

# Saint Paul Downtown Development Strategy

## A Chapter of the Comprehensive Plan

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# 1.0 Executive Summary

## Background

In April 2001, the CapitolRiver Council (District 17 Planning Council) requested the Saint Paul Planning Commission's assistance in preparing a new District 17 Plan. With many of the existing downtown plans slated for decertification by 2005 under the Planning Commission's Area Plan Guidelines [including the original Downtown Development Plan (1982), the Downtown Saint Paul Development Framework (1985-1990), the Lower Cathedral Hill Plan (1988), the Downtown Priority Action Plan (1994) and the Lowertown Small Area Plan (1994)], the CapitolRiver Council felt it was imperative that a new downtown plan be adopted. In particular, the CapitolRiver Council wanted a new plan ready for a new mayor who would take office in 2002.

In response, in May 2001 the Planning Commission created a plan task force and appointed a Commissioner to co-chair the task force. At the Commission's direction, the task force comprised representatives of the following interest groups: 1) residents of downtown neighborhoods; 2) community development and business partners; 3) cultural and arts organizations; 4) small businesses; 5) affiliated planning bodies; 6) downtown churches; 7) the Saint Paul on the Mississippi Design Center; 8) the Saint Paul Riverfront Corporation; and 9) the CapitolRiver Council. A wide range of City, non-profit, public agency, downtown organization, and regional and State staff provided technical assistance to the task force, as did a group of housing developers.

The task force met from September 2001 through June 2002. In July 2002, after community review, the CapitolRiver Board officially approved sending the *Downtown Development Strategy* to the Planning Commission for its review, release to the public, conducting of a public hearing, and forwarding to the City Council for final adoption as a chapter of the Comprehensive Plan.

The Planning Commission released the *Downtown Development Strategy* for public review in October 2002 and held a public hearing in December 2002. The Commission made several changes to the document based on public comment, and forwarded a revised draft to the City Council in February 2003. The City Council adopted the *Downtown Development Strategy* as a chapter of the Comprehensive Plan in March 2003.

## Planning for a Changing Downtown

Three trends define the outstanding issues addressed in the *Downtown Development Strategy*: 1) a transforming business sector with less retail and a greater presence by State government; 2) a growing arts and cultural community; and 3) emerging new residential neighborhoods. Given the rapidity with which change occurs downtown, the *Downtown Development Strategy* is intended to guide downtown planning and development for the next 5-10 years.

The *Downtown Development Strategy's* vision and action items are based on five themes:

1. A creative winter city for the 21<sup>st</sup> century Downtown as a place where ideas, technology and creative talents can interact.
2. Building on downtown's strengths and assets Starting with what already makes downtown unique.
3. Livability A downtown that is a desirable place to live is also a desirable place to work and visit.
4. A balance of land uses Diversity creates vibrancy and economic health.
5. A connected, pedestrian-oriented downtown Downtown as a network of pathways that engage people.

With the *Saint Paul on the Mississippi Development Framework* as a starting point, the *Downtown Development Strategy* identifies trends, issues and challenges, and proposes a vision and set of strategies in five areas:

### Arts, Culture and Entertainment

The vision for **arts, culture and entertainment** is a downtown where attractions serve an increasing number of downtown and city residents, as well as visitors from throughout the Twin Cities region. Downtown will continue to be a thriving, diverse cultural and entertainment center, with a growing residential base, a strengthened network of green streets and public spaces, and strong historic character. This chapter contains strategies in three areas: 1) downtown as an arts, culture and entertainment center for the Twin Cities Metro Area; 2) heritage preservation; 3) and management.



### **Living**

The vision for **living** is a downtown that continues to grow as a residential neighborhood, adding a mix of housing types and price ranges in linked urban villages, and providing additional amenities to support downtown residents. Strategies are presented in five areas: 1) downtown as a growing residential neighborhood; 2) housing affordability; 3) residential amenities; 4) residential connections; and 5) infrastructure.

### **Working**

The vision for **working** is a central business district that reinforces Saint Paul as the office center of the East Metro region. Office jobs will continue to be principally concentrated in a compact core, with less dense clusters of jobs located within mixed-use urban villages outside of the core. Street-level retail will be concentrated at key nodes and along Wabasha and St. Peter streets, while State office expansion will occur south of I-94 in the downtown core. Improved transportation choices, safe and vibrant streets, new urban villages, and other amenities unique to Saint Paul will enhance downtown as a desirable place to work. Strategies are presented in three areas: 1) downtown as the office center of the East Metro region; 2) refocused downtown retail; and 3) general downtown livability.

### **Movement**

The vision for **movement** is a downtown with a first-class, balanced, integrated transportation system that supports downtown's economic vitality, mixed-use character and quality of life. Transit service will be improved to and within downtown, and improvements to the street and skyway system will enhance the pedestrian environment. Demand for parking will decrease as alternatives to driving are funded and used. Mixed-use redevelopment will reinforce these goals. The Saint Paul Downtown Airport will continue to be an important asset to downtown. Strategies are presented in six areas: 1) providing a balanced system of movement; 2) transit; 3) parking; 4) pedestrians; 5) bicycles; and 6) transportation management.

### **Public Realm, Parks and Recreation**

The vision for **public realm, parks and recreation** is a downtown with an enhanced public realm, parks and recreation system that is easily accessible, attractive and well-maintained, and that celebrates downtown's history, physical setting and proximity to the Mississippi River. A green network of downtown streets will connect urban villages, parks, plazas and the riverfront. From urban ecology to public art, the qualities of downtown's public realm will contribute to downtown's continued economic growth and vitality. Strategies are presented in five areas: 1) parks, trails and open space system; 2) green network of streets; 3) unique features, such as public art, view corridors and compactness; 4) public infrastructure; and 5) public realm management.

For each strategy, a set of implementors is indicated. In the Implementation chapter, strategies are arranged by implementor so that all partners can monitor and make progress on their own implementation responsibilities. The CapitolRiver Council will provide overall implementation coordination and monitoring, in addition to taking a stronger role in those strategies for which it is specifically listed as an implementation partner.

### **A Comprehensive Vision**

Downtown Saint Paul is in the midst of a renaissance, with a strong system of parks and public spaces forming the basis for new investment in housing; continued investment in arts, culture and entertainment; and reinvestment in vacant office space looking for new uses. Its unique sense of place - created by downtown's short blocks, human scale, intact historic fabric, and location on the Mississippi River - positions it well for the challenges that lie ahead. Is Saint Paul ready to be a city of the 21<sup>st</sup> century? The *Downtown Development Strategy* loudly says "yes," and lays out a vision and strategies to get us there.

## 2.0 Introduction

The *Downtown Development Strategy* is a 10-year policy plan initiated at the request of the CapitolRiver Council (the official citizen participation and planning organization representing downtown residents, businesses and institutions), and sponsored by the Saint Paul Planning Commission. The *Strategy* responds to the changing nature of downtown in five key areas: arts, culture and entertainment; living; working; movement; and public realm, parks and recreation. The *Strategy* is part of the City Comprehensive Plan, and as such will guide future public and private land use and investment decisions.

