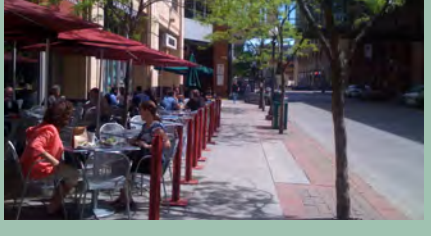
Saint Paul Transit-Oriented Development Guidebook for the Central Corridor



Central Corridor Design Center
City of Saint Paul
Saint Paul Riverfront Corporation

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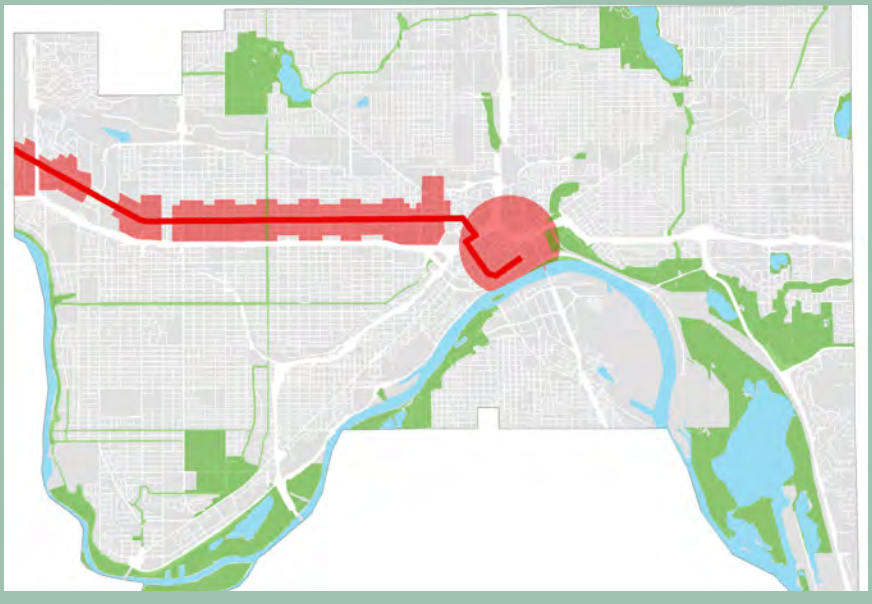
Preface

The Central Corridor Design Center team takes a collaborative approach to assist property owners and developers interested in reinvestment and development within the Central Corridor.

Saint Paul's Central Corridor, along University Avenue, is home to a diverse range of businesses, housing types and recreation opportunities, and is representative of the city's rich cultural and ethnic diversity. Within this unique environment, there is a great deal of opportunity for existing businesses to increase exposure and broaden appeal, as well as for new development and redevelopment on both small infill sites and large parcels.

Property owners and developers interested in Corridor development are encouraged to begin with an informal meeting with the Central Corridor Design Center, a resource comprising staff from several City departments and the Saint Paul Riverfront Corporation. Design Center staff have varying expertise in adopted City policy (such as the Central Corridor Development Strategy and individual station area plans), architectural and site design, traffic operations and management, and environmental resource practices. The Design Center's mission/purpose is to assist those interested in development with concept planning, site design, navigating City processes and generally conveying the City's expectations for development in the Corridor.

Introduction



The Central Corridor LRT project is the biggest regional public infrastructure investment in recent history and a once-in-a-100-year opportunity for Saint Paul to reinvest and revitalize a large portion of the City.

Light rail transit represents a tremendous opportunity for new investment along University Avenue. The City of Saint Paul welcomes existing business and property owners, and others looking for new opportunities to consider investing in the Central Corridor. The purpose of the Saint Paul Transit-Oriented Development Guidebook is to help you find the information you need to make the most of these opportunities. The Guidebook is a reference that includes key business tips, guiding plans, and design development principles for the Central Corridor in Saint Paul. It will guide business and property owners, developers, and those interested in the future of the Central Corridor as they partner with the City and its residents in making the vision for the Corridor a reality. While the Guidebook does not provide all the detailed information found in various plans, reports and resources, it offers a concise overview, a guide for additional information, and is a sourcebook for ideas. The goals of the Guidebook are to help those interested in realizing the future of the Corridor know what questions to ask and to provide an opportunity to begin a deeper discussion with City partners.

Introduction

Section 1

Existing Business and Property Owner Tips for Success

Guidance for business and property owners currently located on University Avenue to help prepare for the changes associated with light rail transit, and thrive as a result of it. These are short- to mid-term considerations and actions that can assist in the adaptation to transit.

Section 2

Transit-Oriented Development Policy Guidance

Summary of adopted City plans, including the Central Corridor Development Strategy, the 11 individual station area plans, and supplemental studies that will guide development within the Central Corridor. Collectively, these documents illustrate the long-term vision for the future of the Corridor, and articulate the goals and strategies that will guide implementation. Gaining a clear understanding of plans and policies relevant to a particular project should be the first step in the development process.

Section 3

Design Standards for Transit-Oriented Development

Illustration of the traditional neighborhood design requirements for new development. The examples shown demonstrate the design elements and principles of transit-oriented development that should guide built form in the Central Corridor.

Appendices

Relevant City processes for new development.

Summary of Guidelines

Summary of Guidelines

Existing Business and Property Owner Tips for Success

A multi-million dollar investment in public transit is a once-in-a-century opportunity for any city. Central Corridor light rail transit (LRT) is not just about getting from point A to point B; it presents an opportunity to link and strengthen the diverse communities, institutions and places along the Corridor. LRT can be a tremendous occasion for city-building and place-making.

For Saint Paul, this means a chance to:

- redefine the role of the Central Corridor and emphasize its regional significance;
- promote University Avenue as a place where friends and families meet, and visitors come to explore;
- enhance the Corridor's unique economic competitiveness, strong and diverse neighborhoods, cultural destinations, and evolving downtown; and
- continue the dialogue and create new partnerships between residents, businesses and stakeholders for whom the Central Corridor is a part of their daily lives.

In summary, light rail transit is an opportunity to reposition the Central Corridor and Saint Paul as a contemporary, healthy and livable urban center that inspires residents, business and property owners, and visitors alike.

Nonconforming Uses

Land uses that do not conform to new zoning requirements may continue indefinitely.

1.1

New automotive sales lots are no longer permitted uses along University Avenue, but existing ones can remain.

State law allows legal nonconforming uses to be maintained and reconstructed. Most properties on University Avenue were built before the modern Zoning Code was adopted in 1975, and many of them before the first Zoning Code was adopted in 1922. Several of these properties are considered legally nonconforming uses, or are "grandfathered-in." Additionally, the zoning along the Central Corridor allows expansions of nonconforming buildings as long as the nonconformity does not increase. New development must be in conformance with the Zoning Code.

Reference: Zoning Code Section 62 [http://www.stpaul.gov/zoning]

1.2 Street Circulation

Be prepared to change how you tell people to reach your location on University Avenue.

This illustration shows how non-signalized cross streets will not allow through traffic after the train is operational.

The train will run down the center of University Avenue, fundamentally changing automobile traffic patterns. Automobiles will only be able to cross University at intersections with a traffic signal. Intersections without a traffic signal will allow right turns only. This will affect how people arrive at your location. More people may take transit and walk to your location, so it is helpful to include both driving directions and walking routes from the nearest train station.

Reference: Central Corridor Project Office, Central Corridor LRT Illustrated Plans [http://www.metrocouncil.org/transportation/ccorridor/CCLRTPlansJun2010.htm]

Window Displays

The train will change the way people find businesses.

1.3

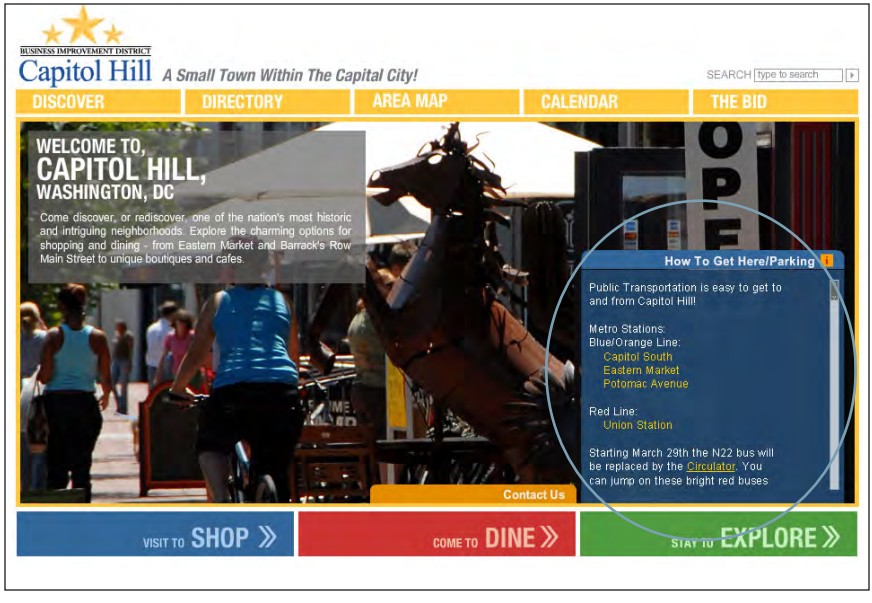
This business has large, clear windows allowing potential customers to window shop and be drawn into the store. The lush, detailed display is oriented toward pedestrians who move at slower speeds and can take in greater details than those travelling in automobiles.

Today, many business signs and displays are oriented to catch the attention of people driving at 30 miles per hour (or more) along University Avenue. Reoriented signs and window displays can better attract train and pedestrian traffic. Train riders will be looking at businesses at a right angle, making attractive window displays all the more important. Pedestrians will be invited to explore stores where they can see what is for sale. Smaller blade-style signs that project over the sidewalk are also appropriate.

Reference: Main Street Program [http://www.ci.stpaul.mn.us/index.aspx?NID=1261]

1.4 Advertising Access

Provide clear direction to businesses from transit and parking.



The Capitol Hill Business Improvement District, in Washington, DC, provides direction to the district via train, bus and automobile.

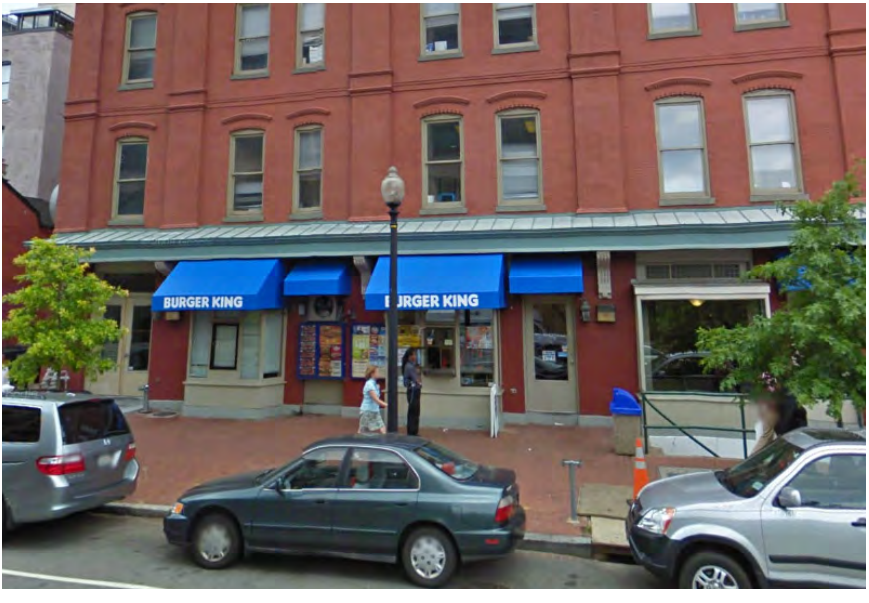
Identify the nearest train and/or bus stop to your business for transit riders. This will give people the confidence they need to believe they can reach your business without a car. It is clear not everyone will arrive by train, so make sure customers and patrons have clear information regarding where to park as well. Flyers advertising a business or district, take-out menus, websites, and signs on the premises are all ways to get the access message to your customers.

