



Shepard Davern Task Force
Meeting #1: March 13, 2013

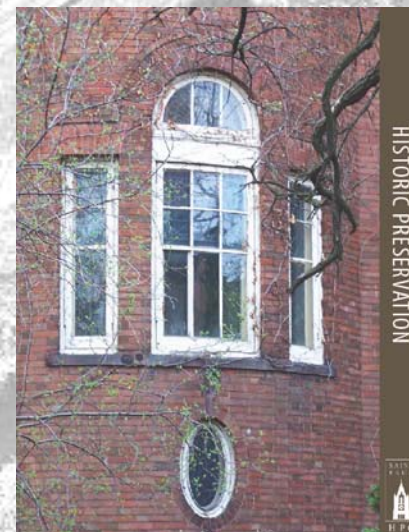
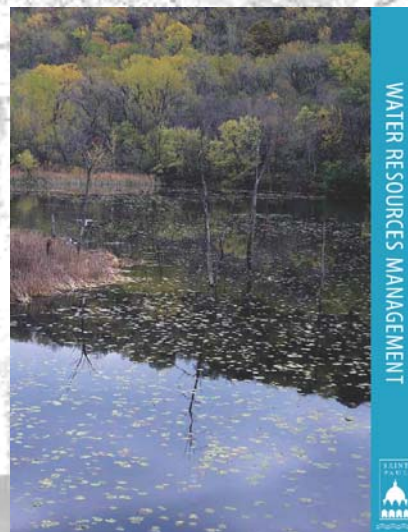
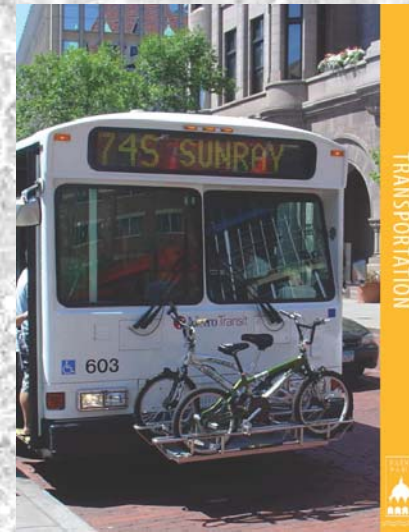




Planning Overview: EXISTING PLANS

Citywide “blueprint” for guiding development

District plans and small area plans are adopted as addenda to the city plan with topic-specific policies and guidance





GREAT RIVER PASSAGE

A Master Plan for Saint Paul's 17 Miles of Mississippi River Parklands
July, 2012

PROPOSED AMENDMENT TO SAINT PAUL'S COMPREHENSIVE PLAN
Public Hearing Draft / August 2012

marks vision for unifying the
ire length of the Mississippi
erfront in Saint Paul
guiding principles: more natural,
re urban, more connected



The Three Principles: A Basis for The Plan

Individual chapters of this report describe in greater detail the following principles:

Principle 1: More Natural

Healthy natural systems, including diverse and thriving native plant and animal communities and clean air and water, are critical to the long-term livability and economic vitality of Saint Paul and the region. This diversity is reflected in the management of natural areas and the location and design of parks. With this in mind, the master plan seeks to accomplish three goals:

- Protect and manage natural resources
- Restore streams and improve urban stormwater quality
- Preserve and enhance natural areas
- Expand nature-based recreation uses along the river

Principle 2: More Urban

Long-term stewardship and preservation of natural areas is possible only if the city maintains a healthy economy and continues to be a desirable place to live and visit. The master plan seeks to:

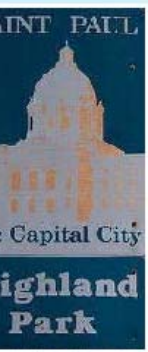
- Develop the economic potential of the Great River Passage by creating gathering places on the river
- Expand opportunities for tourism and river-oriented recreation
- Promote redevelopment that enhances neighborhood livability and the design and accessibility of the river
- Maintain the "working river" and balance it with the environmental and recreation needs of the community