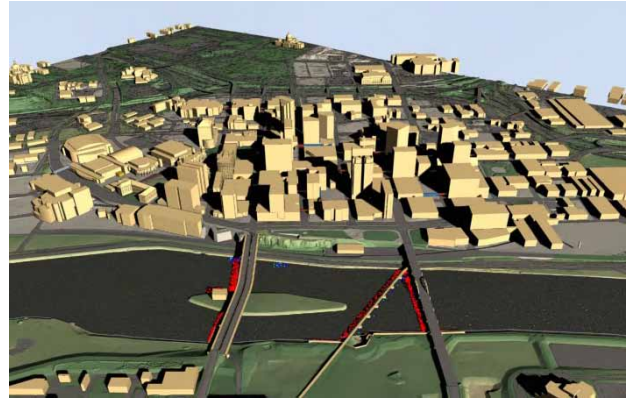
The study area for the *Downtown Development Strategy* is Planning District 17, which is focused around the downtown central business district and the State Capitol campus. This *Strategy* also considers, and in some cases makes recommendations for, key adjacent areas, including Lafayette Park immediately east of the Capitol campus, the Lower Phalen Creek area east of Lowertown, and the Upper Landing. Future development strategies for the area bounded by Summit Avenue, Ramsey Street, Pleasant Avenue/I-35E and Walnut Street (also part of District 17) are addressed in the *Irvine Avenue Development Plan*, adopted by the City Council in November 2002.

Downtown Saint Paul is strongly influenced by its unique natural setting and climate. Its location on the Mississippi River, framed by the river valley's bluffs, recalls the early history of the city, and defines its character and sense of place. Our northern climate presents both opportunities and challenges for establishing a public realm with active, vibrant, pedestrian-oriented streets on a year-round basis.

A number of themes are woven throughout the chapters of this *Strategy*. Taken together, they comprise the core of the *Strategy's* vision for downtown Saint Paul.

### **A creative winter city for the 21st century**

One of downtown's unique strengths lies in its potential to be a year-round hub of diversity, expertise, and a place where ideas, technology, and creative talents can interact.



### **Building on downtown's strengths and assets**

Downtown's physical strengths include an array of historic structures that tell the story of downtown's past, a wealth of existing and emerging green spaces and parks, and its proximity to and relationship with the Mississippi River. A growing resident population, and cultural hubs and nodes throughout downtown are also important strengths.

### **Livability**

A major goal in this *Strategy* is to identify, cultivate and improve those features that make downtown a desirable place to live. Doing so will foster a downtown that is also a desirable place to work and visit.

### **A balance of land uses**

New development will emphasize a mix of uses to animate and populate downtown streets throughout the day and night. Likewise, existing spaces downtown will be flexible to accommodate changing needs, such as surplus office space being converted to classrooms, or conversion of commercial space to housing.

### **A connected, pedestrian-oriented downtown**

Over time, connections within downtown and to adjacent areas will improve to meet the needs of residents, employees and visitors. Because of the small size and compact nature of downtown, walking between destinations will be safe, convenient and enjoyable.



## Urban Planning Context

This *Strategy* reinforces and complements the *Saint Paul on the Mississippi Development Framework*, which provides an urban design template for development of the city's central riverfront. The *Development Framework* did not address changes in the cultural, employment and housing sectors, as does this *Strategy*. The *Downtown Development Strategy* also affirms and updates some *Development Framework* recommendations, in particular those related to movement and the public realm.

The *Saint Paul on the Mississippi Development Framework* is based on the following ten principles. It is expected that new development and redevelopment suggested in the *Downtown Development Strategy* will meet these principles, as well as urban design guidelines derived from these principles.



The *Development Framework* envisions downtown as a series of linked, mixed-use urban villages centered on public greens.

1. **Evoke a sense of place.** Create a physical setting for new development that says, "This is Saint Paul."
2. **Restore and establish the unique urban ecology.** Look for opportunities to restore those parts of the natural environment that have been lost over time due to development, such as trees, native habitats and clean water.
3. **Invest in the public realm.** Create a network of streets, sidewalks and parks that are safe, vibrant and pedestrian-friendly.
4. **Broaden the mix of uses.** Create a downtown and riverfront where people live, work and play.
5. **Improve connectivity.** Provide people with safe, attractive and convenient ways to move between their neighborhoods, downtown and the river.

6. **Ensure that building support broader city-building goals.** Design new buildings to fit into their surroundings and make adjacent public spaces active.
7. **Build on existing strengths.** As we rebuild, start with what we already treasure - our historic buildings, parks, tree-lined streets, and the Mississippi River.
8. **Preserve and enhance heritage resources.** Preserve historic buildings and public spaces.
9. **Provide a balanced network for movement.** Design city streets to accommodate pedestrians, cars, buses, bikes, on-street parking, landscaping, lighting and signs.
10. **Foster public safety.** Increase the number of people in our public spaces downtown, along the riverfront and in our neighborhoods.

This *Development Strategy* is intended to provide broad policy guidance for all of Downtown Saint Paul. In sub-areas experiencing significant land use change, such as Lowertown and the emerging Fitzgerald Park area, additional planning is expected to follow this process.

## Implementation

Successful implementation of the *Downtown Development Strategy* depends on the on-going commitment of the collaboration of downtown residents; business owners; community-based organizations; civic, cultural and arts groups; City staff and "movers and shakers" that prepared the *Strategy*. The CapitolRiver Council will assume primary responsibility for overseeing implementation, and will call on its partners to achieve the *Strategy's* vision of vitality, diversity, creativity and livability.



## 3.0 Arts, Culture and Entertainment

### Trends

The Capital City has seen a multi-layered network of cultural resources and diverse public places evolve in recent decades: a growing cultural district of large and medium-sized theatres and museums; a vibrant professional community of arts organizations and independent artists living and operating businesses in and near Lowertown; new arts-related educational facilities, including MusicTech and a performing arts charter high school; a successful and expanding Farmers' Market; a major sports arena; a variety of green and public spaces; preservation of the city's historic architectural fabric; and the Capitol campus itself. Downtown cultural, arts and entertainment attractions now bring more than 3.6 million annual visitors to downtown.

### Issues/Challenges

There are a number of on-going challenges related to the increased number of visitors downtown, including orientation, traffic, parking, connections between venues and safety. A diverse range of small and large arts, cultural and entertainment venues must be provided to maintain downtown's role as a regional center. The potential for public art to help identify and celebrate Saint Paul has not been fully realized; a stronger commitment to public art is needed. As in the past, there is often tension between new development and preservation of historic buildings. While the heritage designation study now being conducted by the Heritage Preservation Commission is an important step, additional measures are needed to help preserve historic buildings while accommodating new development.

### Vision

Downtown's arts, cultural and entertainment attractions will serve an increasing number of downtown and city residents, as well as visitors from throughout the Twin Cities region.

