace to paved parking lots that city staff estimates have between 200 and 300 parking space. As of this writing university officials did not have a traffic entrance and exit plan for this structure. However, both the university and the city anticipate that traffic will use Gortner Avenue for access especially since cars going to highways 280, 36, 35 W, Fairview and Snelling. find this a convenient way to travel. A new traffic signal is being installed at Gortner Avenue this summer which will eliminate an existing traffic hazard at this intersection. If constructed as planned, it will be important for the city to monitor the possible impact of this parking structure and its related traffic flows on nearby residential streets especially Tatum Street, which is a through street between Larpenteur and Roselawn and located between the traffic signals at the Gortner intersection and the Fairview intersection.

The University of Minnesota Master Plan concept for parking on this site is a landscaped quadrangle with some underground parking rather than the proposed three story ramp to replace the surface contract lots that are currently there.

The university is providing the city staff with a report on traffic patterns from the St. Paul (Falcon Heights) campus which identifies how much traffic moves north from the campus.

Meets goal #3. To provide an effective and responsive city government.

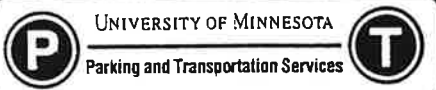
ATTACHMENTS:

- 1 Map with the proposed location of the parking structure (as described by university officials)
- 2 Map with the proposed ramp in a city context
- 3 Section of the 1996 university master plan related to parking

ACTION REQUESTED:

- 1 Brief summary by city administrator
- 2 Report from representatives of the University of Minnesota
- 3 Questions for the University of Minnesota representatives from commissioners
- 4 Questions for University of Minnesota representatives from the public
- 5 Discussion

ST. PAUL CAMPUS



300 Transportation and Safety Building
511 Washington Avenue SE
Minneapolis, MN 55455
(612) 626-7275 FAX: (612) 624-8899
e-mail: parking@tc.umn.edu
http://www.umn.edu/parking/

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- Visitor/public parking, daily rates
- Visitor/public parking, hourly rates
- Meter parking
- Carpool parking until 12:00 noon
- Contract parking
- Motorcycle contract parking area
- Disability parking area (number indicates capacity)
- Facility entrance and/or exit
- Emergency telephone