Principle 3: More Connected

Long-term implementation of the master plan with greater use of the river corridor will be possible only if the river is linked strongly to the city. The master plan seeks to:

- Link the citywide network of parkways and bikepaths to the river
- Improve local river access
- Expand opportunities for park access
- Integrate history, culture and art into all aspects of the Great River Passage





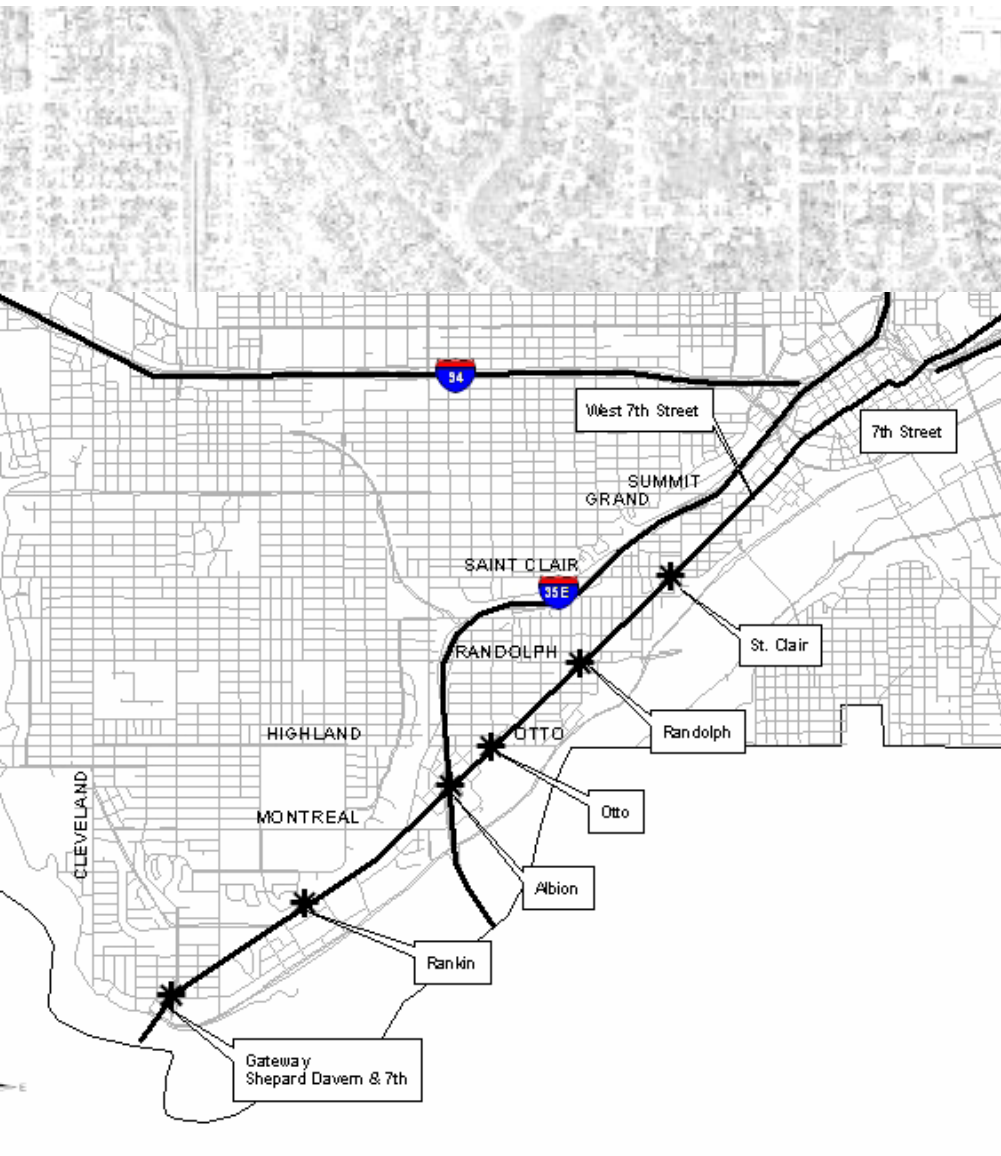
District 15 Highland Park District Plan

by Hubert H. Humphrey Institute Students
awley, Robert Russell, Brendon Slotterback, and Diane Wiatr
Highland District Council