Reference: Capitol Hill Business Improvement District [http://www.capitolhillbid.org/]

Flexible Business Planning

Adaptable businesses can benefit from LRT.

1.5



This Burger King close to a transit station in Washington, DC takes advantage of the high level of pedestrian traffic, replacing the typical drive-through window with a "walk-through" window open to the sidewalk. (Photo © Google Streetview 2010)

The train will fundamentally change the way University Avenue functions, and over time it will dramatically change the character of the street. These types of changes also affect the business climate. It is worthwhile to re-evaluate your business plan in relation to these changes. Questions to consider include:

- How will LRT affect my business?
- How does my business fit into the vision of the station area plans?
- Are there new opportunities or markets provided by LRT that I can embrace with a business plan modification?
- How can my business attract increased pedestrian traffic?

1.6 Coordination

Coordinate with neighboring businesses and owners to create opportunities not available to those operating independently.

Discover Central Corridor is a campaign sponsored by the Midway Chamber of Commerce to attract attention to businesses to offset the negative impacts of construction and direct new customers to the area.

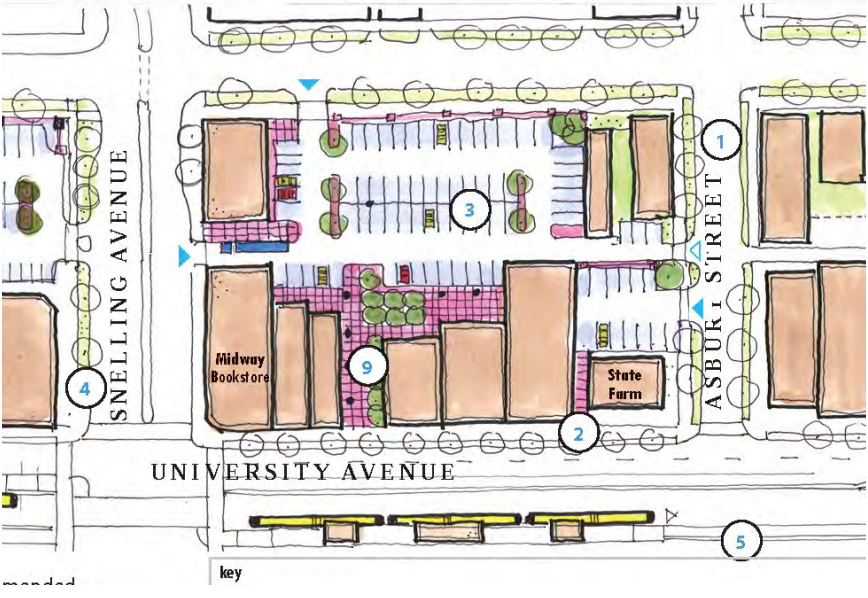
Coordinating with neighboring businesses can leverage skills and experience to survive construction and thrive afterward. Coordinating intiatives like advertising and event planning can lead to further cooperation with more complicated issues like sharing off-street parking and creating formal partnerships, such as business improvement districts.

Reference: http://www.discovercentralcorridor.com/

Partnerships

Create a partnership with neighboring businesses and owners to ensure success.

1.7



Detail from an illustration summarizing workshop outcomes with property owners showing how parking could be organized block-wide rather than by each individual property.

From providing off-street parking to redeveloping property to selling property, creating a partnership between neighboring properties can contribute to a greater level of success than going it alone. Often with shared parking agreements, property owners can reconfigure off-street parking to actually create more spaces. Another option for those considering redevelopment or selling is to enter into a limited liability partnership with neighboring property owners, which will create more redevelopment options or a potential higher price for the land due to the additional flexibility afforded by controlling a larger parcel. This type of partnership can be complicated and likely requires legal council. Partnerships with “patient equity,” i.e., those willing to wait for the right opportunity to invest and/or redevelop their land, will be the ones most likely to benefit financially from their land.

Reference: http://www.brookings.edu/metro/pubs/200701226_patientequity.pdf

1.8 Special Services District

Special services districts provide enhanced infrastructure, on-going maintenance, and marketable identity.

The Minneapolis Downtown Improvement District was created by property owners to provide a distinctive, amenable experience for those who work and visit Downtown Minneapolis.

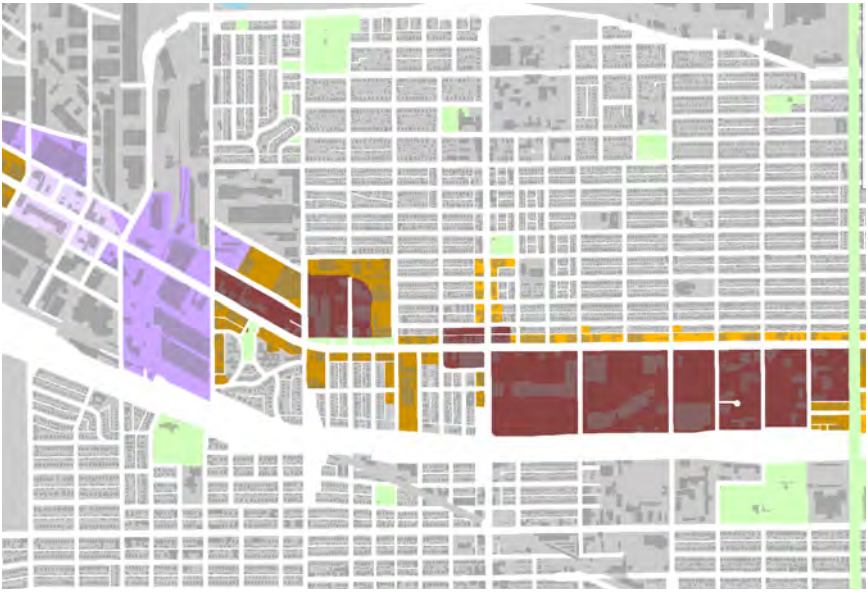
A long-term strategy for creating a high-quality and distinct commercial district is to establish a special services district or business improvement district. Special service districts are areas where property and business owners agree to self-assessed fees to establish and maintain higher standards than what are normally provided by the City, potentially including the following: lighting, streetscape improvements, street furniture including benches and trash receptacles, landscaping, branding/marketing, maintenance, new infrastructure, and new open space.

Reference: Minneapolis Downtown Improvement District
[http://www.minneapolisdid.com]

Zoning

Station areas along University Avenue have been zoned to support transit-oriented development.

1.9



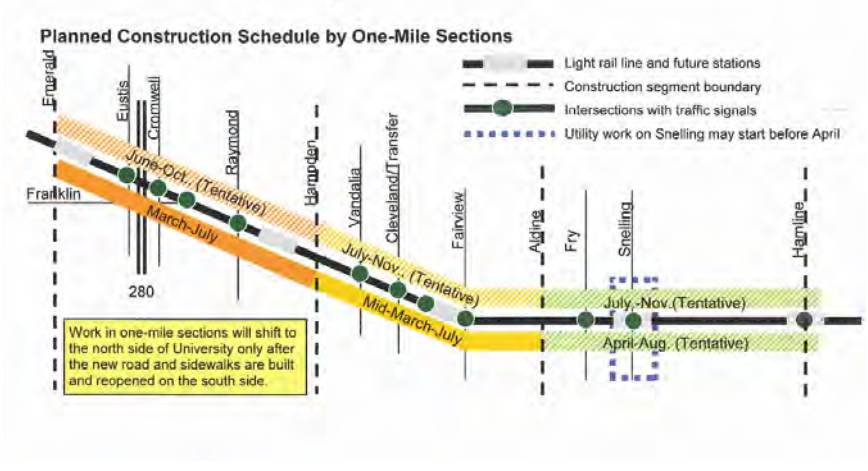
This map illustrates new zoning districts along University Avenue, including the new T4 district.

New development is required to comply with zoning requirements. Zoning requirements have been developed to be consistent with the transit-supportive goals and vision of the *Central Corridor Development Strategy* and station area plans. Generally, it is expected that development will be denser the closer it is to train stations. The majority of the area is in T2, T3, and T4 zoning districts, which allow for a variety of commercial and residential uses, and have density and design requirements. Several portions of University Avenue, especially east of Lexington Avenue, are expected to remain primarily small-scale commercial and mixed-use. There is also a substantial amount of industrially-zoned land between the Fairview and Raymond station areas that will remain.

Reference: Central Corridor/Traditional Neighborhood Zoning Study [http://www.stpaul.gov/index.aspx?NID=3881]

1.10 Redevelopment Timing

Coordinate planned improvements, maintenance and construction with LRT construction.



The majority of construction along University Avenue will take place during 2011 and 2012. Construction will take place west of Hamline Avenue in 2011 and east of Hamline in 2012. The train is expected to be operational in 2014.

If you have planned maintenance, improvements, or construction of your building or business, you may want to coordinate these efforts to coincide with LRT construction. Because construction on the street will be happening at the same time as building construction or rehabilitation, it will lessen the overall impact of business days lost to construction. Having a new or improved business or building may build on the excitement of the new train opening, and attract more customers.

Reference: Central Corridor Project Office
[http://www.metrocouncil.org/transportation/ccorridor/centralcorridor.asp]

Environmental History

Be aware of the costs of cleaning up environmental contamination during redevelopment.

1.11

This historic map shows many former uses along University Avenue. This type of review can be useful in determining the potential for contamination on a particular property.

Redevelopment often uncovers contamination left in the ground from previous uses like gas stations, dry cleaners and industrial uses, as well as from prior building materials such as asbestos. Investigating contamination and remediation may be necessary to secure financing for any development project. A Phase I environmental investigation (which can cost $2,500 - $5,000) will be needed to determine whether more investigation is required. Depending on what is found in the Phase I investigation, a Phase II investigation (which can cost $25,000 - $50,000) may be needed, where soils are sampled and a Response Action Plan is developed. Once the Response Action Plan is approved, cleanup can begin. Those who polluted the land are liable for the cost of the cleanup, unless indemnified in some way. Grants are available for environmental remediation. Pollution can affect the value as well as what is allowed to be built on the property. Contact an environmental engineer or similar professional for assistance with underground cleanup.

Reference: Minnesota Pollution Control Agency, *What's in My Neighborhood?* [http://www.pca.state.mn.us/index.php/data/whats-in-my-neighborhood/index.html]

1.12

Environmental Review

Additional review may be required because of the type, scope and location of the development project.

The Environmental Quality Board is responsible for providing appropriate review and coordination to enhance Minnesota's environmental quality.

Though rare, some projects will require additional official environmental review prior to redevelopment. Environmental review can be triggered by several factors related to a project's location, size or type, including the presence of a historic site or being within a historic district, prior uses that may have polluted the site, etc. The purpose of environmental review is to provide information to government organizations regarding potential impacts of a project before approvals or necessary permits are issued. Environmental review creates the opportunity to anticipate and plan for the mitigation of any impacts while development projects are in the planning stage. More information regarding the environmental review done for the Central Corridor project can be found at: http://www.metrocouncil.org/transportation/ccorridor/CCLRTEnvironmentalDocumentation.htm

Reference: Minnesota Environmental Quality Board, *ABC's of the Environmental Review Process* [http://www.eqb.state.mn.us/resource.html?Id=5375]

Market Feasibility Study

Market studies can provide the background data necessary for locating a successful business.

1.13

The Greater MSP Prospector mapping tool provides free access to site specific market and demographic data.