Campus Shuttle System Routes

- St. Paul Campus Circulator
- Campus Connector

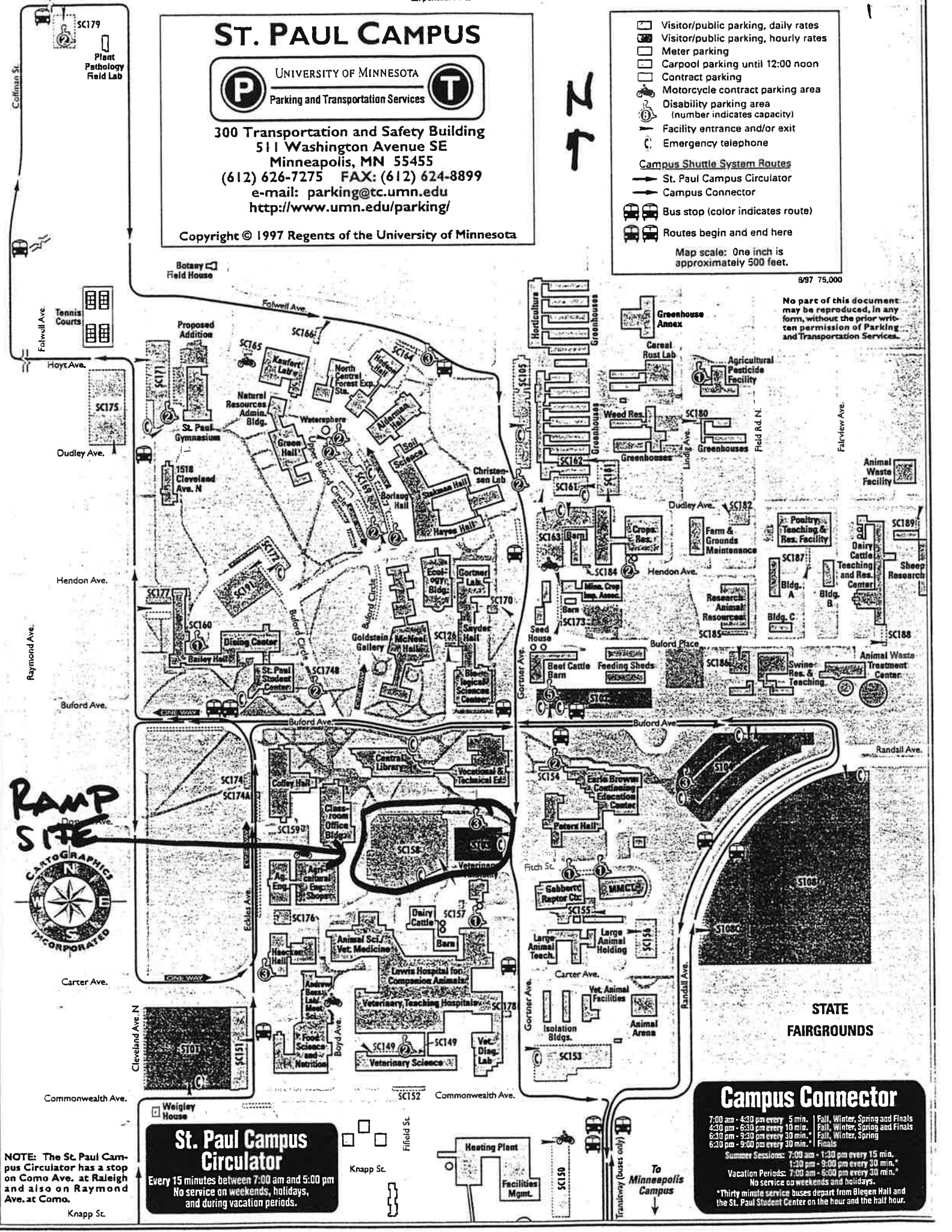
Bus stop (color indicates route)

Routes begin and end here

Map scale: One inch is approximately 500 feet.

