

Fort Road Development Plan Summary

Addendum to the Comprehensive Plan for Saint Paul

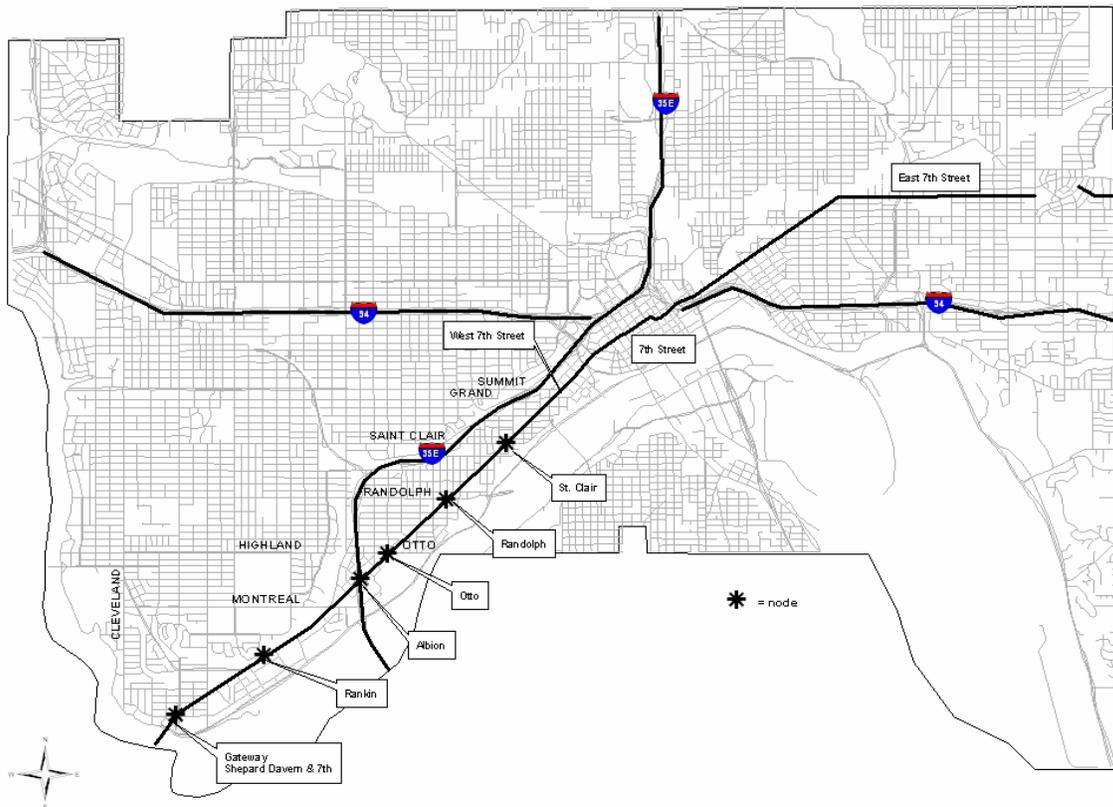
Recommended by the Planning Commission on January 28, 2005

Adopted by the City Council on February 23, 2005

Location

The area addressed in the *Fort Road Development Plan* includes land at key nodes along West Seventh Street, between the City boundary on the southwest and Smith Avenue.

Fort Road Vicinity Map



Framework

The foundation of the *Fort Road Development Plan* is contained in the *Saint Paul Comprehensive Plan* and *Zoning Code*. Relevant policies and principles include:

- strategic location of redevelopment in the city (Land Use Element, small area plans);
- excellence in urban design (*Saint Paul on the Mississippi Development Framework*); and
- traditional neighborhood development (*Zoning Code*)

The *Fort Road Development Plan* used the *corridor focus* of the Land Use Element in combination with *development concepts*, some of which are contained in previously adopted small area plans (Brewery/Ran-View Small Area Plan, 2000; Shepard Davern Small Area Plan and Saint Paul Gateway Project, 1999; and Seven Corners Gateway Plan, 2000), and others are new development concepts. The *streetscape* and *pedestrian path principles* come initially from the *Saint Paul on the Mississippi Development Framework* (adjusted for the particulars of West Seventh Street) and from planning work done for the individual traditional neighborhood nodes. Moreover, all of the policies have been developed through the lens of the Principles of Traditional Neighborhood Development in the *Zoning Code*, including:

- compact (within 1/4 to 1/2 mile of major intersections)
- pedestrian-oriented (including safe and direct pedestrian access to the center of the node)
- mix of commercial and residential uses (vertical and/or horizontal)
- on major transit streets and corridors (including West Seventh Street)
- expanded housing choices within the region

Strategically, the approach to land use planning in this corridor is:

- To continue working with community and business organizations
- To work with each neighborhood to take best advantage of the views and amenities of the river valley
- To pursue redevelopment of major opportunity sites including: Shepard-Davern; Crosby Lake industrial site; Koch-Mobile site, ADM site; and the Citgo site.
- To strengthen the urban village characteristics along West Seventh Street

Recommendations

The *Fort Road Development Plan* includes recommendations for six nodes along West Seventh Street between the City's southwestern boundary and the Smith Avenue intersection. The nodes are: Gateway (Shepard/Davern), Rankin, Albion, Otto, Randolph and St. Clair. "City Actions" (below) describes the strategies and approaches the City of Saint Paul will use to implement the recommendations.

The recommendations are proposed for areas depicted on the attached Concept Plans. "Concept Plans" show broad classes of recommended land uses and connections among them. The concept plans use the following vocabulary to discuss improvements or changes:

- *Existing Land Uses* (solid line) include major projects recently completed or under construction.
- *Planned Land Uses* (long dashed line) indicate projects already proposed in prior Small Area Plans or studies.
- *Proposed Land Uses* (short dashed line) indicates changes proposed as part of this Corridor Plan. Since neighborhood planning often involves successive iterations of an idea, there is sometimes an overlap between "Planned" and "Proposed" categories. Some projects or concepts first suggested in previous plans are refined or slightly altered in the current plan.

More detailed suggestions for specific sub-areas within each node area are presented in the attached illustrative plans. The illustrative plans are intended to depict potential "redevelopment scenarios" – that is, they indicate one manner in which a given site could be developed in accord with the broad principles in the concept plan. Rarely does development occur in exactly the manner suggested in an illustrative plan. These plans are intended to provide examples to help guide development, but are not meant to foreclose other possible scenarios involving similar land uses and development intensities.

Additional recommendations include design guidelines for buildings and sites, guidelines for building typologies at various densities and the prototypical plan for a path system connecting the node with the surrounding neighborhood.

Design Guidelines

Building and site design is a key factor in creating compatible infill development, especially at higher levels of density. The design guidelines, attached, address some of the key elements of infill design: sensitivity to context and the relationship of building facades, windows and entrances to street and sidewalk. These guidelines should be considered as part of the site plan review process for proposed nonresidential or multifamily developments in all nodes. The new Traditional Neighborhood zoning districts, proposed as rezonings in specific nodes in the corridor, include additional design guidelines that address the placement of parking and screening of service areas.

The following guidelines are recommended for consideration as part of the site plan review process for new nonresidential or multifamily buildings in station areas. They address the relationship of new buildings to the street and to neighboring traditional buildings. Additional guidelines may be applied in connection with existing zoning districts (i.e., the Shepard-Davern Overlay Districts) or proposed zoning changes to the TN Traditional Neighborhood Districts.