Conducting a market study can be an essential component to secure financing for a real estate development plan. There are a variety of companies that can do a market study, but most have some of the same components:

- Define the trade area: For retail or service businesses, trade area is often defined as a 10-minute drive-time from the location in question which, because of the network of streets and natural barriers, becomes an irregular shape.
- Discover the demographics of the trade area: Demographic data provides detailed information on the ages, ethnicities, employment status, and housing situation of the residents.
- Analyze the "psychographics" of the residents: Break down demographics into several dozen "lifestyle segments," each of which has its own purchasing habits and power.
- Conduct a competition analysis: Identify locations of competing businesses.
- Identify gaps in the business mix: Provide detailed information about the types of customers that patronize business types to compare to the demographic profile of the trade area and to the competition analysis.
- Identify the best media to attract customers: Provide detailed advice on the most effective print and electronic media to use to reach the target customers.

Reference: Greater MSP Prospector [http://greatermsp.zoomprospector.com/]

1.14

Pro-Forma

Prepare a pro-forma to develop an accurate estimate of redevelopment opportunities.

Pro Forma Business Budget			
Expense Category	Planned Expense	Actual Expense	Variance
Building Rent / Lease	$0.00	$0.00	$0.00
Equipment Rent / Lease	$0.00	$0.00	$0.00
Product / Material			
Coffee	$0.00	$0.00	$0.00
Other	$0.00	$0.00	$0.00
Marketing Expenses			
Brochure	$0.00	$0.00	$0.00
Website	$0.00	$0.00	$0.00
Business Cards	$0.00	$0.00	$0.00
Advertising	$0.00	$0.00	$0.00
Other	$0.00	$0.00	$0.00
Administrative Expenses			
Fax/Copies	$0.00	$0.00	$0.00
Postage	$0.00	$0.00	$0.00
Office Supplies	$0.00	$0.00	$0.00
Other	$0.00	$0.00	$0.00
Sales Expenses			
Mileage	$0.00	$0.00	$0.00
Parking	$0.00	$0.00	$0.00
Other	$0.00	$0.00	$0.00
Operating Expenses			
Utilities	$0.00	$0.00	$0.00
Insurance	$0.00	$0.00	$0.00
Other	$0.00	$0.00	$0.00
Salaries	$0.00	$0.00	$0.00
Miscellaneous	$0.00	$0.00	$0.00

Several pro-formas, such as the one to the left, are available for free. Developers are encouraged to enlist a professional and customize the pro-forma to a business's unique situation and needs.

Though existing uses can continue in their existing buildings, whether or not a property can be profitably redeveloped depends upon many factors. Determining redevelopment feasibility requires preparing a detailed development budget, including the following costs:

- acquisition: purchase price and fees for the survey, title transfer and recording
- site preparation: relocation, demolition, soil conditions and contamination cleanup
- soft costs: legal fees, architectural design, engineering, permits and bonds, insurance, developer's fee and financing fees
- direct development costs: utilities, parking, building construction, contractor's profit, interim taxes and insurance
- parking: above-ground and underground parking
- impact fees: stormwater management, utility connections
- contingency: unexpected additional costs
- working capital: payroll, professional services, marketing costs, pre-opening operations, debt service reserve, interim taxes

To truly understand development options, you should work with a development professional to prepare a detailed pro-forma that is customized to your situation, desires and real estate.

Notes

Transit-Oriented Development Policy Guidance

Central Corridor Development Strategy Vision Statement:

The Central Corridor will build on its assets to become a place that has stronger businesses, more vibrant neighborhoods, and more beautiful urban places. Along University Avenue and in the downtown, the Corridor will invite residents, shoppers, employees and visitors to linger on safe, pedestrian-friendly, attractive, tree-lined boulevards; establish a home and sense of community in stable and diverse neighborhoods; and work and invest in an area that provides a range of employment and economic opportunities.

The vision is grounded in the following six principles:

1. Reposition Saint Paul in the Region
2. Benefit and Strengthen the Diverse Communities Along the Corridor
3. Link and Foster Economic Activity
4. Improve People's Mobility Throughout Their Community
5. Improve the Image and Quality of Life Along the Corridor
6. Collaborate from Design to Operation

The vision statement and guiding principles have shaped the development of plans, policies and studies that have been adopted or undertaken since 2006. The following pages summarize these documents and highlight how their policies guide development and built form within the Central Corridor.

Central Corridor Development Strategy

2.1

The *Central Corridor Development Strategy* (CCDS) is the guiding policy document for future development along the light rail transit line running down University Avenue and through downtown Saint Paul. The CCDS was adopted by the City Council as part of the City's legally-binding Comprehensive Plan.

The *Central Corridor Development Strategy* is divided into 4 sections:

- Section 1: *Where We Are Today* introduces the *Development Strategy* and answers a series of important questions about the study area, process and intent.
- Section 2: *What We Want* describes the community's vision and objectives for the future of the Central Corridor.
- Section 3: *What It Should Look Like* outlines and illustrates current and future building types, streetscapes and open spaces located along the corridor.
- Section 4: *How We Get There* presents implementation policies, programs and strategies to guide future decision-making so that investment and growth in the Corridor is compatible with the vision for the future of the corridor.

Reference: Central Corridor Developement Strategy
[http://www.stpaul.gov/index.aspx?NID=156]

2.1.a

Central Corridor Development Strategy

Development Types

The Central Corridor includes a variety of places, each with its own unique set of site characteristics, conditions and opportunities. As the Corridor changes over time, and in response to LRT, new and redeveloped buildings should contribute to the character and quality of the Corridor and ensure a good “fit” with their neighbors.

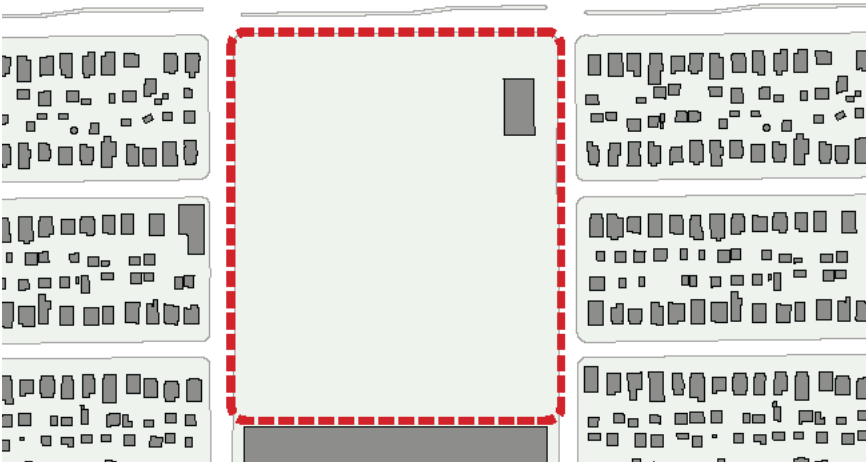
The following six Development Types illustrate ways that development can respond to the range of distinct site characteristics along the Avenue, through the Capitol Area and in downtown. For each Development Type, a description of the opportunity is provided, and key principles are identified.

While each development type has its own unique set of principles that respond to the range of existing site characteristics, there are common principles that will be important for all new projects.

Reference: Central Corridor Developement Strategy
[http://www.stpaul.gov/index.aspx?NID=156]

Central Corridor Development Strategy

Type 1 - Urban Villages

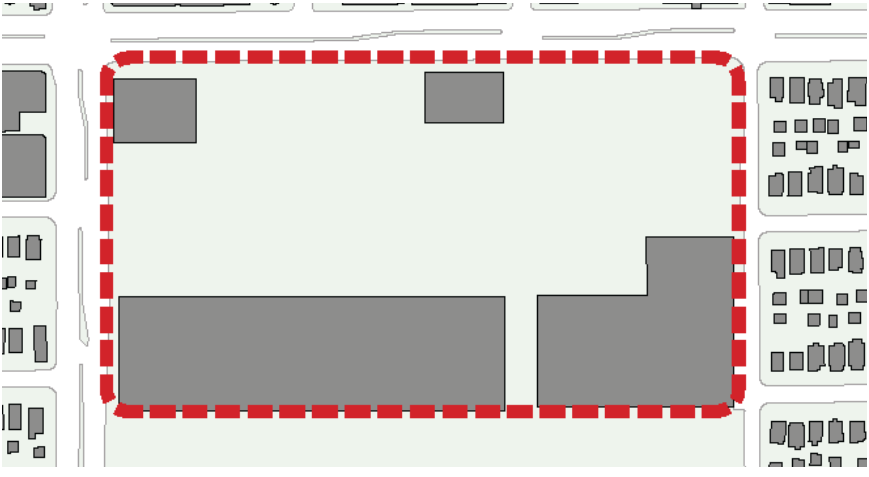


Type 1 sites represent large parcels of vacant or underutilized land located within a ¼ mile or five-minute walking distance from a station. There are four Type 1 sites along the Corridor, providing an opportunity to concentrate high-density mixed-use development close to stations, encourage transit ridership and strengthen destinations along the route. Type 1 sites provide an opportunity to reintegrate these large parcels back into their surroundings through the re-introduction of streets and building forms that are more compact and pedestrian-friendly.

2.1.c

Central Corridor Development Strategy

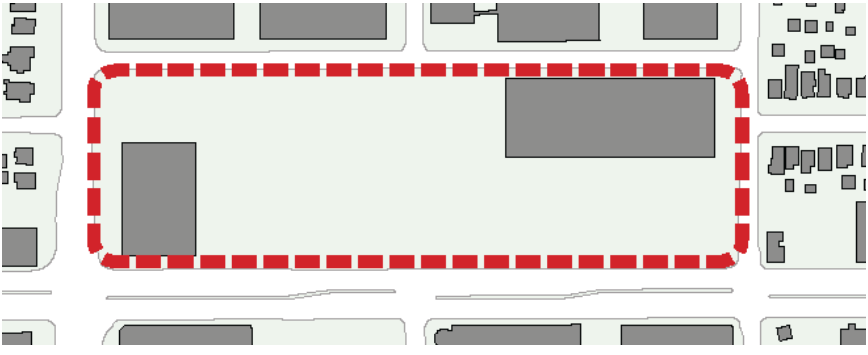
Type 2 - Market Intensification Sites



Type 2 sites comprise large parcels of land with large-format retail stores and extensive surface parking. Intensification of Type 2 sites provides an opportunity to better utilize land, improve pedestrian conditions and introduce a greater mix of uses. New buildings will help reintegrate large consolidated parcels of land back into their surroundings, fill in the gaps along the street face, and encourage visitors to walk instead of drive between destinations. Creating structured parking ramps provides an opportunity to free up those areas currently occupied by surface parking for development, gradually meeting the development objectives in the plan.

Central Corridor Development Strategy

Type 3 - Larger Front & Back Sites

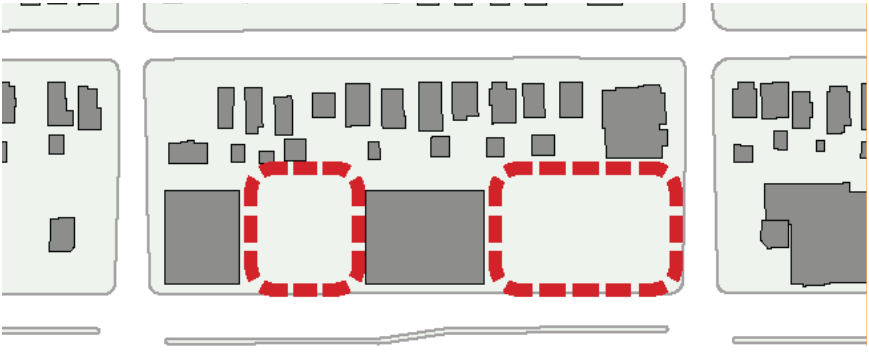


Type 3 sites represent larger, narrow blocks of land adjacent to the Avenue. These may be individual blocks or several blocks side-by-side. There are several large front and back sites west of Fairview. They provide an opportunity to reclaim large strips of land and fill in the gaps with new double-sided development that faces both onto University Avenue and adjacent streets, such as Aurora or Sherburne. Their larger size presents an opportunity to create a substantial scale of development capable of supporting a range of uses with underground parking and new neighborhood scale open spaces.