8/97 75,000

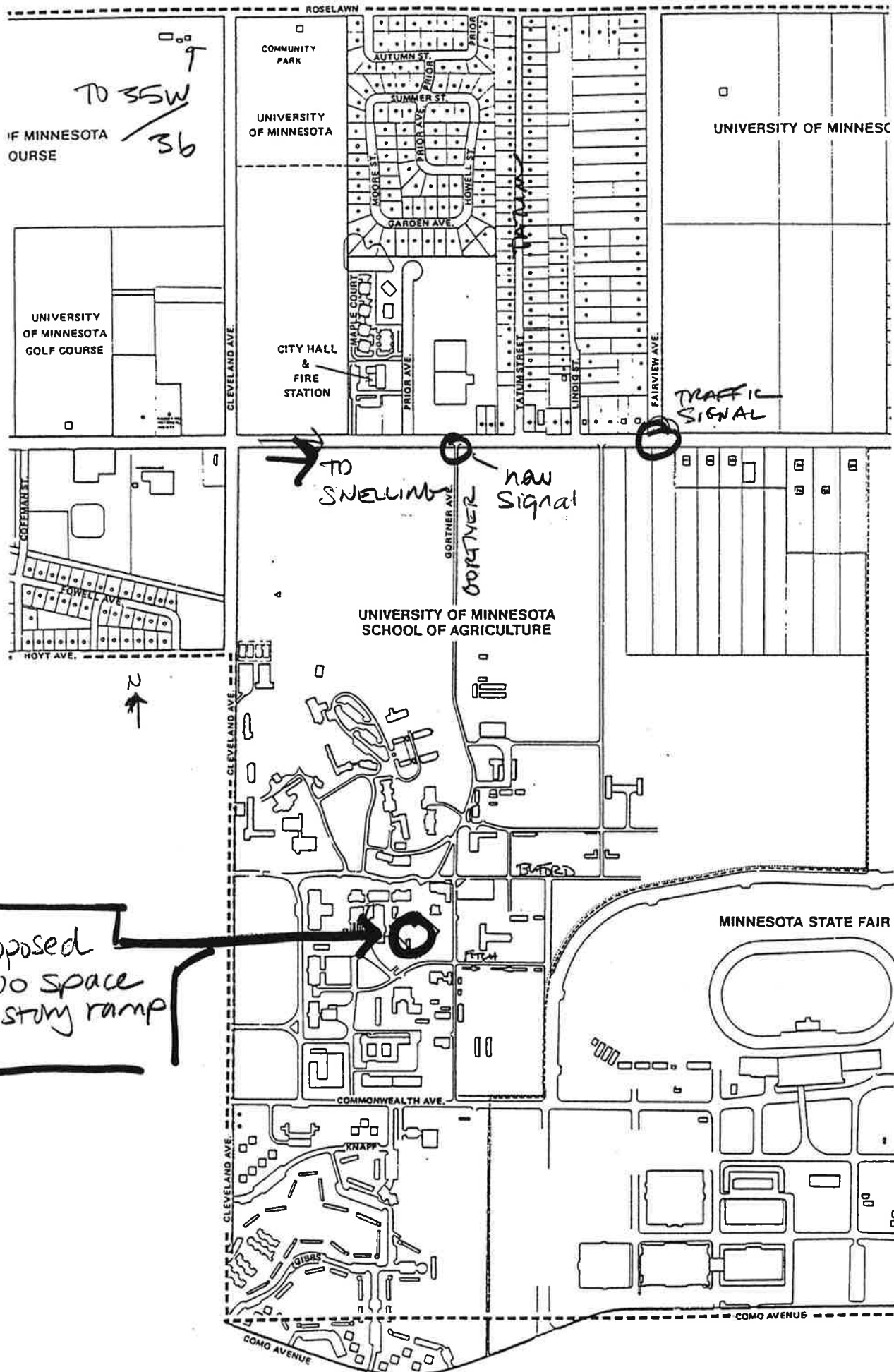
No part of this document may be reproduced, in any form, without the prior written permission of Parking and Transportation Services.



NOTE: The St. Paul Campus Circulator has a stop on Como Ave. at Raleigh and also on Raymond Ave. at Como.

St. Paul Campus Circulator
Every 15 minutes between 7:00 am and 5:00 pm
No service on weekends, holidays, and during vacation periods.

Campus Connector
7:00 am - 4:30 pm every 5 min. | Fall, Winter, Spring and Finals
4:30 pm - 6:30 pm every 10 min. | Fall, Winter, Spring and Finals
6:30 am - 9:30 pm every 30 min. * Fall, Winter, Spring
6:30 pm - 9:00 pm every 30 min. * Finals
Summer Sessions: 7:00 am - 1:30 pm every 15 min.,
1:30 pm - 9:00 pm every 30 min. *
Vacation Periods: 7:00 am - 8:00 pm every 30 min. *
No service on weekends and holidays.
*Thirty minute service buses depart from Blegen Hall and the St. Paul Student Center on the hour and the half hour.



TO 35W
36

TO 280 ←

TO SNELLING →
new signal

TRAFFIC SIGNAL

SNELLING

Proposed
600 space
3 story ramp

2

P o l i c i e s

Access: Parking

MASTER PLAN: PARKING (2)

The campus is commuter-oriented giving rise to a steady demand for parking. The University's Parking Services energetic program has, to date, been able to provide parking while balancing three competing objectives: (1) locating parking reasonably close to the user's final destination; (2) acceptable appearance of new parking facilities; and (3) containing cost to users. This success has been made possible in part by having a large number of spaces in older facilities where the costs are retired, by having many spaces in temporary surface lots, and by building single-purpose, free-standing efficient parking structures.