- New development should relate to the design of adjacent traditional buildings, where these are present, in scale and character. This can be achieved by maintaining similar setbacks, façade divisions, roof lines, rhythm and proportions of openings, building materials and colors. Historic architectural details and styles are encouraged, as are designs that complements those styles.
- Primary building entrances on all buildings should face the primary abutting public street or walkway, or linked to that street by a clearly defined and visible walkway or courtyard. Additional secondary entrances may be oriented to a secondary street or parking area. Entries should be clearly visible and identifiable from the street.
- In pedestrian-oriented commercial districts (generally characterized by storefront commercial buildings built up to the sidewalk) the following guidelines should be followed:
 1. Buildings should be as close to the sidewalk as practical. Where practical, green space and/or landscaping should be installed between the building front and the public sidewalk.
 2. At intersections, buildings should "hold the corner," that is, have street facades at or near the sidewalks of both streets.
 3. Buildings should have direct pedestrian connections to the street.
 4. No blank walls should be permitted to face the public street, sidewalks, or other public spaces such as plazas.
 5. Signage should be appropriate for pedestrians.
 6. The width of sidewalks should be maintained.
 7. Parking shall be located at the rear or side of all buildings, if practical.
- Buildings should have window and door openings facing the street; windows facing parking lots are also encouraged.
- All rooftop equipment shall be screened from view from adjacent streets, public rights-of-way and adjacent properties. Preferably, rooftop equipment should be screened by the building parapet, or should be located out of view from the ground. If this is infeasible, the equipment should be grouped within a single enclosure. Exterior mechanical equipment such as ductwork shall not be located on primary building facades.
- The number of curb cuts should be minimized where possible, and shared curb cuts for adjacent parking areas are encouraged.

Building Typologies

This section and the accompanying graphic indicate the variety of building types and mixtures of uses that are possible in a node. Categories are as follows:

- Residential: In almost all cases, new residential development is at medium to high densities, and can encompass townhouse or other attached dwellings, carriage house secondary units, and low-rise or mid-rise multifamily buildings—loft-type apartments, or flats, both condominiums or rental units. In a few instances, one- or two-family dwellings on small lots are proposed as infill projects or components of larger projects. The “residential” category may also include hybrids such as live-work units, and the occasional small “corner store” or café. Thus, some new urban village sites such as the Upper Landing are characterized as primarily residential, although they include small commercial components.
- Mixed Use: Indicates both vertically-integrated mixed use, such as housing above ground-floor commercial or office use, as well as a range of uses along a block frontage
- Commercial: Includes retail and service uses, sometimes in combination with offices.
- Office: Includes buildings used solely or primarily for office purposes, including medical offices and government offices such as state agencies.
- Industrial: Includes manufacturing, wholesaling and warehousing/shipping activities, as well as other large-scale office tenants of business parks.
- Institutional: Includes private institutions such as places of worship, semi-public institutions (i.e. a hospital or YMCA) and public institutions such as schools and police bus stops.

Within the node, there are a number of ways to achieve residential densities of approximately 20 units per acre and a floor-to area ratio of 1.0 without detracting from neighborhood character. Building design is the key factor in creating compatible infill development. The graphic, Building Typology, is provided as a broad overview of the general building types that are proposed in the nodes of the Fort Road Corridor. These types have been identified as appropriate for various redevelopment sites, with consideration of neighborhood scale, market conditions, circulation patterns, the “background density” of the surrounding neighborhood and the density level needed to create a vibrant node.

The Development Nodes of Fort Road

Gateway and Rankin Nodes

The Gateway and Rankin nodes, both covered by the *Shepard Davern Small Area Plan* (1999), share many common features. The small area plan describes the area's character as "influenced more by transportation routes through it than by settlement within it." Both West Seventh Street/Highway 5 and Shepard Road are high-traffic corridors, influenced by their proximity to the freeway system and the Minneapolis-St. Paul Airport; they are characterized by generally auto-oriented development patterns.

Housing densities vary greatly, from large lots above the high bluff (2.4 units per acre) to mid-rise apartment complexes along Shepard (as high as 59 units per acre). Within a quarter-mile radius of the Gateway node are 854 units; another 1,012 are located between a quarter-mile and a half-mile. The Rankin node has 727 units within a quarter-mile and 1,330 between a quarter-mile and a half-mile (some of these are within the Gateway node radius as well).

This summary reiterates elements of the *Shepard Davern Small Area Plan* that are particularly pertinent to the concepts of compact, walkable communities built at a human scale:

- The Shepard Davern Overlay District covers most land between the Highway 5/Shepard Road interchange and Rankin Street. The commercial overlay permits hotel and conference facilities and multifamily housing in addition to the base (B-2) uses. It prohibits auto-related uses, freestanding restaurants, pawnshops, currency exchanges and similar uses. Off-premises signs (billboards) are prohibited. Building height is limited to 6 stories/65 feet. Design standards, provided for both public and private development, cover the following: building setbacks (maximum and minimum); building design and materials; signage; improvements to public sidewalks; and, landscaping and design of parking areas. The residential overlay has the same height limits and similar design standards; uses are primarily those of the base (multifamily) districts, with some limits on density and minimum site area.
- Edgumbe Parkway District (both sides of Davern Street west of Sibley Manor) and north of Norfolk is being developed as housing. Some community commercial may also be included in the future. Hospitality uses may still be appropriate for the sites south of Norfolk, fronting on Shepard Road.
- The Gateway Village proposal encompasses a portion of the Edgumbe Parkway area (north of Norfolk Avenue and west of Davern), with a horizontally-integrated mix of housing, including senior housing, lodging, office and retail uses.

- New multifamily housing is proposed both east and west of Sibley Manor, including: West Sibley Crescent – 24 two-story duplex or rowhouse units with tuck-under parking, overlooking open space; Snelling Place – 50-70 new multifamily units with ground level parking, oriented around a circular plaza; Stewart Crescent – 150-250 townhouse and rowhouse units oriented around an oval “village green;” and Shepard Road River Bluff Apartments – additional development sites for market-rate mid-rise condominium or apartment buildings when the future redesign of Shepard Road as a parkway eliminates Youngman Avenue as a frontage road.
- Springfield Terrace – 120 – 200 multifamily units combined with ground floor retail or office uses (mainly at corner locations) on the residential blocks east and west of Springfield Street; buildings would step down the slope from West Seventh to Benson Avenue.
- Commercial and mixed use infill development is proposed along the frontage of Sibley Manor; on the Wordsworth Avenue block, in combination with rowhouses fronting Wordsworth; and, at the intersection of West Seventh and St. Paul Avenue. The Sibley Plaza shopping center is proposed to be expanded and reoriented to the street.
- Streetscape Improvements are proposed. The small area plan and the overlay district include fairly detailed standards for streetscape improvements on West Seventh Street. Davern should have a sidewalk on at least one side of the street. In addition, Rankin Street should be improved with a continuous sidewalk, street trees and lantern streetlights. Madison and Alton streets should be improved with a continuous sidewalk. Springfield Street should be improved with a pedestrian crossing of the rail line and with continuous sidewalks on the discontinuous street segments. If and when the bridge over West 7th at Gannon is rebuilt, ensure that there is adequate pedestrian accommodations on the east side of the bridge.

Albion Node

The Albion, as well as the Otto, nodes are located about one-half mile apart on opposite sides of the I-35E interchange. The Otto node is characterized by large developable or recently developed sites (River Bluff and the Crosby Lake Business Park), while the Albion node is largely developed or protected as open space. The size of the Albion node is limited by the I-35E freeway corridor and the steep bluff west of Lexington Parkway. Other physical barriers include Shepard Road and West Seventh Street itself, which is characterized by high speeds and high traffic volumes approaching the I-35E interchange.

Recommendations include the following:

- Extension of the existing bike path to Shepard Road. The preferred route follows Albion across West Seventh to the right-of-way of Adrian Street (currently a storage area for Highland Nursery) and follows that as far as the Elway Street right-of-way; the route would continue south on Elway

Street to Shepard Road, where it would connect with the existing bike path. This alternative is tied to the creation of a new storage and parking area for Highland Nursery on the block between Albion Street and I-35E (see below); and alternative route could follow the sidewalk on the south side of West Seventh from Albion one block west to the Elway Street right-of-way. The City will work with the nursery to define options in relocating parking and storage off of the Elway Street right-of-way.

- Development accessing Albion Avenue southeast of West Seventh Street should establish curb cuts as far southeast as is practical so as to accommodate queues for the signal at West Seventh Street.
- Redevelopment of the block between Albion Street and I-35E on the south side of West Seventh Street, currently occupied by a gas station/convenience store, abandoned gas station/auto repair, and several single-family houses. Proposed uses include a new storage and parking area for Highland Nursery (a business with expansion needs that cannot be met at its current site). The convenience store would remain. With 27 spaces, this site could also accommodate some customer parking for the U.S. Post Office directly across West Seventh.
- Streetscape improvements on Montreal that match those in the Crosby Lake Business Park. These would include continuous sidewalks, street trees and lighting, thus enhancing this street as a bike/pedestrian connection across 35E to the business park.
- Redevelopment of selected sites, including: medium density townhouses and multifamily housing at the intersection of Montreal Avenue, Lexington Parkway and West Seventh Street that are oriented away from the road; the current post office site (a leased facility) for neighborhood-serving retail or mixed use; and, the Crosby-Lake Inn, a motel and small restaurant, with multifamily residential or office use, possibly with some limited retail.
- Pedestrian and traffic safety improvements at the Montreal Avenue, Lexington Parkway and West Seventh Street intersection that include crosswalks, curb bump-outs or other physical methods of slowing traffic.