Downtown Saint Paul will continue to be a thriving, diverse cultural center, with a growing residential base, served by a strengthened network of green streets and public spaces that connect internally and to adjacent neighborhoods, as well as to the Capitol. Through the preservation and celebration of the Capital City's unique historic resources, and its geographic relationship to the Mississippi River, the quality of life experienced by residents and visitors will be continually enhanced. An expanded Farmers' Market will serve both downtown residents and regional citizens.



Downtown has a wealth of live/work units for artists, predominantly in Lowertown.

### Strategies

#### Arts, Culture and Entertainment Center for the Twin Cities Metro Area

- 3.1. Support the diversity of cultural offerings downtown by continuing to invest in and strengthen downtown's cultural "nodes," such as Lowertown, the emerging West Seventh entertainment district, and the area around Rice Park.  
**Implementors:** PED, Lowertown Redevelopment Corporation, Public Art Saint Paul
- 3.2. Broaden the range of arts/culture/entertainment venues downtown to appeal to residents, employees and young people, as well as citizens of the region. While a detailed marketing survey should be done, preliminary ideas include art galleries, a ceramics center, a movie theater, more venues for small theater groups, higher education facilities and sports facilities.  
**Implementors:** PED, Lowertown Redevelopment Corporation



The Northern Warehouse was one of the first warehouse buildings in Lowertown to be converted to artists' studios and lofts.

- 3.3. Encourage the Cultural STAR Board to develop a strategic plan to guide future investment in developments that will support each of downtown's cultural nodes, with funding priority directed to smaller cultural establishments (e.g. galleries, arts housing, etc.) and public infrastructure improvements that connect venues.

**Implementors:** Cultural STAR Board

- 3.4. Support the already-established and growing community of independent artists living and working downtown. The City and other key organizations should develop a dynamic partnership to promote awareness of and market the independent arts sector. Suggested actions include internet links, an annual "business mixer" with artists, sponsored exhibits at the Science Museum, skyway exhibits, and joint advertising of various events and venues.

**Implementors:** City Marketing Director, Chamber of Commerce, Capital City Partnership, Saint Paul Art Collective and other arts organizations, BOMA, Downtown Building Owners Association

- 3.5. Support using public resources to fund the Farmer's Market expansion plans for a new outdoor market, an indoor hall that would operate year-round, and an eventual "market district." These improvements are a key opportunity to increase downtown visitors, support local growers, provide grocery services to downtown residents, expand the Market's influence, promote synergy with the surrounding artists' community and downtown hospitality establishments, and maintain Lowertown's special identity and sense of place.

**Implementors:** Saint Paul Growers' Association, PED, Lowertown artists' community

- 3.6. Strengthen the role of public art so that it is truly integrated into large urban design and placemaking efforts, and ensure early and meaningful participation by public artists in public and private development projects.

**Implementors:** PASP, City departments, private developers

- 3.7. Engage Public Art Saint Paul (PASP) to develop a public art plan for Saint Paul (similar to the framework PASP created for Madison, Wisconsin), using the 1997 "Placemaking in Downtown Saint Paul" plan as a starting point.

**Implementors:** City Council, PASP

- 3.8. Revisit the "Percent for Art" city ordinance. In downtown, consider requiring (as many other cities already do) a dedication of a portion of project construction budgets towards creation and maintenance of public art.

**Implementors:** City Council, PASP

- 3.9. Balance improved traffic and parking management for larger cultural and entertainment attractions with improved transit access. Publicize parking locations and encourage cultural institutions to coordinate with existing parking facilities.

**Implementors:** Transportation Management Organization; cultural organizations, especially the Science Museum, Ordway and Children’s Museum; Chamber of Commerce

- 3.10. Expand opportunities for artist-owned housing, both in Lowertown and other emerging residential areas, such as the North Quadrant. Additional City commitment is needed in both the construction of new units and renovation of existing structures.

**Implementors:** PED, Artspace, Lowertown Redevelopment Corporation

- 3.11. Promote the establishment of artist-related retail services where none currently exist (e.g. art supply store).

**Implementors:** PED, Lowertown Redevelopment Corporation

- 3.12. Prepare a restaurant and events guide for distribution to visitors, residents and employees.

**Implementors:** Convention and Visitors’ Bureau, Capital City Partnership

**Heritage Preservation**

- 3.13. Support regular, on-going efforts to inventory and recommend historic or threatened properties for local designation as heritage preservation sites.

**Implementors:** Heritage Preservation Commission, City Council, Historic Saint Paul

- 3.14. Designate a Rice Park Historic District that includes the Saint Paul Hotel, the Minnesota Club, and the Telephone Building as recommended by the *Saint Paul Survey and Designation Project (December, 2001)*. Support the study’s recommended designation of additional individual buildings downtown.

**Implementors:** Heritage Preservation Commission, CapitolRiver Council, City Council

- 3.15. Initiate local heritage preservation designation for all downtown buildings that are listed on the National Register of Historic Places.

**Implementors:** Heritage Preservation Commission

- 3.16. Conduct a study on financing tools and incentives (such as rehabilitation tax credits) to promote retention and protection of historic buildings and sites.

**Implementors:** CapitolRiver Council, HPC, City Council Research, Historic Saint Paul

- 3.17. Broaden the use of preservation tools for older buildings not in a heritage preservation district or individually designated.

**Implementors:** PED, Historic Saint Paul

- 3.18. Consider the historic and architectural significance of each remaining building downtown as important as its “highest and best” use when determining its fate; consult with the Heritage Preservation Commission on a building’s significance when a building that is not yet inventoried or designated is threatened with demolition.

**Implementors:** PED, Heritage Preservation Commission



Lawson Software sensitively fits within its historic context, including the Hamm Building and Landmark Center.

3.19. Prioritize building retention, preservation, rehabilitation and adaptive re-use over demolition.

**Implementors:** PED, Heritage Preservation Commission, developers

3.20. Encourage the creative incorporation of existing buildings into new development.

**Implementors:** Design Center, PED, developers



The development of Galtier Plaza incorporated the facade of a historic building into its design.

3.21. Ensure, through appropriate urban design, that new buildings fit into the existing historic fabric.

**Implementors:** Design Center, Heritage Preservation Commission, developers

3.22. Encourage new building design and architecture that demonstrate creative, modern interpretations of traditional architectural principles.

**Implementors:** Design Center, developers

3.23 Support the Preservation Development Initiative to link downtown economic development with preservation.

**Implementors:** PED, Heritage Preservation Commission, Historic Saint Paul, National Trust for Historic Preservation

#### **Management**

3.24. Improve public safety by increasing the number of police on foot patrol in areas where cultural and entertainment attractions draw a large number of visitors.