All of these conditions are changing and will cause re-direction of the University parking program. Some important older facilities, for example the East River Road Ramp, now require replacement, at high cost per space. A decrease in surface spaces is expected due to the use of surface parking land for other University needs. Campus livability requires an ever-higher standard of parking structure design and integration into surrounding context.

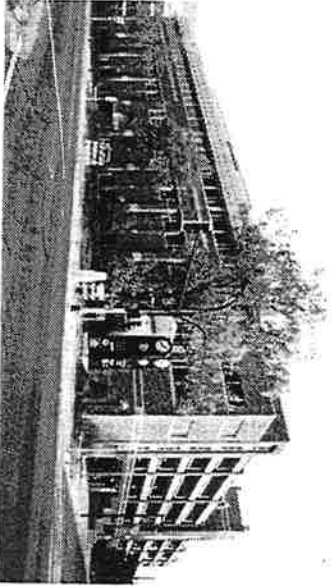
The intent of this element of the Master Plan is to balance the competing objectives of accessibility, design and cost. A range of parking products are proposed including underground spaces associated with new development, decks at the fringe of the campus, and temporary surface lots. In the long term, satellite lots are also proposed along the Transitway.

In the long term, the intent of the Master Plan is to reduce parking demand by creating the opportunity for more of the University population to live on or near campus, and by creating realistic alternatives for movement, such as bicycling, walking, and LRT. In so doing, the Master Plan takes a significant step toward a new paradigm for movement and the creation of a campus which is characterized by a vibrant sense of community.

15	Access: Parking
15.1	Losses in current parking supply should be replaced with a combination of (1) high quality space at new building sites; (2) lower cost "fringe" facilities (3) temporary surface spaces; and (4) satellite facilities.
15.2	Parking facility design should be guided by, and fully supportive of the Plan's Guiding Principles.
15.3	New buildings should be self sufficient in terms of parking, ideally by incorporating underground spaces.
15.4	Where possible, parking facilities should be part of an overall development project and should not be isolated, stand alone structures.
15.5	New, lower-cost parking should be located in efficient decks on the fringe of the campus, and should be served by an upgraded campus transit system.
15.6	A detailed program for satellite parking along the inter-campus Transitway should be developed and parking lot locations, phasing, and transit stops identified.
15.7	Campus transit service should be upgraded to serve as a shuttle for satellite parking.
15.8	On-street parking should be a permissible option on campus local streets, with the decision on the extent of such parking made at the time of re-design of the particular street, or in conjunction with a precinct plan.

Minneapolis Campus

The major parking challenge on the Minneapolis Campus is to replace spaces about to be lost due to obsolescence, for example, the East River Road Ramp, and to accommodate some parking in new or redevelopment sites, such as the Gateway Center and Coffman Memorial Union. The Transitway Lots are to be replaced through a range of parking products in order to facilitate consolidation of the sports and recreation facilities.