Otto Node

The Otto node includes the new Crosby-Lake Business Park and the large cleared River Bluff (Koch-Mobil) development site, both of them on the south side of West Seventh. Much of the West Seventh Street frontage is occupied by small apartment buildings or single-family houses, as well as small free-standing one-story commercial buildings. It is shaped like an elongated triangle. Because of its

direct connection to Shepard Road, Otto is one of the major entry points into the neighborhood from the south.

Recommendations include the following:

- New commercial and office development concentrated on the river side of West 7th Street. Pockets of isolated single family homes and small, single story buildings with large surface parking lots are the greatest potential for redevelopment. New development should not result in a net loss of off-street parking.
- On the triangular block bounded by Otto, Mercer and West Seventh Street, new retail and office may be appropriate along the West Seventh Street frontage, with residential above and behind.
- Selective infill housing development on residential blocks on the river side of West Seventh Street on properties that are currently vacant or deemed too dilapidated for renovation. Examples of properties include those on the blocks east of Otto between Stewart Avenue and Shepard Road, which were downzoned from RM-1 (multifamily residential) to RT-1 (one- and two-family residential) to implement the Brewery-Ran-View Small Area Plan.
- Improved pedestrian connection and streetscape improvements on Otto Avenue, including a continuous sidewalk, street trees and pedestrian-scale lighting. As part of the River Bluff development, there should be enhanced pedestrian connections to West Seventh Street, Shepard Road and the river valley.

Randolph Node

The Randolph node has the character of a traditional commercial district, dominated by clusters of brick and stone storefronts and the visually prominent towers of the Landmark/Schmidt Brewery. The diagonal intersections created by two somewhat divergent street grids on the bluff and river sides of West Seventh have created many small triangular blocks giving the commercial district a somewhat discontinuous appearance, but providing good visibility to those businesses. The diagonal intersections have created wide pedestrian crossings which in some cases are confusing and challenging for pedestrians.

The node is bounded on the bluff side by I-35E, and extends southwest to the Mississippi River; on the east by the at-grade Canadian Pacific rail line that parallels Grace Street; and on the west by a gradual transition to the Otto node. There are no major physical barriers or breaks between the two nodes. The commercial district extends roughly to Tuscarora Avenue.

Recommendations for the three sub-areas on the riverside of West Seventh in the Randolph node include the following:

- Fountain Cave (Randolph Industrial) Site.
Consistent with the *Brewery Ran-View Small Area Plan*, housing with significant open space and related uses is the most desirable use of the site. The Fountain Cave site also includes a number of

adjacent blocks west of Drake Street. The following principles, consistent with the *River Corridor Plan*, should guide any master plan for the site:

1. Restore the street grid, extending existing streets into and through the site;
2. Organize street and block development around a central green “spine” – a major street designed as a linear park – connecting West Seventh Street to the river valley;
3. Cluster the tallest buildings at the foot of the slope, toward the river valley, continuing the existing massing of the grain elevators and using the slope to minimize visual intrusion into surrounding neighborhoods;
4. Provide multiple views of both the river valley and the city skyline from streets and buildings;
5. Include a full range of moderate- to high-density housing types, including townhouses, multifamily apartments, senior apartments and live-work units;
6. Provide usable open space and connections to regional trail corridors and open space amenities.