**Implementors:** Police Department, BOMA

## 4.0 Living

### Trends

Downtown Saint Paul is increasingly a place to live. According to the 2000 U.S. Census, downtown now has approximately 6,000 residents (an increase of nearly 1500 since 1990). Downtown's growth rate of 33.7% between 1990 and 2000 outpaced all other city neighborhoods. Downtown residents tend to be adults (especially ages 25-34 and 45-84), have a small average household size (1.49 persons per household), and with the current mix of housing stock are almost twice as likely to rent as to own. While downtown is seeing an increase in the number of residents, it is seeing a significant decrease in viable retail.

Downtown's population will continue to grow, with an additional 700 housing units under construction or planned in the North Quadrant alone, and another 1000-1500 units planned for riverfront sites. New housing developments will bring additional young professionals, families with children, and seniors, and will provide activity, vitality, and a ready market for the employment, retail, cultural and recreation sectors in downtown. Recently, complementary uses have emerged that make downtown more like other residential neighborhoods, including new schools (the Minnesota Business Academy and MusicTech) and parks (Wacouta Commons).

### Issues/Challenges

Maintaining Downtown as an affordable, diverse residential neighborhood is a challenge, given the continually increasing costs of developing new units and maintaining the existing stock. The current housing stock is scattered throughout downtown (see map), and ranges in age and style from mid-rise warehouse buildings in Lowertown dating from the 1880's to modernist high-rises built in the 1970's-80's.

Not all of downtown's existing housing has good pedestrian access to the rest of downtown. In some cases, existing



Sibley Court Apartments, with 122 units of rental housing, completes Phase II in the North Quadrant Urban Village.

housing is isolated from important amenities, services and the Mississippi River. Providing parking is an ongoing challenge, both because new housing construction will displace surface parking, and downtown residents will desire dedicated parking. The design of new construction, and attention to connections within downtown and to adjacent neighborhoods, influence how residents perceive the quality of place and how deeply they have a sense of belonging to a community. Additional amenities, both retail and recreational, are needed to support the existing and future population of downtown.

### Vision

Downtown Saint Paul will continue to grow as a residential neighborhood, adding a mix of housing types and price ranges in linked urban villages. There will be more live-work units and units for sale. Additional amenities and services will be in place to support downtown residents, including an expanded Farmers' Market. Downtown will be increasingly known as a desirable place to live, with active and inviting streets and public spaces that are attractive, safe, and vibrant.

## Strategies

### A Growing Residential Neighborhood

- 4.1. Increase the number of housing units downtown. The City's 1999 Land Use Plan projected 3,000 new housing units around downtown and the West Side Flats by 2020. The Kelly Administration has stated a citywide goal of 5,000 new units by 2005, with about 2,000 units assigned to downtown and its environs (Upper Landing, West Side Flats and Lowertown Bluffs).

**Implementors:** PED, developers, housing providers, Lowertown Redevelopment Corporation

- 4.1.1 New prime opportunity areas include the following: Lower Landing/Post Office area, Kellogg Boulevard, the St. Joe's hospital neighborhood, Fitzgerald Park, and the West Seventh/Wild Arena area (see map). The first priority should be the Lower Landing; the second priority should be Kellogg Boulevard.

**Implementors:** PED

- 4.2. Increase the number of ownership units downtown to balance with the existing supply of rental units, thus improving housing choice.

**Implementors:** PED, developers, housing providers

- 4.3. Provide a range of price options in new housing, from upper-end/luxury to single-room occupancy.

**Implementors:** PED, developers, housing providers

- 4.4. Ensure that new housing development meets the City's adopted policy that ten percent of units assisted with City funds be affordable to a family at 50% of the metro area median income and ten percent of the units be affordable to a family at 30% of the metro area median income.

**Implementors:** PED, developers, housing providers



The Dakota, with 37 condominiums/townhouses, joins the Essex in providing the first new ownership housing in downtown in decades.



With a broader range of housing types downtown, more children will energize the neighborhood.

- 4.5. Increase the amount of life-cycle housing downtown through new development and rehabilitation/conversion of existing buildings, including vacant office buildings as appropriate. Additional senior units, live-work units (such as artists' lofts) and family units are some of the additional housing types needed. Mixed-use development that combines retail or office uses with housing is desirable whenever possible.

**Implementors:** PED, developers, housing providers, Minnesota Housing Finance Agency, Fannie Mae, Lowertown Redevelopment Corporation

- 4.6. Complete housing development in the North Quadrant, adding senior housing, and balancing owner and rental units across price ranges.

**Implementors:** PED, developers

- 4.7. Continue the partnership between the City and neighborhood to promote additional residential development, involving the neighborhood early in the process of soliciting and selecting developers, and reviewing projects. Early neighborhood involvement is important so that opportunities and problems can be identified very early in the process.

**Implementors:** PED, CapitolRiver Council

4.8. Continue to staff Project Facilitators in the City's Office of Licensing, Inspections, and Environmental Protection to assist in the development process.

**Implementors:** LIEP

4.9. Encourage the involvement of the Design Center in the design of all new downtown residential development, as a condition of project financing or through a development agreement.

**Implementors:** PED, Design Center

4.10. Improve the marketing of downtown housing, using web sites (e.g. ilovestpaul.com) and other technology to advertise housing opportunities.

**Implementors:** Capital City Partnership, Mayor's Office, Lowertown Redevelopment Corporation

4.11. Whenever possible, encourage a mix of uses in new housing development. For example, consider housing an appropriate mix with office uses in a single building, to encourage vertical mixed-use, enliven office buildings for more hours of the day, and strengthen the sense of downtown as a "24-hour" neighborhood.

**Implementors:** PED, CapitolRiver Council, Capitol Area Architectural and Planning Board, Capital City Partnership, Lowertown Redevelopment Corporation

4.12. Work with major downtown employers to identify opportunities and needs for additional housing for downtown employees.

**Implementors:** PED, CapitolRiver Council, Capital City Partnership

#### **Preserving Downtown Affordability**

4.13. Preserve and enhance existing residential structures through on-going maintenance and rehabilitation.

**Implementors:** Building owners, LIEP

4.14. Support efforts to preserve existing housing units in historic buildings.

**Implementors:** Lowertown Redevelopment Corporation

4.15. Ensure the affordability of downtown housing by promoting a better mix of units types, costs and sizes.

**Implementors:** PED

#### **Residential Amenities**

4.16. Enhance the Central Library as a resource for downtown residents.

**Implementors:** Library Services

4.17. Support opportunities for additional neighborhood-serving retail and services in close proximity to concentrations of housing, as downtown's population and trade area grow sufficiently large. Examples include additional book stores, dry cleaners, restaurants (open after 5:00 p.m.), pharmacies, a community center, niche retail uses such as an art supply store and a bakery, and a hardware store.

**Implementors:** Lowertown Redevelopment Corporation, PED

4.18. Monitor the need for year-round amenities for the growing number of youth and seniors downtown: e.g., a senior center, parks and play spaces, schools and daycare centers.

**Implementors:** CapitolRiver Council, Parks and Recreation, corporate sponsors

4.19. Promote use of downtown's cultural venues by residents through discount passes, reduced membership rates, etc.

**Implementors:** downtown cultural organizations, Convention and Visitor's Bureau, CapitolRiver Council

The Tilsner Co-op was established to maintain housing options and affordability for artists.