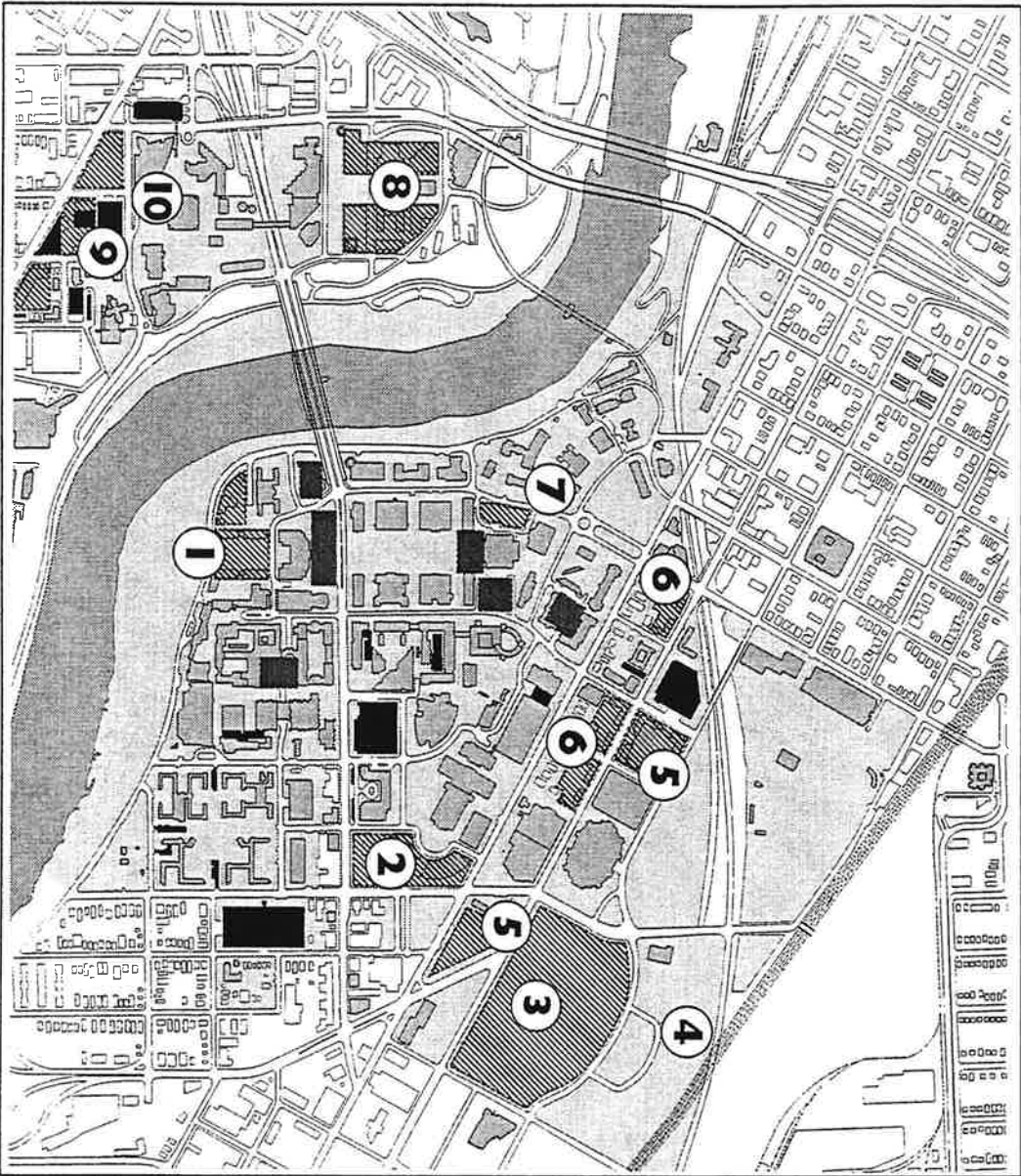


Access: Parking

Minneapolis Campus

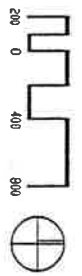
- 15.9 Parking needs should be met through the existing and proposed parking locations as shown on Figure 21.
- 15.10 Where feasible and environmentally sound, deep space should be utilized to take advantage of the unique geological formation of the Minneapolis Campus.
- 15.11 Where "replacement" parking is required, some should be located in fringe decks and/or satellite lots served by a simplified and improved internal campus transit system.

Figure 21: Parking Summary



Legend

- Existing Parking**
 - Surface or Above Ground Deck
 - ▨ Underground Garage
- Proposed Parking Locations**
 - ▨
- ① East River Road Underground Terrace / Joint Housing
- ② Stadium Village Underground
- ③ Recreational Fields Over Decks
- ④ Temporary Surface Parking
- ⑤ Potential Ramp Lined With Street front Uses
- ⑥ Potential Underground / Joint Housing
- ⑦ Ramp under Open Space
- ⑧ Potential Underground & Ramp
- ⑨ Potential Underground / Joint Housing
- ⑩ Potential Underground Parking Under Plaza



St. Paul Campus

Existing surface parking has been located in some significant open spaces, such as the Bowl and Ridge. The parking shared with the Minnesota State Fair is far from many destination points and is an unpleasant walk in cold winter months.