One potential development scenario for the site includes approximately 1,500 housing units with all housing types listed above. This development scenario reflects current anticipated land assembly costs; the community would support a lower density if land assembly costs were lower. The tallest buildings and highest densities are clustered toward Shepard Road and the river; senior housing is clustered at the “apex” of the site. The grain elevators could be reused as the support and foundation for 8, 12, or 16-story apartment buildings, thereby avoiding costs of demolition while retaining these historic structures. Live-work units border Randolph Avenue, providing a transition between the industrial uses around the Landmark Brewery and the purely residential interior blocks. West of Drake Street, small-lot single-family dwellings and townhouses would be developed on several blocks with vacant or underutilized properties. adaptive reuse of the historic warehouse/industrial buildings in this area should be pursued.

- **Randolph Avenue Corridor**

Randolph Avenue is the only major arterial connection between the Randolph node and the Mississippi River. The avenue provides a major opportunity for enhancing pedestrian connections to the river, not only for the Fountain Cave area but also for the residential neighborhoods on the bluff side of West Seventh Street. Recommended actions to enhance this connection include:

1. Make Randolph a major view corridor between West Seventh and the River. Restore the sight line of Randolph from West Seventh to the river to allow an unimpeded view. Future development along this stretch of Randolph must be set back to achieve the sight line.
2. Add sidewalks and bike lanes.
3. Add signage directing people to the regional bike trail along Shepard Road.
4. Make Randolph a “greenway” through tree plantings and boulevard improvements.
5. Preserve the residential character of Randolph on the bluff side of West Seventh Street.

- West Seventh Street Corridor

Consistent with the *Brewery/Ran-View Small Area Plan*, it is proposed to fill the breaks in the existing retail nodes and continue to improve the aesthetic character of the streetscape and strengthen the market for existing businesses. In addition, the West Seventh/Randolph commercial node is a major neighborhood center and future development should respond to neighborhood needs. Development principles for this corridor include:

1. Focus redevelopment around the key intersection of the node, West Seventh and Randolph.
2. Maximize connections to the river and the Fountain Cave site.
3. Create new off-street parking for existing businesses, where feasible.
4. Work with business owners as potential developers and retain established businesses that strengthen the neighborhood;
5. Develop or refine design guidelines for the corridor;
6. Look for infill opportunities on other “target” blocks.
7. New development shall result in no net loss of off-street parking.

The primary focus for redevelopment is between Toronto Street and Osceola Avenue, Randolph and West Seventh; specifically, the proposals are:

1. Complementary uses. A number of traditional storefront buildings on the block would remain. Other complementary uses might include a community center/meeting room, a daycare, and convenience retail uses such as a dry cleaner, coffee shop or small gift store.
2. Mixed use. The adjacent block to the west, currently occupied by a bingo hall/restaurant and several residences, has good potential for a mixed-use building of 60 to 70 multifamily housing units, most likely rental apartments, with ground floor retail space of approximately 10,000 square feet. This block is also being considered as a potential site for the new fire station and additional City offices. The site currently has a viable operating business with expansion plans, and the owner plans to continue operating.
3. Shared parking. The northern corner of the block between James and Osceola, opposite the bingo site, is identified for a potential shared parking lot that could serve existing West Seventh Street businesses. Currently occupied by a single-family house (the only residence on an otherwise commercial block), the site could yield about 25 spaces, with two access points, from West Seventh and Osceola Streets.
4. Target areas. Either upgrading or partial redevelopment is proposed for the blocks between Juno and Armstrong Avenues and between Watson and Tuscarora Avenues, both on the river side.

Some existing buildings on these blocks should be retained and upgraded where possible; others could be replaced by small-scale infill development.

5. Housing should be a constant presence in this node, including residential units above all commercial space in both existing and future buildings.
6. Design guidelines would guide future building rehabilitation, additions and new construction within the commercial corridor. The guidelines in Appendix 1 should be used in site plan review of all nonresidential and multi-family buildings within the nodes of the Fort Road corridor. The following additional guidelines should be considered for the West Seventh Street corridor: (a) New construction fronting West Seventh Street should be a minimum of two and a maximum of four stories, where permitted by zoning; and (b) Billboards, where present, should be removed. Removal is most feasible when billboards are deteriorating or damaged.

- **Island Station Site**

Proximity to the river and the old power plant building have made potential housing on the site a long-term desire.