2.1.e

Central Corridor Development Strategy

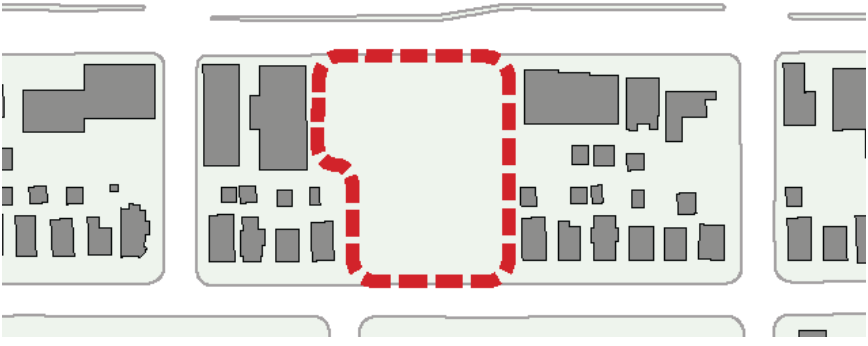
Type 4 - Half-Depth Infill Sites



Type 4 sites represent smaller parcels of vacant or underutilized land scattered along the Corridor. There are over 40 blocks containing these sites, providing an opportunity to replace the gaps along the Avenue with infill development of a scale complementary to existing buildings. New development on these sites presents an opportunity to intensify retail activity and provide additional residential or commercial uses on the upper levels. An important consideration for new development on such sites will be how to ensure new buildings and parking are of a compatible scale with existing neighborhoods to the rear.

Central Corridor Development Strategy

Type 5 - Full-Depth Infill Sites

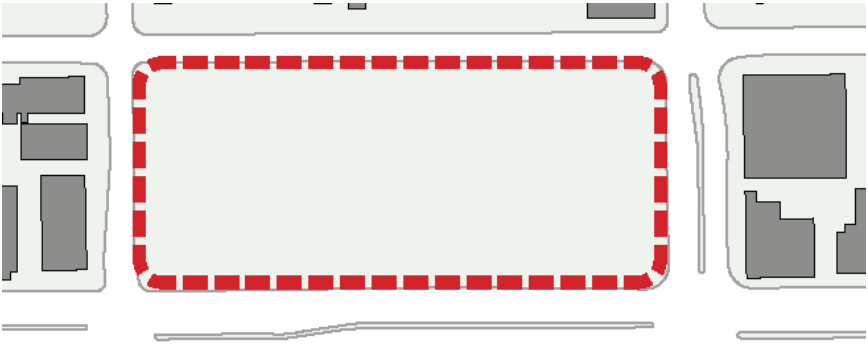


Type 5 sites represent small parcels of vacant or underutilized land that extend from the Avenue through to the neighborhoods in the rear. There are a number of these sites along the Corridor that provide an opportunity to both fill in the gaps with new development of a complementary scale to the Avenue and complete the residential streetscape to the rear. New development on these sites offers a chance to intensify retail activity along the Avenue and provide additional residential or commercial uses on the upper levels. To the rear of the property, new residential infill development will help increase densities along the Corridor, and repair the residential character of streets that have been eroded by insensitive developments and surface parking.

2.1.8

Central Corridor Development Strategy

Type 6 - Urban Infill Blocks



Type 6 sites represent vacant or underutilized blocks that have the potential to be substantially, or in some cases completely, redeveloped. These sites provide an opportunity to fill large gaps along the Corridor with new development of a complementary scale to surrounding development. These sites offer a chance to reconsider entire city blocks and increase density along the Corridor. New developments will have to respond to existing conditions on all sides of the block and may have to offer a range of building types so that they fit within their surroundings.

Central Corridor Development Strategy

Public Spaces and Places

Streets, parks and squares are the civic glue that we all share in cities. These are the places that become enriched with distinctive heritage and culture; they are the gathering zones for planned and serendipitous meetings; they become the front and side doors that frame development and make the transit experience enjoyable. The *Development Strategy* contains a recommended Public Realm Framework that integrates five key components:

- LRT Zones: In these areas, the pedestrian has priority in the public realm.
- Remarkable Streets: The quality and character of the streets will help bring people to LRT, spread the benefits of the investment and assist in the transformation of the Corridor from an auto-dominated throughway into a remarkable people-friendly experience.
- Connections to the Corridor: The ability for people to connect north and south into the community and other key Saint Paul destinations is as important as the east/west movement along the Corridor.
- A Central String of Parks: The investment in LRT provides an opportunity to revisit existing open spaces and pursue new opportunities for additional spaces that will help to green the Corridor. These spaces will create a focus for new development, provide areas for relaxation, become places of community gathering, and afford the display of public art.
- Distinguishing Features and Places: Celebrate the culturally diverse assets along the Corridor and turn ordinary moments into extraordinary pleasures.

2.2 Parks and Recreation Vision Plan

Well planned and thoughtfully designed open space is essential to the vitality of the Central Corridor and the livability of the City.

Redeveloped sites along the Central Corridor will contribute to the City's economic base and include parkland dedication to serve residents and enhance the value of the surrounding development. It is important to establish a conversation with the City, and with the developer of the site about the ability of the site's developer to pay for construction and operations of open space.

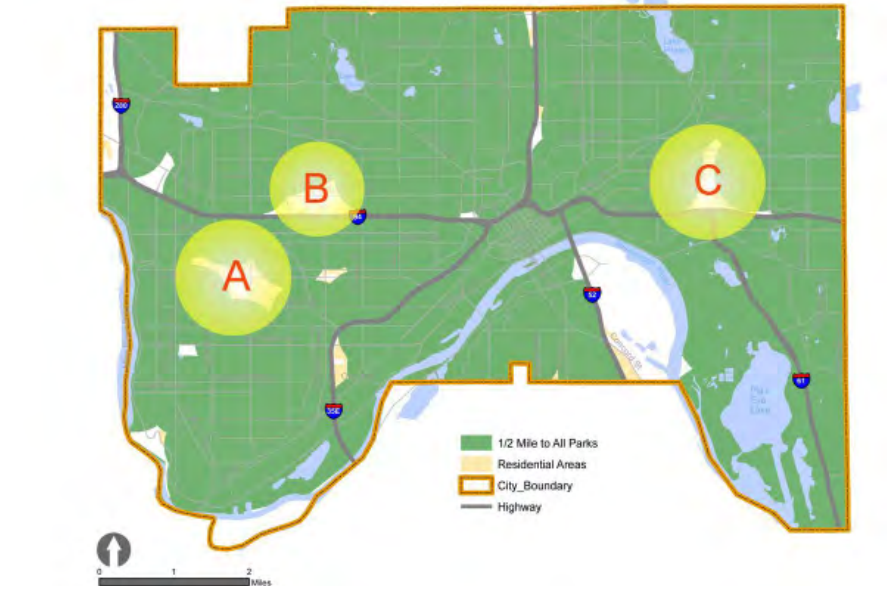
The Department of Parks and Recreation's Vision Plan outlines initiatives and goals based on metrics and service standards to guide decision making as parks develop and evolve. Each goal is essential to the quality of life in the City of Saint Paul. Goals include:

- Facilitate active lifestyles
- Develop vibrant places
- Connect the entire city

Reference: Saint Paul Parks & Recreation Vision Plan
[http://www.stpaul.gov/index.aspx?NID=2843]

Parks Vision Plan

Active Lifestyles - Initiative 1



Areas A, B, and C are the only significant gaps in park coverage. They represent residential areas that are located more than half a mile from a park.

Ensure convenient and equitable access to parks and recreation facilities.

Access to recreation is vital for a healthy community. Every Saint Paul resident should be able to easily get to recreational opportunities close to where they live. Convenient and equitable access is ensured by having publicly accessible park or outdoor recreation space within ½ mile of all residents, by establishing new parks or facilitating public access to other outdoor recreation spaces in locations identified as park service gaps.

2.2.b

Parks Vision Plan

Vibrant Places - Initiative 1

Chestnut Plaza was built in conjunction with the Upper Landing development and has been a key part of the vision for that neighborhood.

Require that the siting, design and funding of parks, open space and trails be an integral feature of major redevelopment projects.

Public space is a main ingredient of vibrant neighborhoods. The presence of well-designed and well-managed public space can be a powerful catalyst for attracting and for maintaining private investment. New and existing parks must be considered concurrently with the overall design of redevelopment projects. Encourage orientation of new development toward existing parks wherever possible and extension of green space and trail links into redevelopment areas. Ensure that development adjacent to parks does not create a barrier to public access, use, or enjoyment of a park facility.

Parks Vision Plan

Connect the Entire City - Initiative 3

Plans identify a need for a new a high-quality play area with space that will provide the community with a place to gather and socialize.

Locate a new high quality park and recreation space/facility near the proposed Central Corridor LRT line.

The City needs public space that serves the larger community along the Central Coridor. This facility would capitalize on enhanced mobility in this area, fulfill a service need, and could replace multiple underperforming facilities.

2.3 Parks Systems Plan

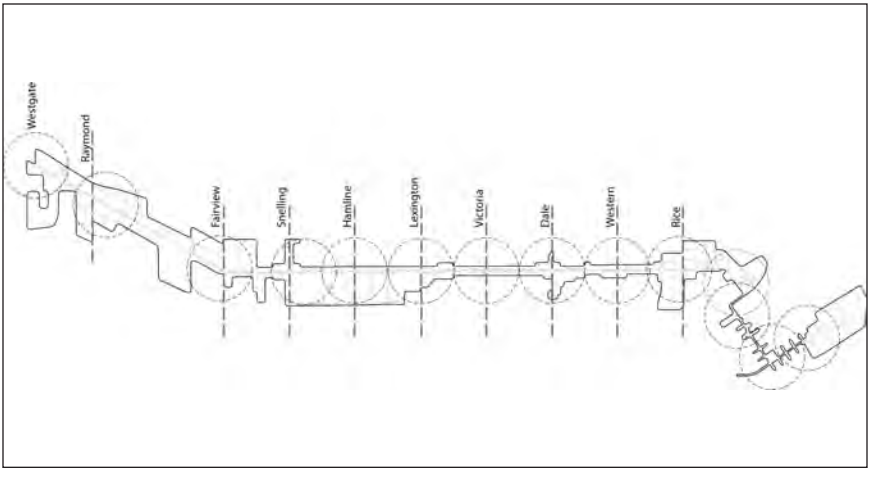
The *System Plan* carries forth the ideals from the *Vision Plan* and sets forth the goal to transform the Saint Paul Parks and Recreation System into a 21st century parks and recreation system. It includes a detailed analysis of existing facilities and recommendations to create an economically sustainable system. The System Plan emphasizes the need for new park space along the Corridor:

The six and a half miles of the Central Corridor Light Rail Transit (LRT) line in Saint Paul is the most significant public investment project in the history of the east metro. It will result in a significant amount of public and private investment, particularly along University Avenue. [... P]lanning efforts have identified a need for a significant amount of park and open space along the Corridor. Of particular concern is serving the existing residential neighborhoods between Prior Avenue and Marion Street, and any new residential concentrations occurring as part of redevelopment.

Reference: Saint Paul Parks & Recreation Vision Plan
[http://www.stpaul.gov/index.aspx?NID=2843]

Station Area Plans

2.4



The station area plans provide more detail and direction for future development within each station area. The plans are named for the major cross-street intersection with University Avenue where the station is located with the exception of the downtown plan (which covers two stations at 4th/Cedar and Union Depot). The plans address the areas approximately 1/4-mile around the proposed light rail transit (LRT) stations. Plans address issues of building scale; public realm and open space; public art; and bicycle, pedestrian, transit and automobile movement. Each of the 11 plans are divided into the following sections:

- Section 1: The Station Today
- Section 2: The Future of the Station Area
- Section 3: Public Realm - Creating Places
- Section 4: Future Character Areas - Policy Directions
- Section 5: Movement - Balancing Modes
- Section 6: Getting There

Each station area plan summay on the following pages contains the vision statement and market projections developed as part of the planning process.