# Downtown Housing Typology

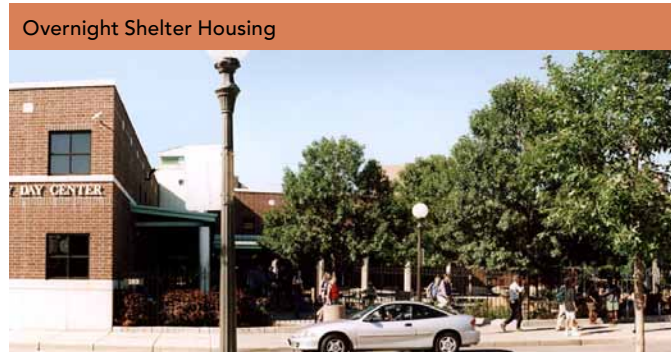
Downtown already contains a rich diversity of housing options, which should be maintained and expanded.



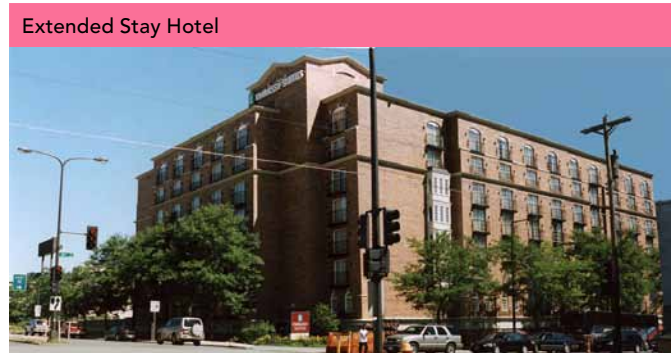
Galtier Towers (left), 172 6th Street East



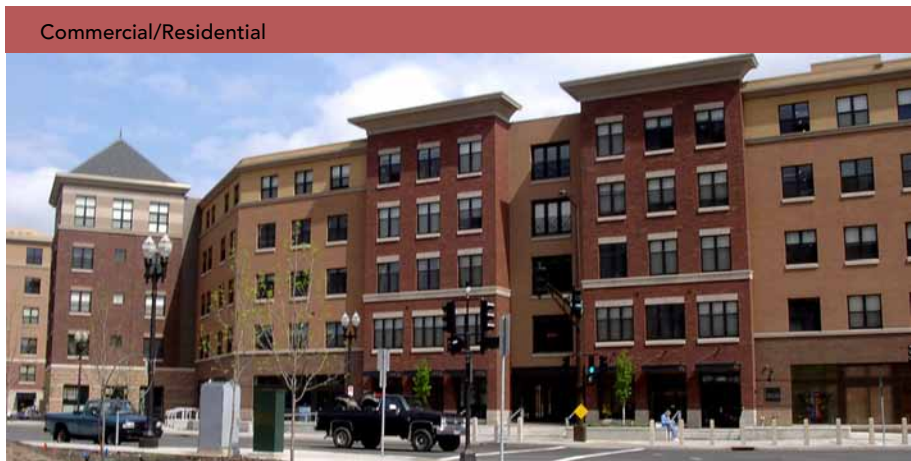
City Walk, 66 9th Street E.



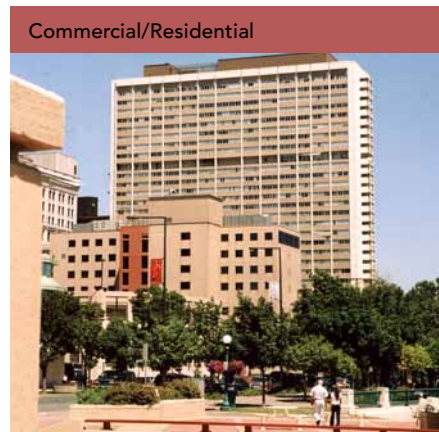
Dorothy Day Center



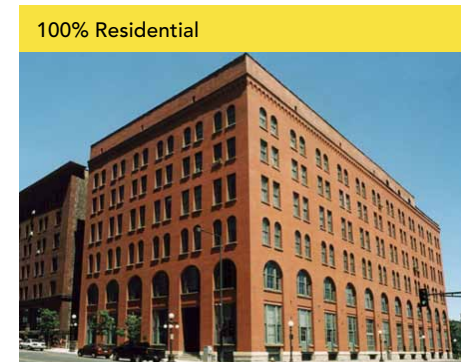
Embassy Suites Hotel,  
175 E. 10th Street



Sibley Park Apartments, 7th Street East



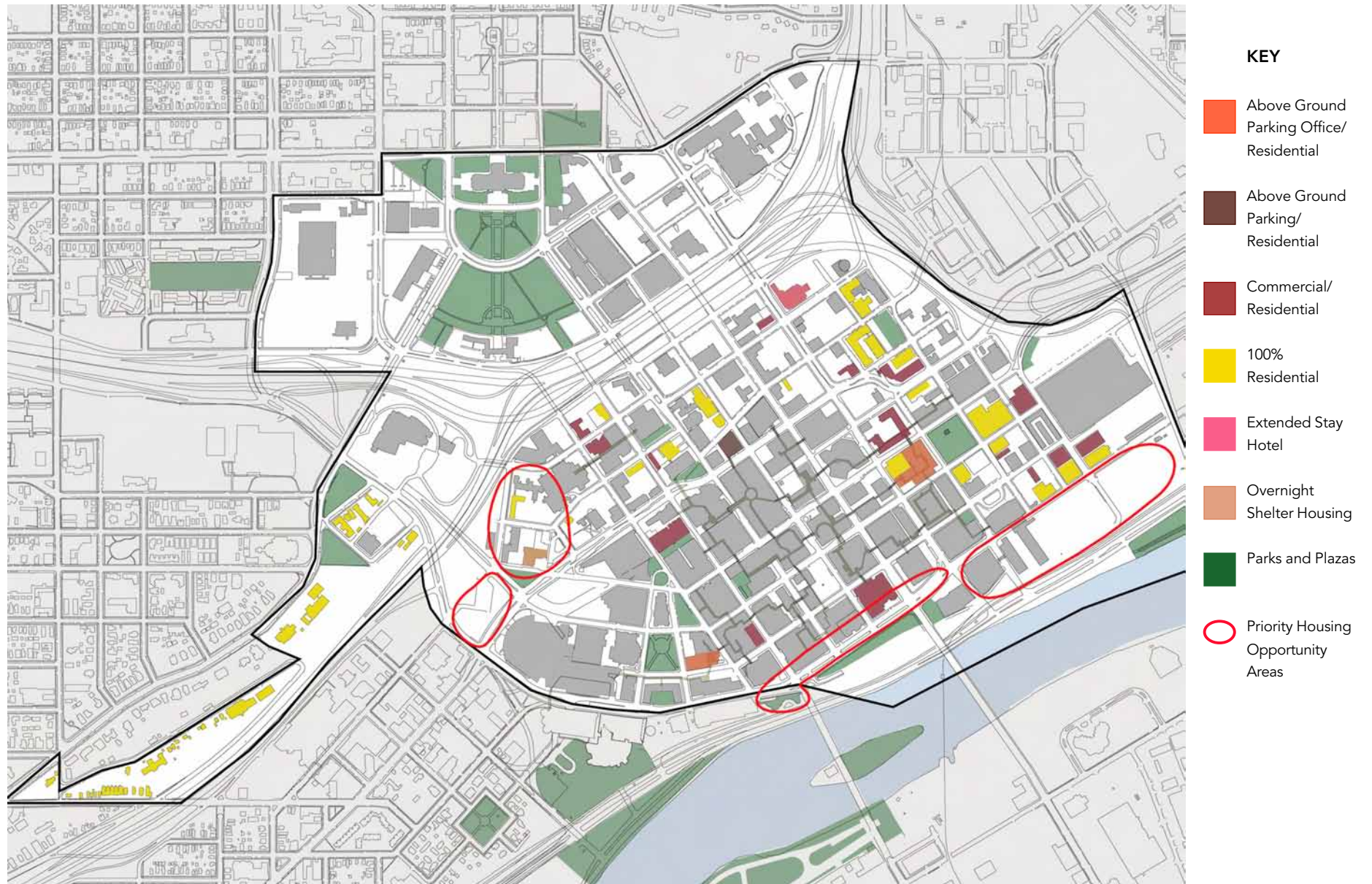
Kellogg Square, 111 E. Kellogg Boulevard