The Island Station site is to be redeveloped as housing. The following amenities and elements should be considered for such development:

1. Preserve the existing Island Station power plant structure.
2. Develop walking paths through the site and connecting to adjacent sites and the river.
3. Develop a marina with permanent slips extending into the river.

- **Brewery Site**

The former Schmidt Brewery has long been a major neighborhood landmark and is now a site in transition. Once a regional brewery and employment center for the neighborhood, the brewery complex was transformed into an ethanol operation that is a generator of noise and odor problems for the surrounding neighborhood. The future of the ethanol operation is in question. In light of these issues, the community recommends that further planning be initiated on the Brewery site. This should consist of a reuse study to determine its land use and development potential. Key issues in the reuse study should include the following: pedestrian and neighborhood oriented uses should be a priority; activities to achieve historic designation should be initiated and any historic buildings should be preserved for adaptive reuse; and the community should continue to be involved in advising the City and the Housing and Redevelopment Authority in the reuse study.

St. Clair Node

The St. Clair node is fairly densely developed, with many historic or potentially historic buildings on West Seventh Street and the adjacent blocks. The typical West Seventh block pattern, with its frequent intersections, small triangular blocks and wide pedestrian crossings, continues through the area. There is little, if any, vacant land in this area. The influence of downtown land uses and the hospital district, including the related traffic, are felt throughout this area. A number of historic buildings, including the National Register-listed CSPA Hall and the Kessler & Maguire Funeral Home, are located close to the node. The “Uppertown” residential district, potentially eligible for National Register designation, is located west of Smith Avenue.

Recommendations include the following:

- Streetscape improvements on Grace Street/Western Avenue to connect the School District Administration offices with the node. These improvements should complement ongoing streetscape improvements on Cliff Street. Improvements should include a continuous sidewalk, street trees and pedestrian-scale lighting.
- Potential infill redevelopment sites on selective infill development sites fronting on West Seventh Street. The larger sites identified for potential redevelopment include:
 1. The triangular block bounded by Western Avenue, Superior Street and Goodhue Street with a 2 or 3 story mixed use building; the building could accommodate approximately eight residential units and 6,800 square feet of ground-floor retail. The site would provide shared parking for the church, the proposed building, and the existing office buildings on the adjacent parcel.
 2. The eastern corner of the block between Banfil Street and Goodrich Avenue with a two-story mixed retail/office building; the West Seventh Street frontage west of the St. Clair intersection could be redeveloped on the river side with a two-story retail-office building close to the corner, and with a multifamily building (maximum of 18 units) closer to the West Seventh railroad bridge. Parking would be shared between the two buildings; and the bluff side of the intersection with a small (5,800 square foot) two-story office building and adjacent parking.
- Creation of a small open space on the liquor store property at the northeast corner of St. Clair and West Seventh. This area could also be used for grocery store expansion. One possibility is consolidating the parking lots of the liquor store and grocery store, sharing parking, to allow for the elimination of the problematic driveway access into the parking lot on the south side of the liquor store. It would also provide an opportunity to convert the paved driveway area in front of the liquor store into a landscaped area, which would improve the aesthetics of the St. Clair intersection.
- New development shall result in no net loss of off-street parking.

City Action

To encourage development according to the concepts and recommendations, the priorities of the City should be:

- Adopt this summary as an amendment to the *Saint Paul Comprehensive Plan*.
- Adopt zone changes that will encourage development reflecting the concepts in the plan summary.
- Collaborate with other agencies and community organizations to implement the recommendations in this summary.
- Encourage redevelopment of land in the nodes.
- Provide for the development of streetscape amenities along West Seventh Street and within the nodes.
- Implement design recommendations as redevelopment occurs.

Planning Commission Findings

The Planning Commission finds that the Fort Road Development Plan summary is consistent with the Saint Paul Comprehensive Plan and other adopted City policies.

Planning Process

The *Fort Road Development Plan* was prepared by a task force and a Randolph Work Group established by the Planning Commission. Membership included representatives of the community planning councils for Districts 9 and 15, as well as representatives of businesses and community organizations, the Planning Commission and residents. The task force was assisted throughout the planning process by staff from the City of Saint Paul and a consultant team from URS Inc., which was retained by the Metropolitan Council. The task force began its work in February 2002 and concluded in November 2002.