2.4.a

Station Area Plans

Westgate Station Area Plan

Station Area Vision:
A healthy mixed-use corridor functioning as the seam between two very distinct, yet interconnected, transit villages. Collectively, they create a new gateway to Saint Paul defined by a linear cluster of residential, employment and research uses lining the Avenue, and linked to two new dynamic park spaces at the core of these attractive and highly desirable clusters.

Market Forecast by Colliers:
The Westgate Station Area exhibits substantial market interest today for the strengthening of this employment center and emerging residential area. There is latent demand for more localized neighborhood retail, amenities and entertainment. The centrality and accessibility suggests that this station area may lend itself to shared parking serving weekend event attendees and weekday office users. Within the next 25 years, the Westgate Station Area is estimated to grow substantially in both housing and commercial development, with new residential units accounting for approximately one third of all residential development forecast for the Central Corridor.

Reference: Westgate Station Area Plan [http://www.stpaul.gov/index.aspx?NID=159]

Station Area Plans

Raymond Station Area Plan

Station Area Vision:
A model mixed-use urban village that successfully combines new and old: buildings, streets, land uses and modes of transportation. This Station Area will evolve with an authenticity and sense of place that distinguishes it within the Corridor, and become a must-see district for visitors seeking to discover the places that make Saint Paul unique.

Market Forecast by Colliers:
The Raymond Station Area has promising potential for both future office space and new residential construction, and moderate growth potential for retail. This strong office space market, which at 950,000 square feet is the largest forecasted demand for any one station area, is fueled by a number of factors, including the area's centrality within the region, its proximity to the University of Minnesota, its excellent access to transportation infrastructure, the presence of an already-established employment cluster, and the architectural character and flexibility afforded by the area's historic buildings. The combined identity related to history, arts and culture so prevalent here will also continue to attract new residents seeking an authentic and unique urban neighborhood, and will spur investment in the renovation of old and construction of new condominium lofts and apartment buildings.

Reference: Raymond Station Area Plan [http://www.stpaul.gov/index.aspx?NID=159]

2.4.c

Station Area Plans

Fairview Station Area Plan

Station Area Vision:
A healthy and functioning "Main Street" with buildings, open spaces and many connections oriented toward University Avenue; and whose activities, uses and destinations are expressive and supportive of the diverse and daily needs of the surrounding residential and business community.

Market Forecast by Colliers:
It is estimated that within the next 25 years, the Fairview Station Area will grow modestly in both housing and commercial development, while continuing to diversify its employment, residential, institutional and destination retail base.

Reference: Fairview Station Area Plan [http://www.stpaul.gov/index.aspx?NID=159]

Station Area Plans

Snelling Station Area Plan

Station Area Vision:
A vibrant commercial center, both a city-wide destination and local needs hub, that successfully hosts and connects a multitude of uses. These could include corporate headquarters, retail stores, community services, local businesses, residential development, and cultural and entertainment destinations – all structured within a pattern of streets, blocks and green gathering spaces that promote safer, more active streets and balanced options for movement and increased economic vitality.

Market Forecast by Colliers:
The Snelling Station Area has considerable potential over time for an increase in a full range of uses, including a strengthened retail presence of up to 450,000 new square feet, new office of approximately 300,000 square feet and, in the longer term, residential development. Up to 1,000 new residential units are anticipated in a balance of rental and ownership. Most of the additional development is likely to occur within the Midway Shopping District.

Reference: Snelling Station Area Plan [http://www.stpaul.gov/index.aspx?NID=159]

2.4.e

Station Area Plans

Hamline Station Area Plan

Station Area Vision:

A vibrant and interconnected, mixed-use center organized around a walkable network of streets and open spaces. New buildings and uses will help to define public spaces contributing to an enhanced sense of place, and attracting people from across the Twin Cities while catering to the needs of the local population. Along University, new development will help define and reactivate the street while maintaining a positive relationship with neighborhoods to the north and south.

Market Forecast by Colliers:

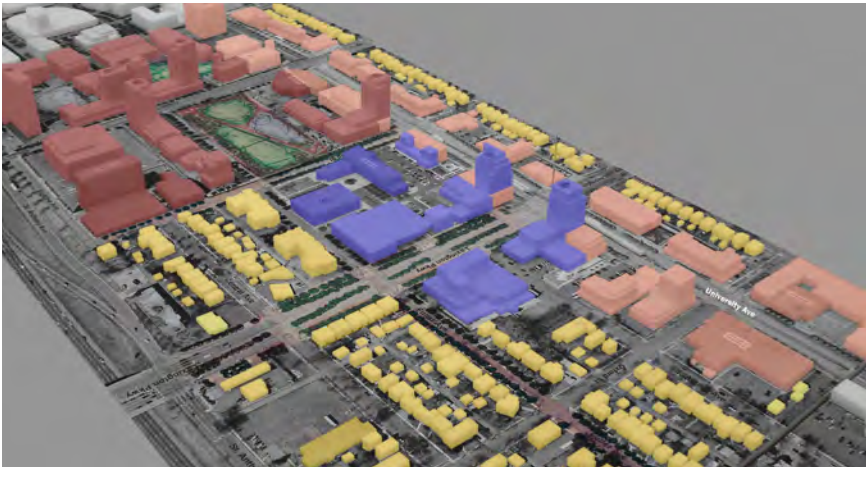
The predominantly retail character of the Hamline Station Area and existence of several prominent anchors positions the area well for an expansion of retail uses that can take advantage of the existing large areas of surface parking. In the short term, the commercial character of the area will make large-scale residential development unlikely. Post-LRT operation and pending improvement of the housing market, the market forecast predicts the potential for 400 to 600 new units in the area. This would solidify the residential market for the station area and establish it as a mixed-use center. North of University, the area will continue to be dominated by smaller retail uses.

Reference: Hamline Station Area Plan [http://www.stpaul.gov/index.aspx?NID=3270]

Station Area Plans

Lexington Station Area Plan

2.4.f



Station Area Vision:
A vibrant commercial corridor that successfully hosts and connects a multitude of uses, including large-scale institutional headquarters, local and small businesses, retail stores, community services, cultural destinations, new community gateway spaces, and a dynamic new urban village that structures and incorporates many of these uses and destinations.

Market Forecast by Colliers:
The Lexington Station Area exhibits modest growth potential in all residential, commercial and retail sectors. Residential demand, at a range of 275 to 400 total new units, is among the lowest forecasts for station areas along University Avenue. Demand for new office space is also modest at 150,000 square feet. Relative to market forecasts from other station areas, retail is moderately stronger at 90,000 square feet - the third highest retail demand for station areas forecasted.

Reference: Lexington Station Area Plan [http://www.stpaul.gov/index.aspx?NID=159]

2.4.g Station Area Plans

Victoria Station Area Plan

Station Area Vision:
An inclusive, multi-cultural neighborhood focused around an attractive low-rise "Main Street" that reflects the smaller neighborhood feel of the area. New developments and reuse of buildings along the Avenue will contain an integrated mix of residential uses and commercial spaces that contribute to an active pedestrian street, and provide an opportunity for neighborhood residents and local businesses to stay in place and thrive. North and south of University, existing neighborhoods will be reinforced with rehabilitated and sensitive infill housing that contributes to the scale and character of the area.

Market Forecast by Colliers:
The residential character of the Victoria Station Area means that reuse and redevelopment will be strongest along University, with some smaller neighborhood infill projects occurring elsewhere over time. The proximity of adjacent neighborhoods will encourage new residential over office redevelopment. Though the small parcels along University Avenue will make land assembly and large-scale redevelopment difficult, several sites have the potential for substantial redevelopment and intensification. Given these factors, the area will experience modest housing and commercial growth as the line matures. Any new retail development will focus primarily on meeting the daily needs of the surrounding neighborhood.

Reference: Victoria Station Area Plan [http://www.stpaul.gov/index.aspx?NID=3270]

Station Area Plans

Dale Station Area Plan

Station Area Vision:
A healthy and functioning "Main Street" where buildings, pathways and open spaces are oriented to the Corridor. Activities, uses and destinations are expressive and supportive of the area's "Main Street" character, which is primarily oriented to meeting the daily needs of the surrounding residential and small business community.

Market Forecast by Colliers:
The Dale Street Station Area is predominantly residential in character, with relatively lower average household incomes and property values compared to other station areas within the Central Corridor. However, the strong ethnic and cultural diversity of this area has created a catalyst for a proposed World Cultural Heritage District, which should provide a needed boost to retail destinations along University Avenue. It is estimated that within the next 25 years, the Dale Station Area will grow modestly in the areas of housing and commercial development. This forecast suggests opportunity for mixed-use infill and additional community-serving facilities, with the large, central Unidale Mall site setting the tone for all future investment.

Reference: Dale Station Area Plan [http://www.stpaul.gov/index.aspx?NID=159]

2.4.i

Station Area Plans

Western Station Area Plan

Station Area Vision:
A safe and healthy neighborhood containing a mix of housing types capable of supporting a range of household sizes. New buildings and uses along the avenue will continue to support and strengthen the "main street" character of the area while expanding services to meet the daily needs of the local community. The area will be a destination for visitors from across the region.

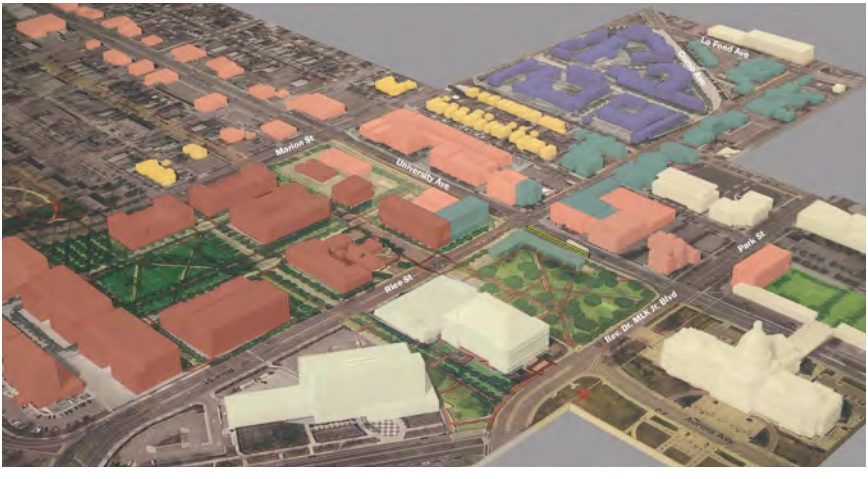
Market Forecast by Colliers:
The Western Station Area possesses some larger, readily reusable redevelopment sites. In conjunction with the area's predominantly single-family character, these sites result in a mixed-use pattern that includes residential, retail and remnant industrial uses, creating interesting and eclectic opportunities for adaptive reuse of existing buildings. One of the core strengths of the area is its strong ethnic identity and character. Despite these strengths, limited market-rate demand is anticipated for new residential development as the line matures. There is very little potential for any significant amount of office space. Given these factors, new investment will primarily focus on retail and services to meet the daily needs of the surrounding neighborhood.

Reference: Western Station Area Plan [http://www.stpaul.gov/index.aspx?NID=3270]

Station Area Plans

Rice Station Area Plan

2.4.j



Station Area Vision:
The creation of a highly-desirable urban neighborhood at an important gateway in the Central Corridor. A place recognized for its access to the LRT, the Avenue, the State Capitol and downtown Saint Paul. A place where future development leverages this attractive and competitive location to: provide more opportunities to live within walking distance of work and recreation; reinforce connections to adjacent neighborhoods; introduce a greater diversity of destinations; and promote an active street life and public spaces that invite residents and visitors to explore and linger.