Tilsner Artist Coop, 300 Broadway Street



# Downtown Housing Typology





Landmark Plaza will be the newest of downtown's parks when it is completed in 2003.

- 4.20. Maintain downtown's parks and other green spaces. (See Strategies 7.28-7.34 for more detailed recommendations).

**Implementors:** Parks and Recreation, residential organizations, CapitolRiver Council

- 4.21. Provide a range of basic improvements connected with livability, such as: additional bike racks, street trees, benches, lighting, better attention to street and sidewalk cleaning, snow and ice removal, and general maintenance of public areas.

**Implementors:** Public Works, Parks and Recreation, building owners

- 4.22. Improve public safety by increasing the number of police on foot patrol in residential areas, especially during the evening.

**Implementors:** Police Department, BOMA

- 4.23. Improve public safety by incorporating Crime Prevention Through Environmental Design (CPTED) principles into new residential development.

**Implementors:** Police Department, PED

#### **Residential Connections**

- 4.24. Provide clear, accessible and safe pedestrian access to the river and new river trails for all new residential development. The Lower Landing area is a key opportunity area for redevelopment that restores physical and visual connections to the river.

**Implementors:** PED, Public Works, Parks and Recreation

- 4.25. Improve connectivity between downtown neighborhood sub-areas through a variety of means, including completing pedestrian and green networks (the Renaissance Project is one example), and creating additional

downtown transit options. (Also see *Movement and Public Realm, Parks and Recreation* chapters).

**Implementors:** Parks and Recreation, Public Works

- 4.26. Support efforts to re-establish the connection between downtown and adjacent natural areas, such as between Lowertown and the Bruce Vento Nature Sanctuary.

**Implementors:** CapitolRiver Council, Dayton's Bluff Community Council, Parks and Recreation, Public Works, Lowertown Redevelopment Corporation

- 4.27. Connect new housing on the edge of the downtown core (e.g., in the North Quadrant and Lowertown) via at-grade, weather-protected routes, rather than skyways. Skyways are an appropriate way to connect high-rise, high-density units in the core, but not in areas where new housing has direct access to the street. Alternatives include wide awnings, arcades and radiantly-heated sidewalks.

**Implementors:** PED, Design Center, Public Works, Parks and Recreation

#### **Infrastructure**

- 4.28. Ensure adequate provision of parking for new residents, keeping in mind that parking demand may be less given downtown's multi-modal character, the opportunity for residents to walk to work, and the many options for shared parking with employees.

**Implementors:** PED, developers

- 4.29. Expand Saint Paul's community energy system (district heating and cooling) throughout downtown so all residents can benefit from "green energy" produced in an environmentally-responsible manner.

**Implementors:** Disitric Energy St. Paul, Inc., housing developers.

## 5.0 Working

### Trends

After a period of decline between the late 1980's and early 1990's, the downtown Saint Paul office market rebounded in the mid-1990's, with an increase in available square footage and assessed values, and reduced vacancy rates. Despite the current economic downturn, Saint Paul is again perceived as a desirable place to locate businesses. The F.I.R.E. (Finance, Insurance and Real Estate) and service sectors, along with government, comprise the majority of jobs downtown. Government jobs are expected to continue to be an important source of downtown job growth, as the State of Minnesota looks for expansion and consolidation opportunities downtown. In addition, Lowertown has become an attractive location for high-tech/cyber industries, as well as a growing community of resident artists and related businesses. The downtown skyway and street-level retail market has declined since the 1980's, with the withdrawal of retail from Galtier Plaza, Town Square and the World Trade Center. A smaller-scaled retail presence is refocusing at the street level along Wabasha and St. Peter streets, in addition to skyway-level retail in the heart of the downtown core.

These trends mirror a national trend that has seen the identity of downtowns evolve from that of manufacturing centers in the 1940's-1950's, to major retail and service centers in the 1960's-1970's, to entertainment centers in the 1980's-1990's, and now to creative centers with a hybrid of traditional office workers, high-tech workers, information-based services, universities, artists and entrepreneurs. These so-called "creative" downtowns and the knowledge workers they attract place a premium on compactness and density with mixed-uses, active streets, live-work spaces, outdoor recreation, a high-quality public realm, and cultural diversity.

### Issues/Challenges

Downtown Saint Paul has tended to be hit later and harder by economic downturns. In addition to maintaining a healthy and

competitive mix of jobs that can withstand cyclical economic pressures, there are basic on-going needs that determine downtown's attractiveness to potential employers. These include good transportation access by all modes, safety, an attractive public realm, and a mix of retail and other amenities that serve downtown employees as well as residents and visitors. Continued cycles of high office vacancy rates raise the question of whether downtown has too much office space, or whether that space is flexible enough to accommodate other potential uses, such as classrooms or housing. Is Saint Paul ready to be a city of the 21st century, a city of technology, ideas, creativity, the arts, knowledge?

### Vision

A thriving downtown central business district will reinforce Saint Paul as the center of the East Metro region. Office jobs will continue to be principally concentrated in a compact core area, with less-dense clusters of jobs in mixed-use urban villages outside of the core. High-tech workers will continue to locate downtown.