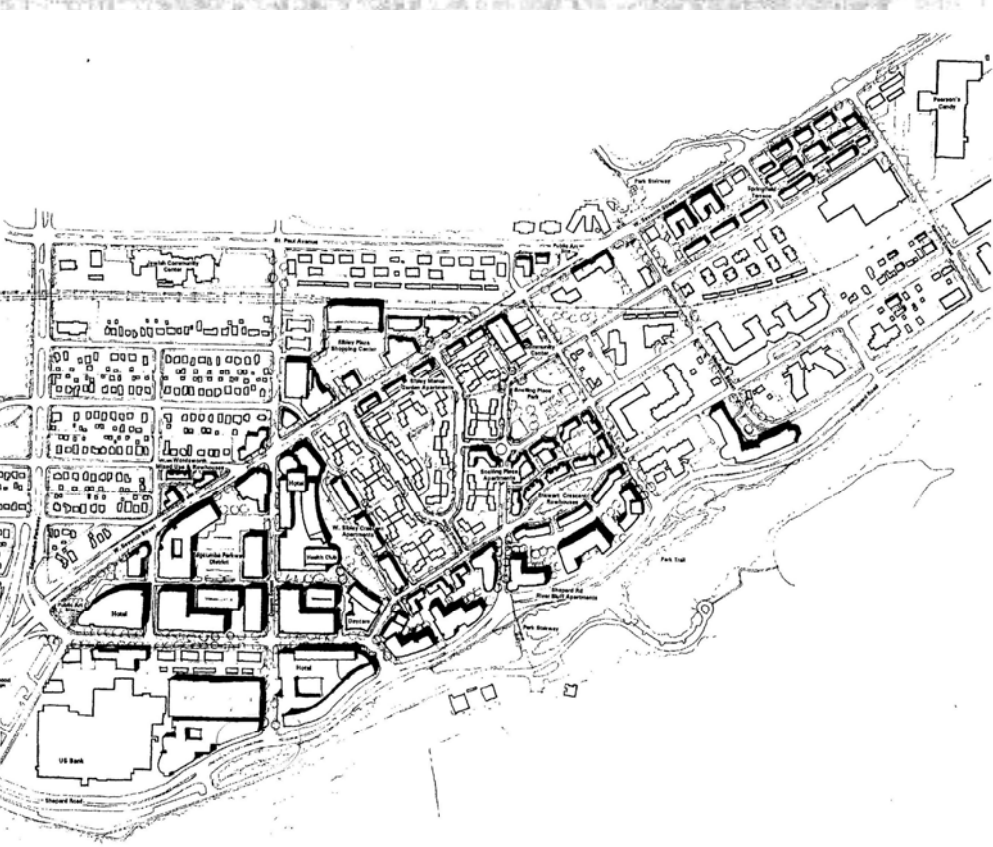
2005



- District-wide plan, and Comprehensive Plan Update
- Focus areas: Commercial Districts, Housing, Urban Design, Transportation, Parks and Recreation, Environment, Public Safety and Education
- West 7th Commercial Area is addressed in the “Commercial Districts” section, noting some possible edits for Overlay, re-zoning to T3 for the area and guiding development toward urban villages



- Product of a transit study for the corridor
- Essentially incorporates the *Shepard-Davern Small Area Plan* recommendations into this larger area plan