Market Forecast by Colliers:
The Rice Station Area is one of the most promising for growth and investment. A total of 800,000 square feet of potential new office space is forecast over the next 25 years, with demand dominated by office and retail space catering to State government and related functions. Long-term potential also exists here for as many as 800 residential condominium units, which would account for between 25% and 40% of total forecasted growth within this housing market segment. Amongst the numerous redevelopment parcels and opportunities located here, the under-utilized Sears site represents the greatest potential to capture this demand and affect a positive transformation of this area.

Reference: Rice Station Area Plan [http://www.stpaul.gov/index.aspx?NID=159]

2.4.k

Station Area Plans

Downtown Station Area Plan

Station Area Vision:
It is an opportunity to put downtown Saint Paul "on the map" through a series of targeted city-building initiatives: strengthening and distinguishing downtown's development market; promoting large and small placemaking efforts; and improving mobility options and access to jobs, housing, and community services. There are a number of ways in which LRT has the potential to build upon and strengthen prior investments and initiatives. These include:

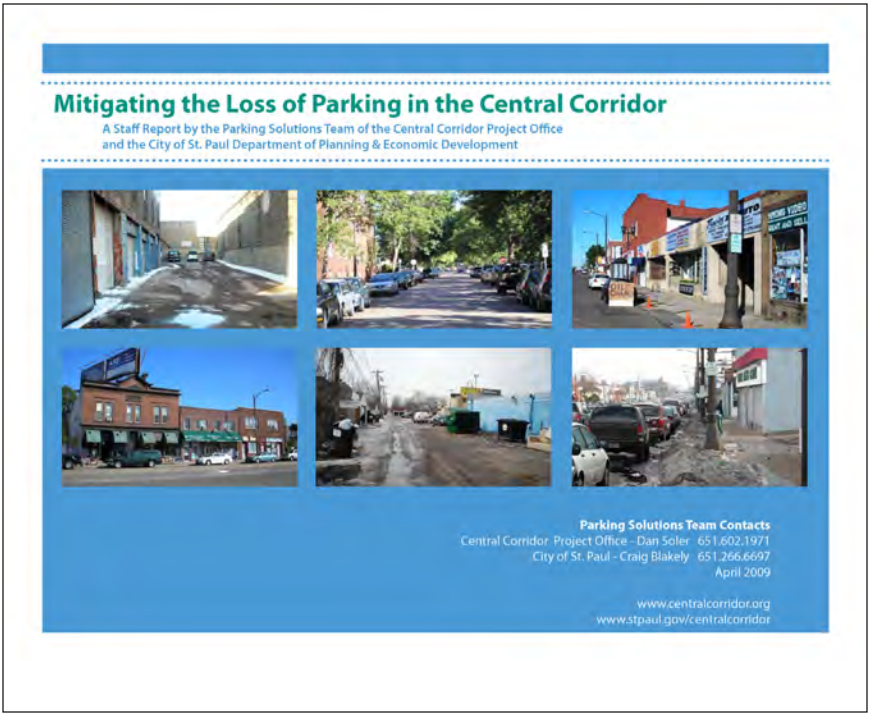
1. Rebalancing movement opportunities in favor of pedestrians and cyclists;
2. Strengthening links between the current activity clusters to create a stronger "Downtown" brand comprised of a collection of enjoyable, distinct places and attractions;
3. Acting as a catalyst for the re-facing of streets in downtown with new or renovated buildings that open up and embrace activity at the street; and
4. Supporting new uses and activities that will seek to locate in vibrant downtown settings with strong transit linkages to the wider Minneapolis - Saint Paul Region.

Reference: Downtown Station Area Plan
[http://www.stpaul.gov/index.aspx?NID=3296]

Parking Report

Mitigating the Loss of Parking in the Central Corridor

2.5

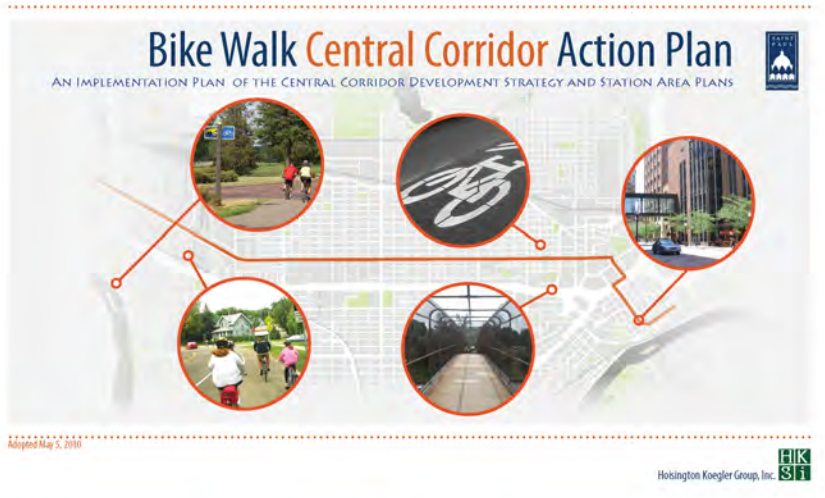


Due to mandatory features of Central Corridor light rail design and community-expressed preferences, roughly 85% of the parking on University Avenue will be eliminated by LRT development. This report identifies the impacts resulting from the loss of parking on University Avenue due to light rail development, and suggests Corridor-wide solutions as well as specific solutions developed by business and property owners for each of the 11 “critical areas” that will be disproportionately impacted by the loss of on-street parking.

Reference: Mitigating the Loss of Parking in the Central Corridor; [http://www.stpaul.gov/index.aspx?NID=2734]

2.6 Bike Walk Action Plan

Bike Walk Central Corridor Action Plan



The *Bike Walk Central Corridor Action Plan* outlines specific recommendations and projects to provide a complete pedestrian and bike network along the Corridor. The goal of this action plan is to enhance biking and walking to and within the Central Corridor, and foster bicycling and walking as a major portion of the transportation solution. The Plan will increase biking and walking travel mode share in the Central Corridor by focusing on five objectives:

- improving connectivity
- enhancing safety
- improving the bike-walk experience
- fostering creative solutions
- feasibility/functionality

These objectives inform Plan routes, support facilities, amenities and programs.

Reference: Bike Walk Central Corridor Action Plan
[http://www.stpaul.gov/index.aspx?NID=2842]

Heritage Preservation

Historic Districts and Sites

2.7

There are both designated historic districts and individual landmarks along the Central Corridor. Designation authority is reserved for the Saint Paul City Council through the City's Legislative Code, the National Park Service through the National Register of Historic Places (NRHP) and through the State Historic District Acts of 1971 and 1983. Landmarks and historic districts may have multiple designations and it's important to understand what level(s) of designation a property has prior to moving forward with a development proposal. For example, there are two local historic districts along the Corridor: the University-Raymond Commercial Historic District and the Lowertown Historic District. Design review guidelines are adopted by the City Council for each district or site at the time of establishment. The Saint Paul Heritage Preservation Commission (HPC) reviews applications for rehabilitation, repairs, alterations, new construction, site work and demolition. Any proposed development on a historic property needs to comply with the HPC's guidelines. In addition, there are federal and state laws that also safeguard historic properties and consultation with the appropriate parties should begin early in the consultation phase. Economic incentives may also be available to designated properties through grants and historic tax credits.

Reference: Historic Districts and Sites
[http://www.stpaul.gov/index.aspx?NID=4080]

2.8 Heritage Preservation

Historic Resources

In addition to officially designated historic sites and districts, there are a number of historic resources that have been identified as meeting criteria for either the National Register of Historic Places or local Heritage Preservation Sites. There are a number of Federal laws that can apply when development projects use federal funding that require consideration of impacts to cultural resources. For the Central Corridor, Section 106 of the National Historic Preservation Act of 1966 (NHPA) and the National Environmental Policy Act of 1969 (NEPA) necessitated a Cultural Resources Survey. The surveys were conducted between 1995-2004 and those reports are available at: http://www.metrocouncil.org/transportation/ccorridor/CCLRTEnvironmentalDocumentation.htm. The purpose of the investigation was to determine the eligibility of properties for listing on the National Register of Historic Places (NRHP). A Programmatic Agreement outlines mitigation requirements in order to protect these cultural resources from loss or alteration and to educate the public about the resources along the Corridor. When planning for future development check with the local Heritage Preservation Commission or the State Historic Preservation Office regarding the status of older buildings and understand that the funding sources can affect which preservation laws apply.

Reference: CCLRT Environmental Documentation
[http://www.metrocouncil.org/transportation/ccorridor/CCLRTEnvironmentalDocumentation.htm]

Notes

Design Standards for Transit-Oriented Development

The following section illustrates the Traditional Neighborhood (T) zoning district design standards. These standards are required for all new development projects in the T and light industrial restricted (IR) zoning districts along University Avenue. The particular standards required for each project will depend on the size and location of the development project. In general, all projects within station areas, regardless of zoning district, should strive to meet as many of these standards as possible.

These standards are the framework for sound transit-oriented design. They were developed to achieve the goals of providing mid- to high-density development with flexible uses that support a safe and attractive pedestrian environment.

The standards were based on the following key Principles for all new development from the *Central Corridor Development Strategy*:

Making Development "Fit" into Its Surroundings
Transit-Supportive Land Uses & Densities
Transit-Supportive Access, Circulation & Parking
A Green, Attractive & Connected Pedestrian Environment

Block Length

Blocks should reflect the historical block lengths of Saint Paul.

3.1

This aerial photograph with streets highlighted illustrates both the variation in traditional block lengths and orientation, as well as an area (lower right) where new streets should be introduced to provide a more walkable station area.

The block length measurements in Saint Paul are typically 280 feet to 600 feet. This grid provides the most opportunities for people to travel through the city. In transit station areas, block lengths should generally not exceed 400 feet and only under certain circumstances may they be 660 feet. In areas where blocks are currently longer, new streets should be introduced as redevelopment occurs or opportunity arises.

Reference: Zoning Code Section 66.343(b)(3) [http://www.stpaul.gov/zoning]

3.2 Land Use Diversity

Provide a mix of land uses at transit station areas.

This building type, in Mississagua, Ontario, allows for flexible uses. The first floor can be either residential or commercial, while the upper floors are designed for residential or office uses. This allows for both vertical and horizontal mixed use.

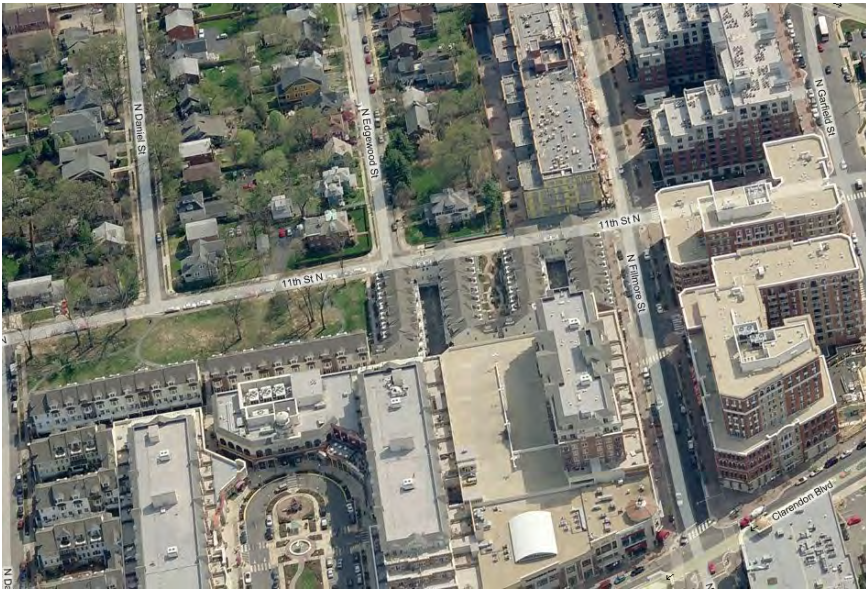
Multiple land uses in transit station areas increase the number of potential destinations within a walkable distance. Having multiple destinations in close proximity to transit allows people to walk to work, home and shops, adding to the vitality of the street. Retail and office uses on the first floor can create an active sidewalk, and a safer and more interesting pedestrian environment.