The intent of the Master Plan is to reclaim open spaces and reduce reliance on surface parking lots over time and replace them with a comprehensive range of parking products including decks, ramps and satellite lots. Decks and ramps are sensitively and strategically reintroduced into the campus in locations which are closer to destination points where the visible impact is minimized.

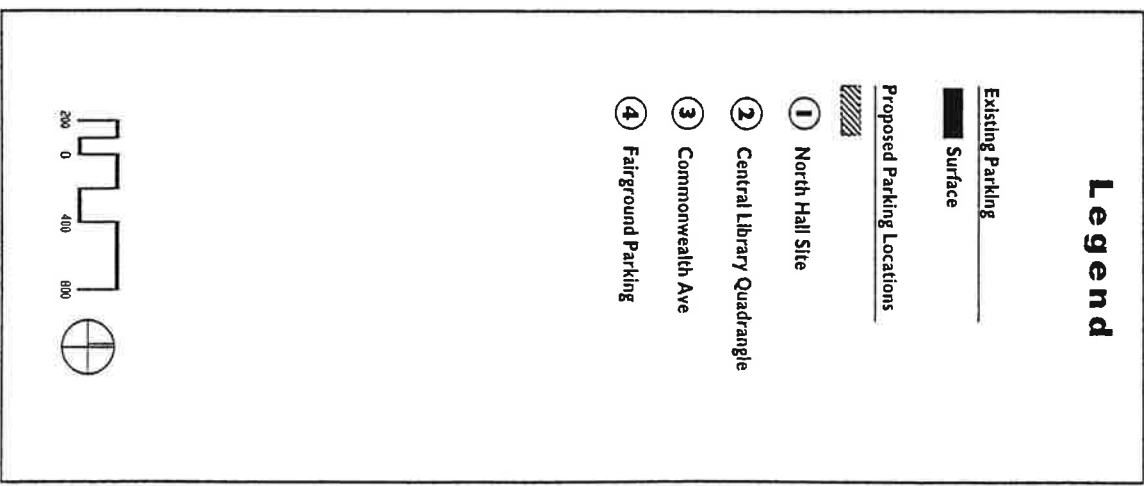
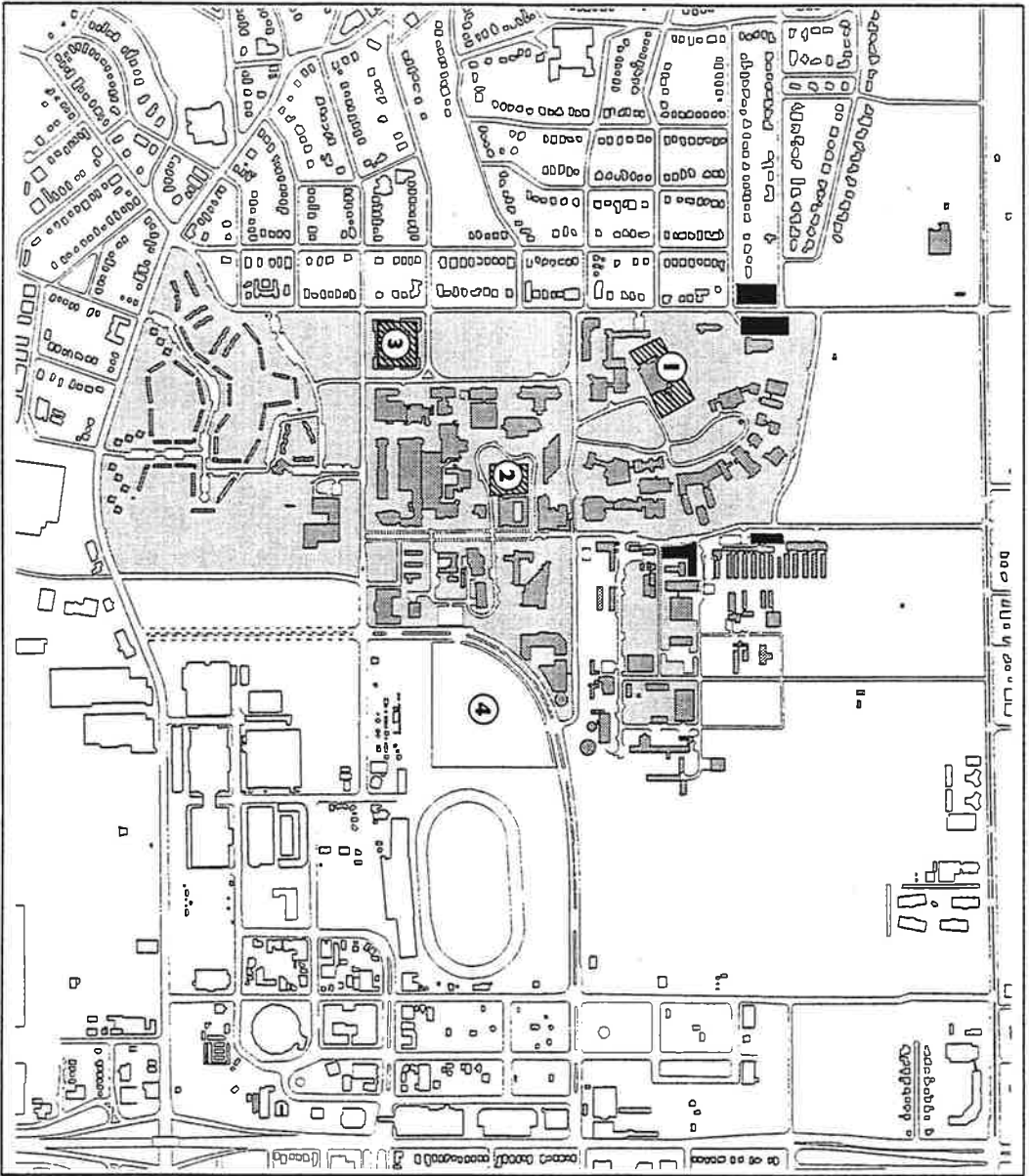
P o l i c i e s