- Uses 10 principles identified in the *Saint Paul on the Mississippi Development Framework* to organize recommendations
- Five specific area plans: Gateway Area; Shepard Road River Bluff District; West Seventh / Fort Road Commercial District; New Housing; and the Edgumbe Parkway District
- Design guidelines included for all, and most specifically for the Gateway Area

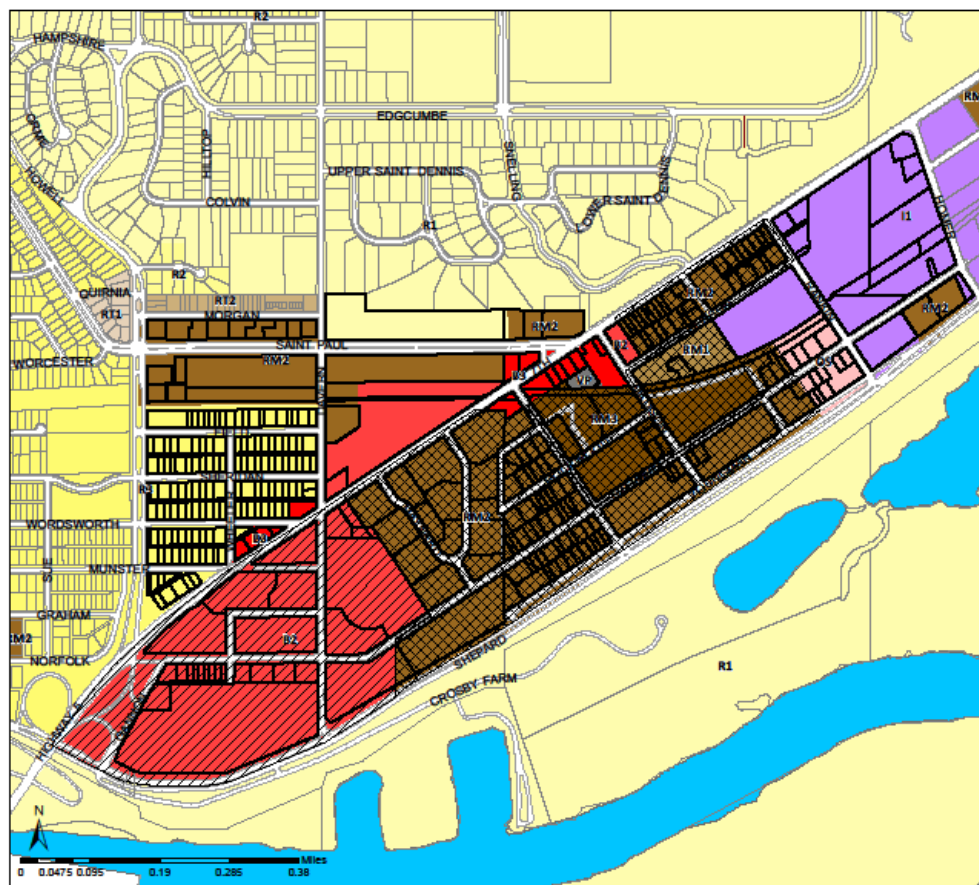
Shepard Davern Small Area Plan and



EXISTING ZONING CODE TOOLS

*the Shepard Davern Commercial
Residential Overlay Districts*
in place design guidelines and
permitted special uses.

*the Shepard Davern Special
District Sign Plan* put restrictions
on roof signs and advertising
signs.