Reference: Zoning Code Section 66.343(b)(1) [http://www.stpaul.gov/zoning]

Neighborhood Transition

Higher-density and tall buildings should be designed to transition from station areas to adjacent lower-density neighborhoods.

3.3



For the past 35 years Arlington County, VA has worked to focus transit supportive development along the Washington, DC Metro lines while maintaining the character of single-family neighborhoods only blocks away from Metro stops. (Photo © Microsoft 2010)

Density should be concentrated around transit stations to make the most efficient use of the land and transit. Higher-density developments can be compatible with lower-density neighborhoods by modifying height and density gradients, setbacks, and building mass to minimize any negative solar or visual impact on adjacent neighborhoods.

Reference: Zoning Code Section 66.343(b)(2) [http://www.stpaul.gov/zoning]

3.4 Street and Alley Network

Missing links from the street and alley networks should be added wherever possible.

This illustration, from the *Central Corridor Development Strategy,* of the area south of University between Snelling and Hamline shows how introducing a network of streets and alleys connects land uses, and supports pedestrian, bicycle, and automobile movement.

The grid system, with block sizes as small as possible, supports a balanced transportation system. Fine-grained street grids are typically more supportive of a pedestrian environment than a block pattern with longer distances between intersections. A complete alley network is equally important, as alleys allow efficient access for deliveries, services and parking, minimizing the number of driveways crossing sidewalks. Where opportunities exist, the historic street and alley network should be restored and its use maximized.

Reference: Zoning Code Section 66.343(b)(16) [http://www.stpaul.gov/zoning]

Sidewalk Design

Sidewalk widths should support anticipated levels of pedestrian traffic and ground-floor uses.

3.5

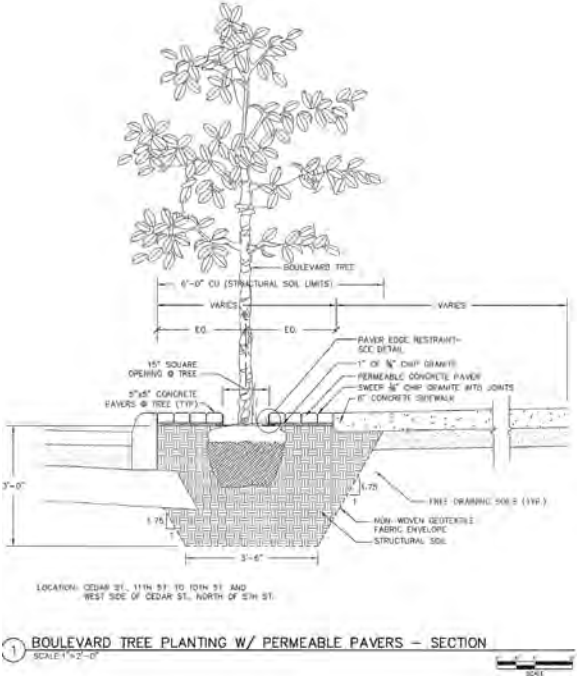
This sidewalk provides ample space for all users, with the streetscape design effectively delineating zones for seating, walking and planting.

Along all streets in station areas, the amount of the sidewalk dedicated to pedestrian movement should be at least five feet wide. In areas of high pedestrian activity, sidewalks should be at least six feet wide. This does not include the area for street trees and street furniture, sidewalk cafes or other similar active uses. Any areas with active street level uses, such as cafes and restaurants, should provide a sidewalk wide enough to accommodate these uses.

Reference: Zoning Code Section 66.343(b)(23) [http://www.stpaul.gov/zoning]

3.6 Street Trees

Street trees should be provided along all public sidewalks.



This plan for a typical tree planting along University Avenue shows the innovative design that was used for the project. This planting design captures street stormwater runoff to support healthy trees.

Street trees, more than any other stationary element, add to the beauty of the streetscape. Trees have several benefits, including calming pedestrians, buffering the sidewalk from automobiles, providing shade for shoppers (who in turn spend more time shopping), cleaning air and stormwater, and reducing cooling costs for storefronts. Hardy varieties with a substantial mature canopy should be selected, as they are more likely to survive in the urban environment. Innovative planting designs that route stormwater to planting beds should be incorporated where possible.

Reference: Zoning Code Section 66.343(b)(22) [http://www.stpaul.gov/zoning]

Building Placement

Setbacks should be for circulation or a programmed use.

3.7

This continuous building face, in Washington, DC, provides a consistent street wall, defining the public realm while providing ample space for pedestrians, sidewalk cafes and trees.

Building faces should abut the sidewalk in transit station areas to provide a consistent street wall and a sense of enclosure to the public realm. These attributes help create a positive outdoor space that attracts pedestrians. Along University Avenue, building faces should generally be 14 feet from the back of the curb. This setback, established in the station area plans, allows ample space for pedestrian movement, street trees and street furniture. Where outdoor café seating or other public gathering spaces are planned, the façade line can be up to 20 feet from the curb. These additional uses on the sidewalk enhance the streetscape for pedestrians and create activity along the Central Corridor.

Reference: Zoning Code Section 66.343(b)(5) [http://www.stpaul.gov/zoning]

3.8 Setback Design

Setbacks should be appropriate to building use.

This setback is appropriate for residential uses. The plantings and raised entry buffer each residence from sidewalk traffic.

Setbacks should be designed with landscaping or hardscaping that supports the ground floor use of the building. Residential uses should have landscaping and stoops in the setback, while retail and restaurant/café uses should have patios or paving similar to sidewalks.

Reference: Zoning Code Section 66.343(b)(7) [http://www.stpaul.gov/zoning]

Façade Continuity

Provide a continuous building face in transit station areas.

3.9

This development on Grand Avenue and Oxford Street provides an archway that provides continuity, while marking the main shared residential-commercial entrance to the building.

A continuous façade provides a sense of enclosure for pedestrians. This is important for a pedestrian's sense of safety and to entice window shoppers to continue strolling along storefronts. Where there are gaps, fencing and landscaping should be used to simulate façade continuity and screen parking lots.

Reference: Zoning Code Section 66.343(b)(8) [http://www.stpaul.gov/zoning]

3.10

Building Height

Building heights must respond to their context.

This buiding on Grand Avenue at Victoria Street is 25 feet high, the minimum in a transit station area. Though it is a one-story building, it has a mezzanine level, creating a stronger presence on the street and more efficient land use.

Building heights, as well as setbacks, help to define the public realm. When buildings are too short they do not provide sufficient enclosure. Buildings must be at least 25 feet tall in transit station areas, though height requirements my differ in historic districts. One-story buildings should have tall ceilings, loft areas or mezzanine levels along the street to give a greater sense of height and provide more enclosure to the sidewalk. Taller buildings help to provide the density necessary to support transit. Buildings should respond to the context of the street type with taller buildings and “point towers,” or towers set back from a base podium, at corners and along wider streets. Tall buildings must be designed so that they do not block light to any smaller-scaled buildings or adjacent low-density residential areas.

Reference: Zoning Code Section 66.343(b)(10) [http://www.stpaul.gov/zoning]

High-Quality Materials

Buidings should use high-quailty materials and detailing to ensure longevity.

3.11

This project's use of brick, metal, and glass help to ensure its longevity. The design is contemporary, but the materials are timeless.

When buildings are built to last, they are more readily renovated and repurposed for new uses in the future, which is in itself a form of recycling. Using high-quality materials reduces waste because the cost makes designers more judicious with their use, they last longer, and they are usually reusable or recyclable. High-quality materials such as stone, brick, glass and metal are very durable, making them ideal for areas with high pedestrian activity where buildings must withstand severe wear and tear. They also make for more attractive environments.

Reference: Zoning Code Section 66.343(b)(14) [http://www.stpaul.gov/zoning]

3.12 Rehabilitation and Reuse

Historic and well-built buildings should be reused and preserved to the greatest extent possible.

The Crane-Ordway and Market House projects reused historic buildings by adapting them for new uses that are adding to the vibrancy of Lowertown.

Preserving buildings can help retain a sense of history or place and can be more economically feasible. Reusing a building as part of new development can help its design maintain continuity with the neighborhood character and reduces the amount of waste that winds up in the landfill. There are several historic resources that have been identified along the corridor as well as two districts and several individual properties that have already been designated for preservation. Remodeling, additions or alterations to existing historic buildings and any development in historic districts shall be done in a manner consistent with the standards for the area, which may differ from the design standards of this section. For projects including historic sites or within historic districts refer to Appendix F for additional information on design review requirements.

Reference: Zoning Code Section 66.343(b)(4) [http://www.stpaul.gov/zoning]

Anchor the Corner

Buildings should be oriented toward street and sidewalk intersections.

3.13

This is an example of the appropriate corner treatment across from LRT station platfoms; it holds the corner while providing ample space for pedestrians and visibilty for vehicles.

Main building entrances should be oriented toward the intersection. Corner lots adjacent to LRT station platforms should leave the area 15 feet from the corner clear to provide ample space for increased pedestrian traffic, and improved bicycle and automobile visibility.

Reference: Zoning Code Section 66.343(b)(6) [http://www.stpaul.gov/zoning]

3.14

Building Base

Building bases should be detailed in a way that can be appreciated at walking speeds.

The base of this mixed-use project provides various areas for sitting, planting and people-watching.

The building base, typically the first 25 feet of a building, is what a pedestrian can perceive from the sidewalk. This is where people interact with the building. As such, this portion of the exterior should be designed with the same care as the interior. It should welcome interaction and be inviting to pedestrians. Architectural elements within this zone should be designed for the scale of a pedestrian. This includes doorways, windows, awnings, signs and architectural design details, all of which add to the visual interest of the streetscape.

Reference: Zoning Code Section 66.343(b)(9) [http://www.stpaul.gov/zoning]

Eyes on the Street

Clear visibility between street-level uses and the sidewalk adds to an inviting pedestrian and commercial environment.

3.15

This restaurant has clear windows, allowing those inside to observe activity on the street and providing pedestrians an inviting view of the interior.

The ability to see in and out of ground-floor uses provides unofficial surveillance of activity on the street. Likewise, pedestrians are attracted to inviting storefronts, and window shoppers enjoy clear windows and displays. Windows and doors of commercial and civic buildings must comprise at least 50 percent of the length and at least 30 percent of the ground floor along arterial and collector streets. Glass should be clear or only have a slight tint to ensure transparency. Windows must have punched and recessed openings to add to visual interest by creating a rhythm of light and shadow.

Reference: Zoning Code Section 66.343(b)(13) [http://www.stpaul.gov/zoning]

3.16

Building Entrances

Main entrances to buildings should be along the primary street.

The prominent entryways on this building, in St. Louis Park, MN, are impossible to miss. The architectural treatment ensures that people know where to enter from the sidewalk.

Main entrances should be along the sidewalk, and entryways should be visible along the approach. Routing people to and from main entrances along streets activates sidewalks and allows them to function as they are designed. This adds to the activity on the sidewalk, creating a sense of vibrancy and safety. Activity is attractive to people, creating a place where people want to spend time, which in turn attracts more businesses and people. When entrances are hidden in garages or off the street, buildings can look barren and be detrimental to street life.

Reference: Zoning Code Section 66.343(b)(12) [http://www.stpaul.gov/zoning]

Entrance Orientation

Primary entrances to buildings should be in close proximity to and face transit stations in station areas.

3.17

This building in Lowertown has primary entrances at the corner and along the major street. The awnings above the entrances attract attention through design and color.

