



What It Should Look Like

CENTRAL CORRIDOR DEVELOPMENT STRATEGY

3

Building on the Vision, Principles and Initiatives identified in Part 2, Part 3 - “What It Should Look Like” outlines a series of directions with respect to the building types, streetscapes and open spaces along the Corridor. The purpose of this section is to translate the Objectives, Strategies and Initiatives into a series of built form and open space responses that can inform the recommendations in the Strategy. The illustrations in this part are intended to be demonstrative examples for buildings, infrastructure and open spaces in context of the overall vision. Appropriate land use and design will be influenced by station area planning, light rail and bus station design and market opportunities as well as by the demonstrative illustrations in this section.

In this section you will find:

In Section 3.1 - “Public Spaces and Places,” a streetscaping and public realm framework is introduced. This aims to attach LRT to the larger Central Corridor through strengthened connections, pedestrian-friendly streets, and a series of new and improved districts and open spaces.

With the public realm framework in place, Section 3.2 - “Defining Areas of Change and Stability” examines the potential for change along the Corridor and identifies those areas both where new development or change is expected to occur and where the existing character should be preserved and enhanced.

Section 3.3 - “Towards a Transit-Supportive Corridor” takes the areas of change and identifies a series of appropriate building responses along the Corridor that respond to the unique and changing conditions along the route. For each building type, the role and a series of principles are provided. These are then applied to a demonstration site along the Corridor to illustrate what development might look like and how it might occur.

Section 3.4 - “In the Downtown” takes a more focused look at LRT as it traverses through downtown. It examines a series of strategies and opportunities aimed at promoting greater balance between vehicles and pedestrians, enhancing transit connections and re-activating the street.

Part 3 concludes with Section 3.5 - “At Stations,” which outlines 10 key principles for station design aimed at celebrating the stations and enhancing their accessibility, functionality and civic benefit to the Corridor and its adjacent neighborhoods.



Public Spaces & 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 expedient and enjoyable.

The network of public spaces comprises both the distinct parks and the linkages - streets, trails, bridges and gateways - that connect them. This is the network that people will experience as they walk or cycle from their homes or jobs to University Avenue to catch LRT toward their ultimate destination. These are also the places where excellence in design will have the greatest opportunity to enhance the quality of life for the existing community and reposition the image of the Central Corridor and Saint Paul as a remarkable and livable community.

Building on the 90 Initiatives, a recommended Public Realm Framework has been prepared that integrates five key components:

- LRT Zones
- Remarkable Streets
- Connecting to the Corridor
- A Central String of Parks
- Distinguishing Features and Places



Public Realm Framework