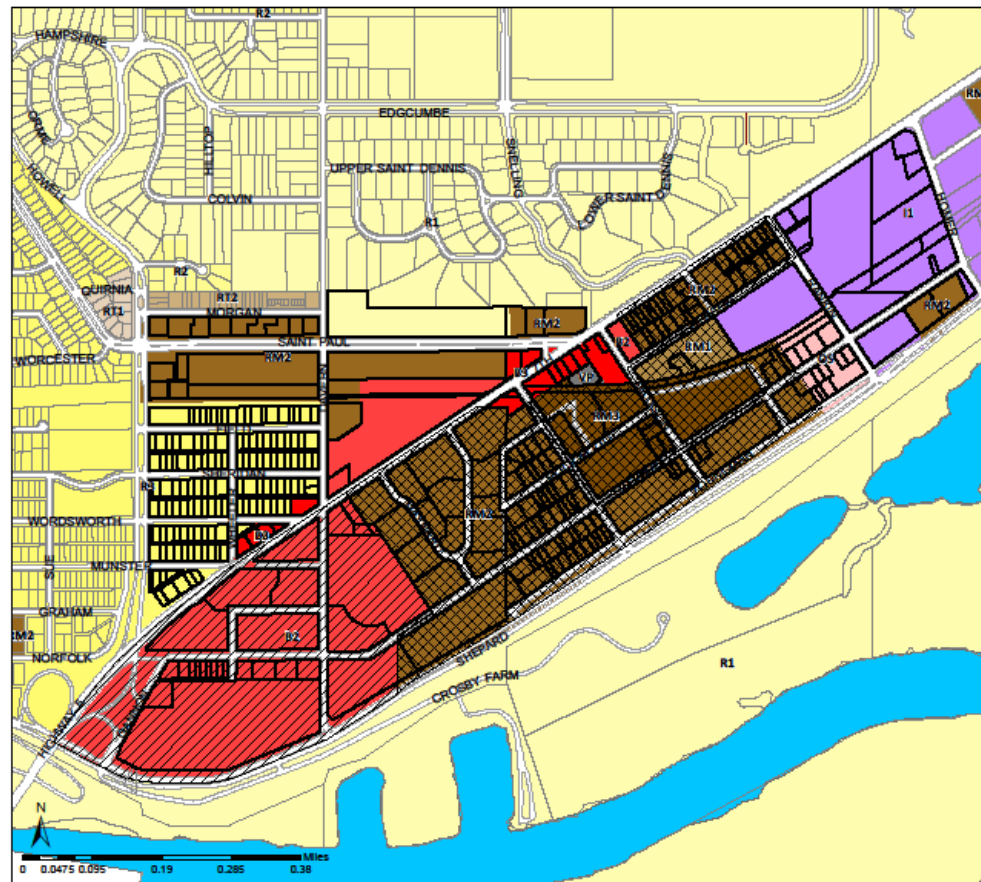
Shepard Davern Overlay Districts and

Current Zoning in Area:

- One-family
- R1, R2, R3 – Multi-family
- Community Business
- General Business
- Office Service
- Light Industrial
- Parking

Other Zoning to Consider:

- T1 & T3 – Traditional Neighborhood





CONCURRENT PLANNING EFFORTS



Ford site planning and next steps 2007-12

- Redevelopment vision and 5 scenarios, followed by refined topic studies

2013-14

- Demolition

2015-17

- Environmental clean up and site restoration
- Alternative Urban Areawide Review
- Site marketing and sale
- Master Plan and zoning

Possible Impacts of Ford on Shepard
Davern area:

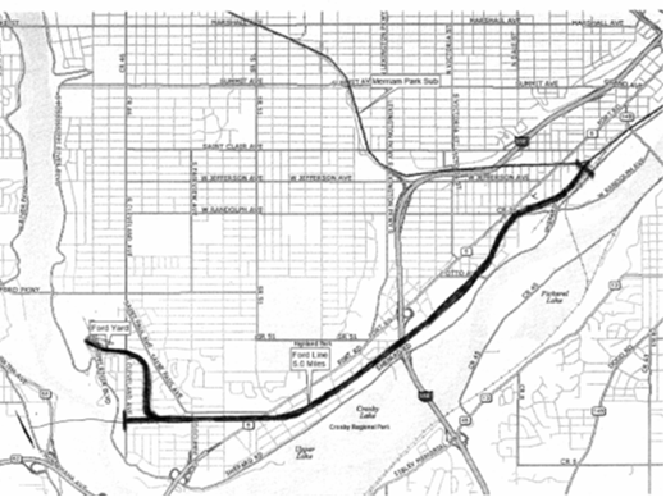
Modest trip increases on roads from north
to be estimated in 2016 AUAR study