Having the primary entrance with a distinct design on the street attracts those arriving via transit by making the entrance visible from transit stops and allows pedestrians to follow a direct path to the door. Entrances should be immediately obvious when the building is viewed from the platform and bus stops. This adds to the activity on the sidewalk, and creates a sense of vibrancy and safety.

Reference: Zoning Code Section 66.343(b)(21) [http://www.stpaul.gov/zoning]

3.18

Residential Entries

Residential entries should be clearly defined and delineate between public and private space.

This is an example of an appropriate urban residential entryway design. The stoop and landscaping provide clear visual cues that the doorway is a residential entry.

Along mixed-use streets, it is important to distinguish residential entries from commercial entries to provide residents with a sense of privacy and security. This can be accomplished with stoops, porches, vestibules or architectural elements.

Reference: Zoning Code Section 66.343(b)(11) [http://www.stpaul.gov/zoning]

Service Equipment

Service areas and equipment should be incorporated within the design of a development and screened from public view.

3.19

The service equipment for this building was incorporated into the overall design and is screened with architectural elements. This allows it to be part of an attractive building and not an afterthought or eyesore.

Service areas and equipment, such as HVAC systems, recycling and trash collection, should be hidden within the architecture of a building. At the very least, these areas should be screened from public view with architectural treatments compatible with the design of the building, and/or placed on the roof to the greatest extent possible.

Reference: Zoning Code Section 66.343(b)(15) [http://www.stpaul.gov/zoning]

3.20 On-Street Parking

Provide on-street parking when new street connections or extensions are built.

The parked cars shown here buffer diners on the sidewalk from moving traffic, and allow for short-term parking and direct access to businesses.

New street segments should have on-street parking. On-street parking buffers pedestrians from traffic and works to calm automobile traffic speeds. It also supports retail and office spaces by providing short-term parking within a short distance of businesses.

Reference: Zoning Code Section 66.343(b)(17) [http://www.stpaul.gov/zoning]

Off-Street Parking

Parking lots and ramps must be designed to not detract from the pedestrian environment.

3.21

This parking ramp has retail on the ground-floor, and the elevator and stairwell have easy and obvious access. The openings on the upper-levels use architectural metal to screen vehicles.

Parking should be located so that it does not detract from the image of the area, by placing it internal to the block, preferably within parking ramps inside buildings or below ground. Surface lots should be located to the rear of buildings and, when not possible, in an interior side yard of the building. Any parking visible from the public realm should be screened with architectural fencing and landscaping. Structured parking should be designed to relate architecturally to existing adjacent buildings and minimize its impact on pedestrians and the surrounding neighborhood. Structured parking along arterial and collector streets must have active retail or commercial uses with direct access to the sidewalk.

Reference: Zoning Code Section 66.343(b)(18) [http://www.stpaul.gov/zoning]

3.22

Multimodal Parking

Surface lots should be designed for both vehicle and pedestrian.

This parking lot in Portland, OR includes ample parking for automobiles and bicycles, pedestrian pathways and lighting, and landscaping.

Every driver becomes a pedestrian once leaving their car. As such, surface parking lot design should include considerations for pedestrian safety, comfort and movement. This includes lighting, surveillance in the form of cameras and windows into businesses, pedestrian pathways, and plantings for shade and visual appeal.

Reference: Zoning Code Section 66.343(b)(17) [http://www.stpaul.gov/zoning]

Residential Parking

Access to residential parking should be from the rear of the building or the alley.

3.23

This development exemplifies proper treatment of residential parking; the buildings have rear parking access with only one curb cut on either side of the block.

Accessing residential parking from the alley or the rear of the building minimizes curb cuts and potential conflicts with pedestrians. Where this is not possible, garage entrances should be set back at least ten feet from the façade of the building. In all cases, driveways and garage entryways must be as narrow as possible.

Reference: Zoning Code Section 66.343(b)(19) [http://www.stpaul.gov/zoning]

Appendix A: Site Plan

Preliminary Review

Potential applicants are strongly encouraged to meet informally with site plan review and Central Corridor Design Center staff when plans are at a conceptual stage. The Central Corridor Design Center is a resource that will help guide applicants through station area plans, and discuss design expectations and requirements for any particular site within station areas.

Formal Review Process

1. Applicant submits site plan

The applicant submits the following:

- 16 copies of the site plan (and PDF version if available)
- Completed application form
- Filing fee

2. City staff reviews the site plan

Copies of the site plan are distributed to staff in various City departments, including Sewers, Water, Traffic, Zoning, Parks, and Fire. A copy is also sent to the District Council for the neighborhood where the project is proposed.

3. Applicant meets with the district council

4. Applicant meets with staff two weeks after site plan is submitted

5. Staff sends applicant a “decision e-mail” summarizing staff comments

6. Applicant submits revised site plan

7. Staff verifies conditions of approval are met on revised plan

8. Applicant applies for building permits

Complete information is available online at www.stpaul.gov/dsi.

Appendix B: Stormwater Management

Stormwater Management Plans

A stormwater management plan must be submitted as part of the site plan package. The purpose of the plan is to show how stormwater will be handled on the site: where it will drain to, at what rate, and what steps will be taken to protect water quality. The plans and calculations listed below must be submitted as part of the submittal for site plan review.

Sites smaller than one quarter acre

For small sites it is usually possible to meet the requirements for stormwater management simply by grading the site so that stormwater flows to a street or public alley. Stormwater drainage must be shown on the plan by grades and/or drainage arrows. Stormwater may not drain across a public sidewalk at any point except at a driveway.

Sites larger than one quarter acre

For sites where more than one quarter of an acre is affected by development, the rate of stormwater runoff for the site may not exceed 1.64 cubic feet per second per acre. Stormwater must be directed to on-site stormwater detention areas (such as ponds, oversized pipes or roof top storage) and catch basins connected to the City storm sewer system in order to control the rate of stormwater runoff from the site.

Sites larger than one acre

In addition to meeting the City's standards for rate control listed above, projects that disturb more than one acre must obtain a permit from the Minnesota Pollution Control Agency and local watershed district. They review plans for how development will affect water quality. A Stormwater Pollution Prevention Plan must be submitted that shows measures that will be taken during construction (such as silt fences) and also long-term (such as stormwater ponds).

Information about stormwater management and other site plan review is also available online at www.stpaul.gov/dsi.

Appendix C: Parkland Dedication

Intent

Owners, subdividers, or developers of the land must convey to the City, or dedicate for public use, a reasonable portion of the land for public use for parks, playgrounds, trails, open space or conservation purposes. The amount of land dedicated is directly related to the desire to have quality open space accessible to residential units and within commercial areas.

Summary

The ordinance requires that developers dedicate a portion of their land to parks or pay a fee-in-lieu of land for new developments that result in a net increase in parking spaces and/or a new plat. Fees collected can be used for existing parks or future parks, but there must be a direct relationship between where the development is located and where the money is spent: the money must be spent within the same Planning District as the development or within 1/2 mile of the development. The ordinance covers capital costs in order to ensure sufficient park and open space.

The Parkland Dedication Ordinance is Section 69.511 of the zoning code and can be found at: http://www.stpaul.gov/zoning

Appendix D: Sustainable Building Policy

Sustainable Building Policy, Green Building Design and Construction

Any new construction project receiving more than $200,000 in City and/or HRA funding is required to comply with the Sustainable Building Policy. City and/or HRA funding includes money originating from Federal, State, and Metropolitan Council funding programs; HRA funds; any City of Saint Paul funds; and any combination of loans, grants, land writedown or other funding vehicles. The Policy does apply to parking structures, parking lots, any addition to an existing building that includes a new heating/ventilation/air conditioning (HVAC) system, or to existing structures.

The City will provide, at no additional cost to the developer, a Sustainability Facilitator to help guide each project through the development process; identify sustainable design experts with in-depth experience on specific issues; work with Xcel Energy to provide energy modeling in the design stage where applicable; work with District Energy to assist with energy modeling and other analysis and assistance during the design stage where applicable; help locate building commissioning agents to verify performance against design requirements; and negotiate, as part of a Development Agreement, signage and labeling for compliant buildings both during and post-construction.

Developers must choose one of the following rating systems and levels with which to minimally comply in addition to meeting requirements of the Saint Paul Overlay:

Commercial Projects:

- LEED New Construction (NC) 2.2, Silver
- Green Globes, 2 globes
- State Guidelines Building Benchmarking and Beyond (B3) Compliant
- Saint Paul Port Authority Green Design Review (as applicable)

Residential Projects:

- LEED for Homes (H) or LEED NC1, Silver
- Minnesota GreenStar, Silver
- Green Communities, Minnesota Overlay Compliant

More information can be found at:
http://www.stpaul.gov/index.aspx?NID=3671

Appendix E: 1% for Art

Intent
In developing its vision for the future of the City, the City Council believes that planning and development decisions should give aesthetic and social value equal weight with any project's functional and economic values. Therefore, the Council has implemented a process and provided funding to involve artists in the design, implementation and integration of art in public projects.

In order to facilitate the encouragement and inclusion of public art in planning and development, the City Council determined that:

- involvement of public artists in public projects should begin at the earliest stages of conceptual planning and continue through project design and implementation;
- sufficient resources should be committed to sustain an innovative public art and design program that is distinguished by its high quality; and
- policies and procedures should be administratively developed that will facilitate and support creation and implementation of a public art plan.

Funding Policy
For all capital projects funded by eligible sources resulting in a property to be operated by the City, the city shall dedicate one (1) percent of the eligible project costs, as determined by the Office of Financial Services, to be used for public art. If the director of the department responsible for the capital project determines that this use of funds cannot or should not be included in a specific project, he/she shall seek approval of the City Council to use the funds described above to supplement other public art projects, or public art maintenance, within that department. The specific use shall be as determined by said director and consistent with the public art plan.

More information can be found at:
http://www.stpaul.gov/DocumentView.aspx?DID=12228

Appendix F: Heritage Preservation Commission

DESIGN REVIEW PROCESS

The Heritage Preservation Commission (HPC) and its staff review, and approve or deny, permits for exterior work on designated heritage preservation sites, except painting. Some property owners do not realize that door and window replacement is exterior work that requires a permit and HPC approval. The HPC also reviews new fences, walls, steps, and paving but not plant materials.

PLANNING YOUR PROJECT

Heritage Preservation Commission staff are available to discuss prospective projects and applicable design review guidelines with building owners and contractors. It is advisable to get as much information as possible while the project is in early planning stages.

Large or complicated projects may also benefit from Concept Review. The Heritage Preservation Commission offers this type of review for large projects which could benefit from a concept-level review prior to the completion of working drawings. Contact the HPC office at 266-9078 to discuss the option for your project.

APPLICATION FOR DESIGN REVIEW

The amount of time required for review of the application depends on the type of work, the complexity of the project, and conformance with the applicable guidelines. HPC staff reviews and approves many permits while other permits need to be formally reviewed and approved by the Heritage Preservation Commission. Some permits can be reviewed by HPC staff in a matter of minutes or days. If the permit is to be formally reviewed by the HPC the process generally takes about 30 days.

Information on Heritage Preservation Commission design review can be found at: http://www.stpaul.gov/index.aspx?nid=750

Information on the historic property investigations and evaluations done as part of the Central Corridor project can be found at: http://www.metrocouncil.org/transportation/ccorridor/CCLRTEnvironmentalDocumentation.htm

Notes

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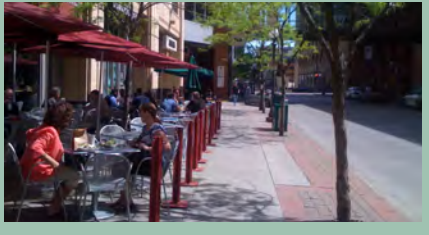

Central Corridor Design Center
City of Saint Paul
Saint Paul Riverfront Corporation