Access: Parking

St. Paul Campus

- 15.12 Parking needs should be met through the existing and proposed parking locations as shown on Figure 22.
- 15.13 Select surface parking lots should be phased out in order to sensitively and strategically introduce new parking products into campus, such as on-street parking and vest pocket surface lots.
- 15.14 In the long term, satellite parking should be added to the range of replacement parking products.

Figure 22: Parking Summary



P r e c i n c t G u i d e l i n e s

33 The Gortner Axis

- 33.1 The Gortner Axis Precinct Plan is shown in Figure 41.
- 33.2 The existing surface lot south of the Central Library should be phased out and replaced with a combination of parking products including: on-street parking; vest pocket surface lots; and the construction of a new ramp planned for one or a combination of the North Hall, Commonwealth/ Cleveland or Central Library sites. In the long term, satellite parking along the Transitway should be added to the range of replacement parking products.
- 33.3 New parking facilities planned for the Central Library site should be built into the topography of the land or constructed as part of a mixed use building in order to minimize visual impact.
- 33.4 A quadrangle or informal green south of the Central Library should be reclaimed.
- 33.5 New buildings, located along the west side of Randall Avenue, should further define the edge of the campus.
- 33.6 Commonwealth Avenue should be landscaped to acknowledge its position as a link in the regional Figure Eight open space system.
- 33.7 Gortner Avenue should be enhanced as a green axis and as an important ceremonial route for campus access and should incorporate:
- a tree lined boulevard/median
 - a surface stormwater system
 - an open space at the south end.
- 33.8 More on-street parking spaces should be added to Commonwealth and Fitch Avenues.