New residential and commercial at Ford
could compete with or complement new
housing or services in Shepard Davern
area

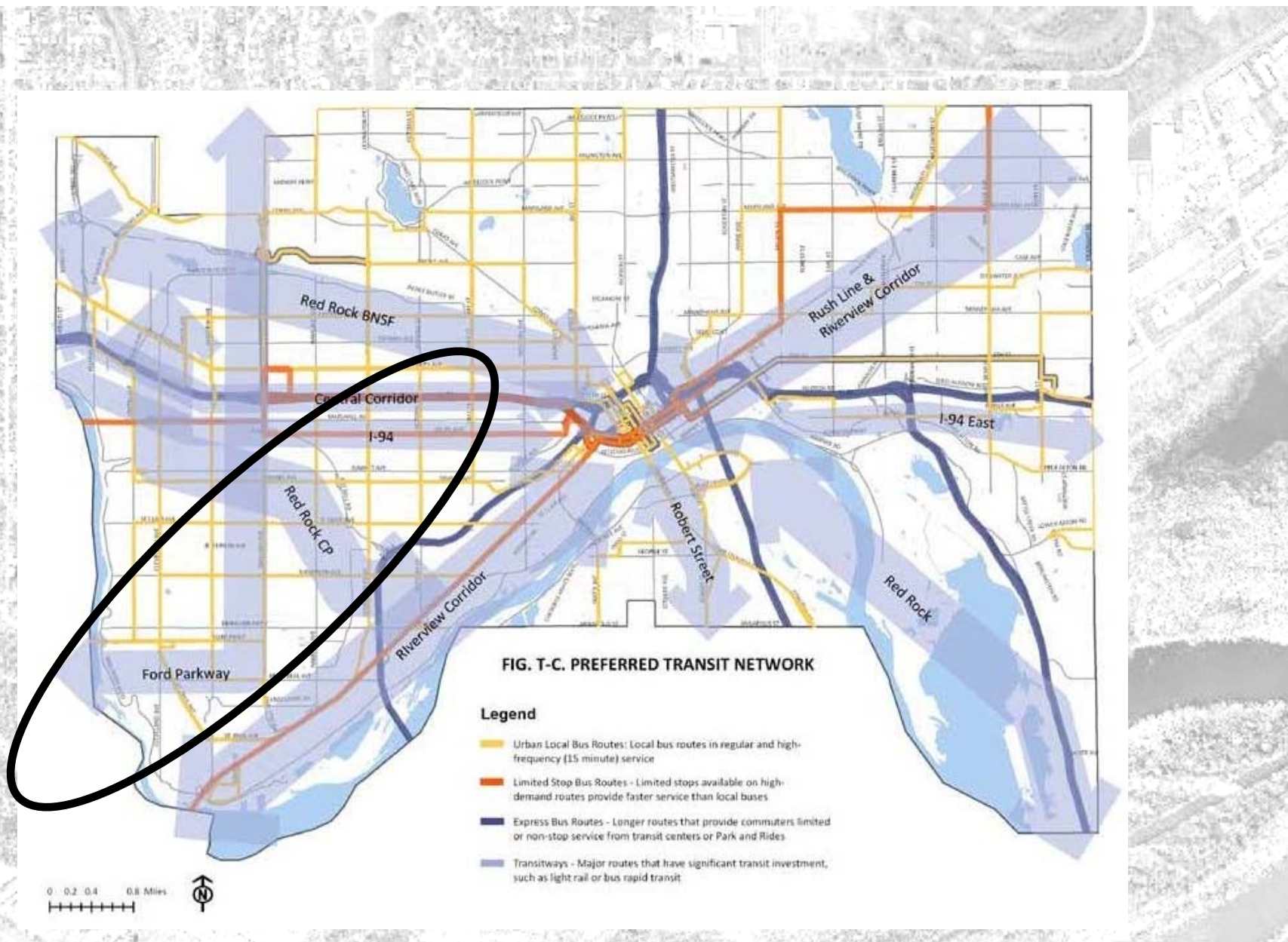
Light rail line might eventually offer transit
and/or trail connection between Ford and
Shepard Davern
together?