Street-level retail will be concentrated at key nodes and along corridors such as Wabasha and St. Peter streets. The State Capitol campus will become more physically connected to the downtown fabric through expansion of State offices south of Interstate 94. Improved transportation choices, safe and vibrant streets, new urban villages, and other amenities unique to Saint Paul will enhance downtown's reputation not only as a desirable place to work, but also to live and play. An expanded Farmers' Market will establish a national model for agricultural diversification and grower-direct sales for Minnesota family farmers, as well as serve a growing downtown residential population.



## Strategies

### Office Center of the East Metro Region

- 5.1. Maintain a compact downtown by focusing new high-density office jobs in the downtown core (bounded by Kellogg, Sibley, 7th and St. Peter), an area that is already well-served by skyways, parking and transit.  
**Implementors:** Capital City Partnership
  - 5.2. Support lower-density office development (in mixed-use buildings wherever possible) outside the downtown core, ensuring that building scale is consistent with the *Saint Paul on the Mississippi Development Framework*.  
**Implementors:** Design Center, PED, Capital City Partnership, Lowertown Redevelopment Corporation
  - 5.3. Encourage all employers needing office space to meet their needs within the existing supply of vacant office space before constructing new office space. (New construction may be appropriate under certain conditions, such as the size of required space, demonstrated viability, benefit and whether the business is already located downtown.) Support efforts to improve the quality of and ease of access to information on available office space.  
**Implementors:** Capital City Partnership, BOMA , Downtown Building Owners Association
  - 5.4. Support the efforts of the existing public-private partnership to manage the expansion of State government offices downtown, in conjunction with the Capitol Area Comprehensive Plan.  
**Implementors:** PED, Port Authority, Capital City Partnership, BOMA, MN Department of Administration, Capitol Area Architectural and Planning Board, Downtown Building Owners Association (DBOA)
  - 5.5. Strengthen the physical connections between the Capitol Campus and downtown Saint Paul.  
**Implementors:** See Strategies 5.5.1-5.5.4
- 5.5.1 Encourage new State office growth to locate in areas well-served by transit, such as the downtown core south of Interstate 94.  
**Implementors:** Department of Administration, Capitol Area Architectural and Planning Board, Capital City Partnership, PED, BOMA, DBOA
  - 5.5.2 Encourage a downtown State office presence that integrates into the surrounding fabric and that contributes to a lively, “24-hour” neighborhood. Support efforts to integrate non-office uses (e.g. retail, housing) into State office buildings. Avoid an over-concentration of single-use State office buildings in any one area.  
**Implementors:** Department of Administration, Capitol Area Architectural and Planning Board, Capital City Partnership, PED, BOMA, DBOA, CapitolRiver Council
  - 5.5.3 Enclose the gulf created by Interstate 94 between the Capitol campus and downtown by encouraging redevelopment facing the freeway at a scale and height consistent with the Capitol Area Comprehensive Plan.  
**Implementors:** Department of Administration, Capitol Area Architectural and Planning Board, Capital City Partnership, PED, BOMA, DBOA, CapitolRiver Council
  - 5.5.4 Enhance the St. Peter, Wabasha and Cedar bridges over I-94 for improved pedestrian access, safety and convenience. This can be accomplished with landscaping, ornamental lighting and railings, comfortable sidewalks and public art.  
**Implementors:** Public Works, Capitol Area Architectural and Planning Board, Parks and Recreation, Public Art Saint Paul

- 5.6. Pursue mixed-use redevelopment of underutilized parcels along the frontage roads on both sides of Interstate 94 and along Wabasha, Cedar, and Minnesota streets. Consider this area for a precinct plan after the adoption of the *Downtown Development Strategy*.

**Implementors:** Capitol City Partnership, PED, Design Center

- 5.7. Prepare a Fitzgerald Park Precinct Plan to address new development, housing opportunities and public realm infrastructure in the area roughly bounded by 7th, St. Peter, 11th and Minnesota streets.

**Implementors:** Design Center, PED, CapitolRiver Council

- 5.8. Support efforts to market and strengthen the downtown business sector. Current examples include the Capital City Partnership's business recruitment and retention efforts and the Chamber of Commerce's Bold Futures campaign that targets workforce development, economic development, and marketing in the East Metro area.

**Implementors:** Capital City Partnership, Chamber of Commerce, BOMA, Downtown Building Owners Association

- 5.9. Convene a Business Recruitment Summit to coordinate recruitment efforts focused on downtown.

**Implementors:** Capital City Partnership, Port Authority, PED, CapitolRiver Council

- 5.10. Expand Saint Paul's community energy system (district heating and cooling) so all commercial buildings can benefit from "green energy" produced in an environmentally-responsible manner.

**Implementors:** District Energy St. Paul, Inc.



Ecolab Plaza serves as a gathering place not only for Ecolab employees, but for all of downtown's residents, employees and visitors.

### Refocused Downtown Retail

- 5.11. Focus pedestrian-friendly, small-scale, street-level retail along Wabasha and St. Peter streets (the four blocks between Fourth and Seventh streets are the highest priority, then north of Seventh Street), and at neighborhood nodes such as in Lowertown and North Quadrant.

**Implementors:** Capital City Partnership, PED, Chamber of Commerce, private developers, Lowertown Redevelopment Corporation

- 5.12. Encourage new and existing retail to have a street-level, storefront presence.

**Implementors:** PED, Design Center

- 5.13. Maintain skyway-level retail in the downtown core, and improve visible connections to the street with better signage.

**Implementors:** Building owners, Capital City Partnership

- 5.14. Encourage a variety of retail uses with a range of price points to best serve the needs of downtown employees, residents and visitors.

**Implementors:** Capital City Partnership, Lowertown Redevelopment Corporation, PED

- 5.15. Support retail with an adequate supply of short-term parking, good pedestrian connections, and transit.

**Implementors:** Public Works, Parks and Recreation, Metro Transit

- 5.16. Encourage and maintain a balance between locally-owned and national retailers in the mix of retail businesses.  
**Implementors:** Capital City Partnership, PED
- 5.17. Conduct a retail market study to help focus retail and assess emerging demand.  
**Implementors:** PED
- 5.18. Support the creation of a Market District in Lowertown, whereby the artists' community, an expanded Farmers' Market, and new food-related businesses work together to create a critical mass, serving downtown and the region.  
**Implementors:** Lowertown Redevelopment Corporation, Lowertown artists' community, Saint Paul Growers Association, PED
- Other Employment Objectives**
- 5.19. Encourage public investments in the regional transit system to broaden transportation choices for downtown employees, and to improve the utilization of the downtown parking supply (see Movement chapter for more detailed recommendations).  
**Implementors:** MN Legislature, Metropolitan Council, Transportation Management Organization
- 5.20. Provide a clean, safe and attractive physical environment that enhances downtown's vitality and that will attract continued investment.  
**Implementors:** building owners, BOMA, Public Works, Downtown Building Owners Association, Lowertown Redevelopment Corporation
- 5.21. Improve public safety by incorporating Crime Prevention Through Environmental Design (CPTED) principles into new commercial development.  
**Implementors:** Police Department, PED, developers
- 5.22. Promote greater employer participation in ride-sharing, Metropass and other transit programs to decrease the amount of new parking required downtown.  
**Implementors:** downtown and Capital area employers, Transportation Management Organization
- 5.23. Encourage the continued construction of a diverse range of downtown housing units in order to meet some of the employee housing demand within walking distance of work.  
**Implementors:** PED, Lowertown Redevelopment Corporation
- 5.24. Strengthen and publicize the amenities that make downtown Saint Paul a creative downtown environment, such as active streets, attractive and well-maintained parks and other public spaces, vibrant cultural attractions, food and entertainment venues, good connections to the river and other special amenities.  
**Implementors:** Public Works, Parks and Recreation, Convention and Visitors' Bureau, Lowertown Redevelopment Corporation
- 5.25. Market additional after-work cultural events to encourage downtown employees to stay downtown after work, as well as to appeal to residents and visitors.  
**Implementors:** Mayor's Marketing staff, Mayor's Arts and Culture Partnership, Capital City Partnership, BOMA, Downtown Building Owners Association, Convention and Visitors' Bureau