Canadian Pacific rail spur from
Ford site is approx. 5 miles
long and 60-100 feet wide
Heavy rail reuse seems unlikely
Public transportation reuse is
preferred alternative, as
transit or trail line

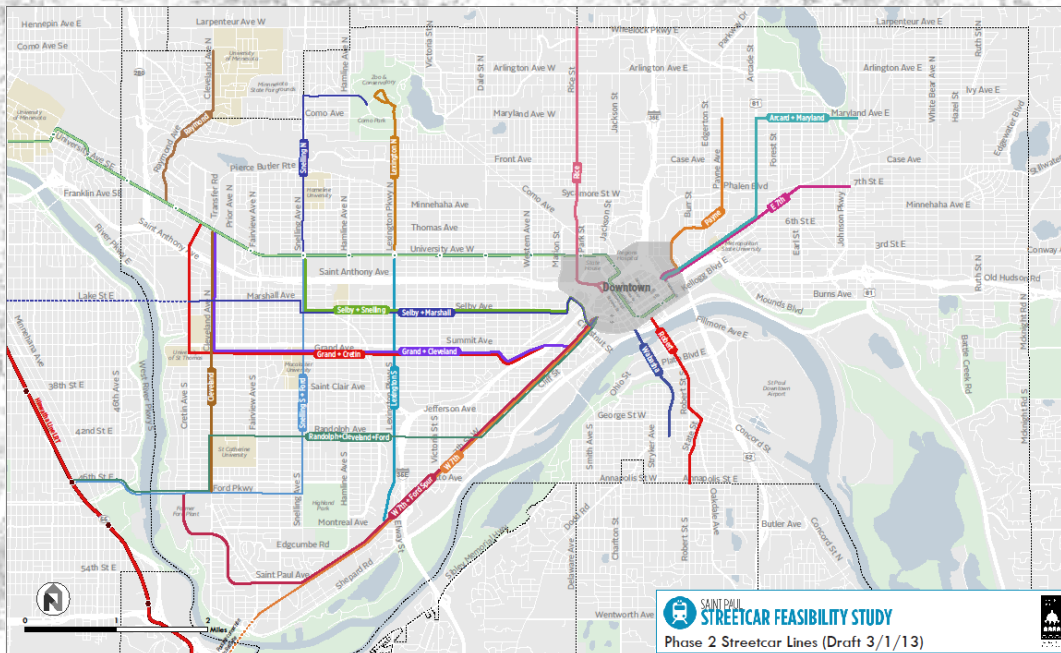


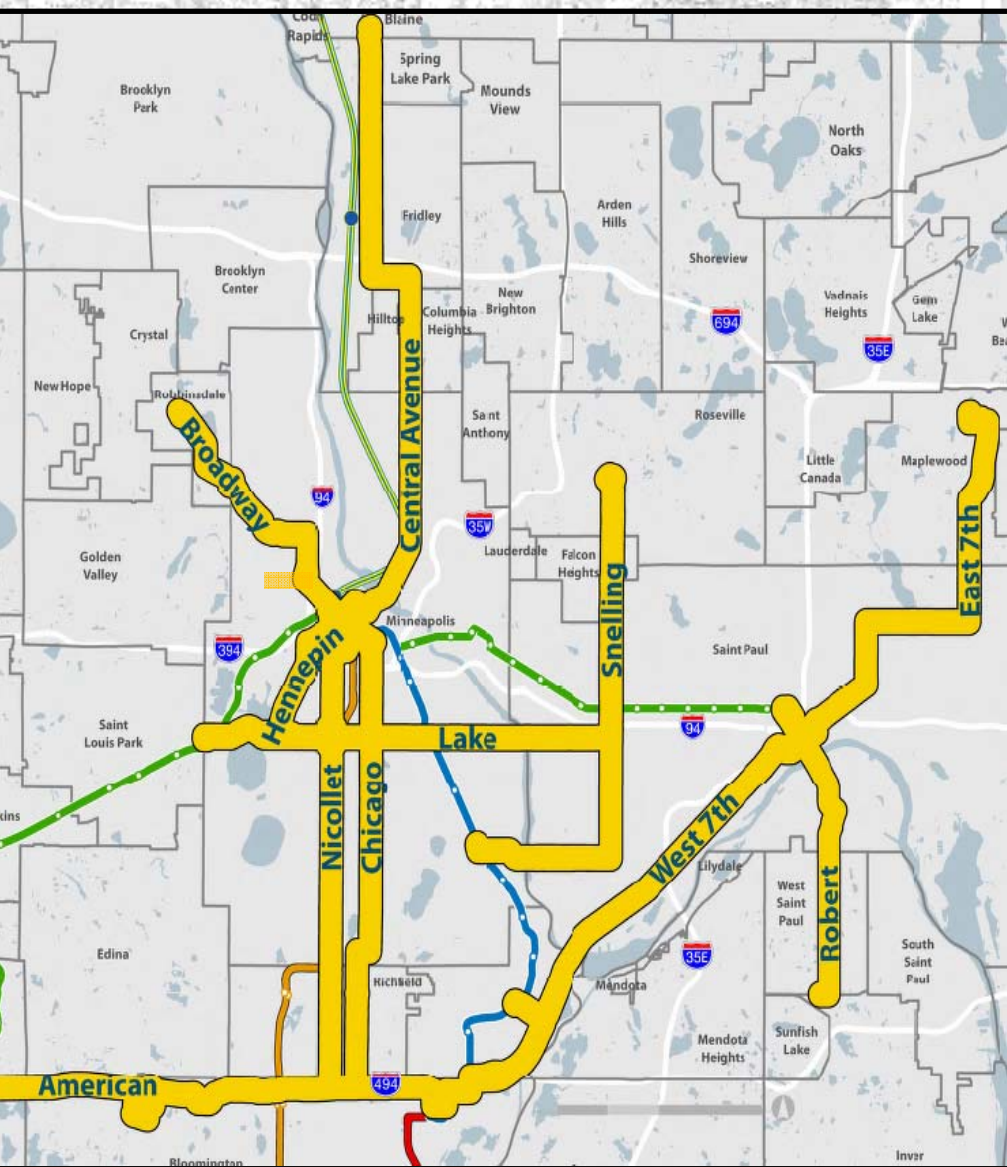
Reuse alternatives will be
examined in transportation
studies that encompass this
area – Riverview Corridor
Study, Streetcar Study, and
a possible trail study





- Citywide technical feasibility study
- West 7th and the CP Rail spur both still being studied
- Study will wrap up by end of the year





- “Rapid Bus” study for the region
- ½ - 1 mile stop spacing, off-board fare payment, low-floor buses
- West 7th identified as an important corridor
- Metro Transit will begin doing outreach for this project this year



WHERE ARE WE NOW?

An aerial photograph of a suburban area. A river flows through the lower right portion of the image. A road, possibly a highway, runs diagonally across the middle. The surrounding area is filled with residential houses and trees. The text is overlaid on the upper left portion of the image.

***revisiting and refining the vision and strategies to
guide the area's future.***

Potential implementation tools include:

- An amendment to the Highland District Plan
- A new small area plan
- T district or overlay zoning
- Special sign district consideration