## 6.0 Movement

### Trends

Historically, the emphasis in downtown Saint Paul has been on moving automobiles efficiently and providing cheap, convenient parking. In the past, making downtown car-friendly was a strategy to keep the central business district competitive, at a time when mobility meant prosperity. As a result, single-occupancy cars, relative to other modes of transportation, have dominated trips in and out of downtown. Whereas in the past moving *employees* in and out of downtown was the key issue in downtown movement, today a growing *resident* and *visitor* population presents additional challenges to moving people to, within and through downtown. For example, pedestrian volumes have seen double-digit increases along the Wabasha area retail corridor and around Rice Park. Looking broader, improving transit service to downtown has become part of a regional strategy to maintain the viability of the Metropolitan Area's core cities.

In the past, Saint Paul has lagged well behind Minneapolis in the proportion of commuters who use transit or bicycle to work. Meanwhile, parking lot and ramp vacancy rates have increased in the past year, due to increased office vacancy rates, and increased parking costs when surface lots are redeveloped. Recently, the City has focused significant energy on solving parking, transit and traffic issues downtown, with a number of tangible results, including creation of a downtown Transportation Management Organization.

### Issues/Challenges

Managing parking is an on-going challenge. The current supply of parking is not utilized efficiently and distorts consumer choice relative to other modes of transportation (e.g. transit). Decisions to create new parking frequently occur in a "one-building-at-a-time" mode. There is substantial room for better coordination of existing resources and more thoughtful planning of future needs. Given the City and regional emphasis on focusing investments along new and enhanced transit corridors, downtown should set reasonable goals for increased transit ridership. With increased transit ridership come the issues of

integrating stops into the downtown street and skyway system, designing stops so that they enliven the streets on which they are located and complement parks and other public spaces, and siting stops so that they foster and are integrated with transit-oriented development. Providing accommodations for bicycles and pedestrians downtown has traditionally lagged relative to cars and buses. There is a need for strengthened strategic investments that are better balanced between all modes of movement. The narrowness of rights-of-way downtown poses a challenge to potential bicycle and pedestrian improvements, and will require creative solutions.

### Vision

Downtown Saint Paul will have a first-class, balanced, integrated transportation system that supports its economic vitality, mixed-use character and quality of life. Transit users will benefit from improved and coordinated service to and within downtown, as well as attractive, safe and clean transit facilities. Bus rapid transit, light rail transit and high-speed commuter rail will add to the range of transit options that serve downtown. On-going investments at bus stops will continue, and, where possible, adjacent redevelopment will occur to take best advantage of increased transit service through downtown. In this way, transit service will fit seamlessly into the surrounding urban fabric. Bicycle access to, within and through downtown will be enhanced. As a result, more commuters will use transit, bicycles and carpools to get to downtown jobs. Key pedestrian connections (including vertical connections to the skyway network) will be improved throughout downtown. There will be a better overall system of transportation management in place to help manage event-related congestion, use the existing resources as efficiently as possible, and comprehensively plan for future needs. Demand for parking will decrease as alternatives to driving are funded and used. Mixed-use redevelopment will reinforce these goals by filling in vacant and underutilized parcels, and by allowing more trips to be multi-purpose. Finally, the Saint Paul Downtown Airport will continue to be an important asset to downtown.



Thousands of bus riders come through downtown on a daily basis, making it a major transit hub for all bus routes serving Saint Paul.

## Strategies

### Balanced System of Movement

- 6.1. Increase the diversity in modal choice for persons arriving downtown, by doubling transit ridership, carpooling/vanpooling, and bicycle commuting. This will reduce congestion during peak hours, reduce the amount of new parking needed downtown, and improve the pedestrian environment.

Mode Split %	Current (2001)	Target (2020)
Car (Single-Occupancy)	79%	58%
Carpool/Vanpool	<1%	2%
Bus and other transit	18%	36%
Bicycle	1%	2%
Pedestrian	<1%	2%

Source: Metro Commuter Services; Metro Transit; 2000 Census; Metropolitan Council, Bicycle Advisory Board

**Implementors:** Metro Transit, TMO, Bicycle Advisory Board

- 6.2. Continue to redesign and reconfigure the downtown street system to ensure that street and sidewalk improvements optimize the following criteria: street-related retail, on-street parking and attractive, convenient transit.

**Implementors:** Public Works, PED, Parks and Recreation

### Transit

- 6.3. Support improved transit to downtown, including light rail transit (LRT), bus rapid transit (BRT), and commuter and high-speed rail.

**Implementors:** Metropolitan Council, Ramsey County, Public Works, PED

- 6.4. Continue to explore and plan for the reuse of Union Depot as a multi-modal transportation hub.

**Implementors:** Mayor's Office, PED, Lowertown Redevelopment Corporation, Ramsey County, Transportation Management Organization, Metropolitan Council

- 6.5. Improve transit service within downtown.

**Implementors:** See Strategies 6.5.1-6.5.3

- 6.5.1 Pursue a fare reduction in the "Downtown Zone."

**Implementors:** Metro Transit, CapitolRiver Council

- 6.5.2 Promote taxi service as a viable transit alternative through the establishment of additional taxi cab stands in downtown.

**Implementors:** Convention and Visitors' Bureau, Public Works

- 6.5.3 Explore the feasibility of a circulator bus system to serve unmet visitor, commuter and resident needs, that can address each group's disparate travel patterns and time sensitivity. Explore a surcharge on off-street parking as a potential funding source.

**Implementors:** CapitolRiver Council, Convention and Visitors' Bureau, Transportation Management Organization, Metro Transit

- 6.5.4 Conduct a detailed study of bus stop design and configuration to avoid negative visual impacts on Rice Park as new investments in transit or increased rider demand warrant a larger bus stop at Rice Park.

**Implementors:** Metro Transit, Parks and Recreation, CapitolRiver Council, Rice Park Association, Design Center, Public Art Saint Paul

- 6.5.5 Integrate a new bus stop design and configuration into the redesign of Hamm Plaza.

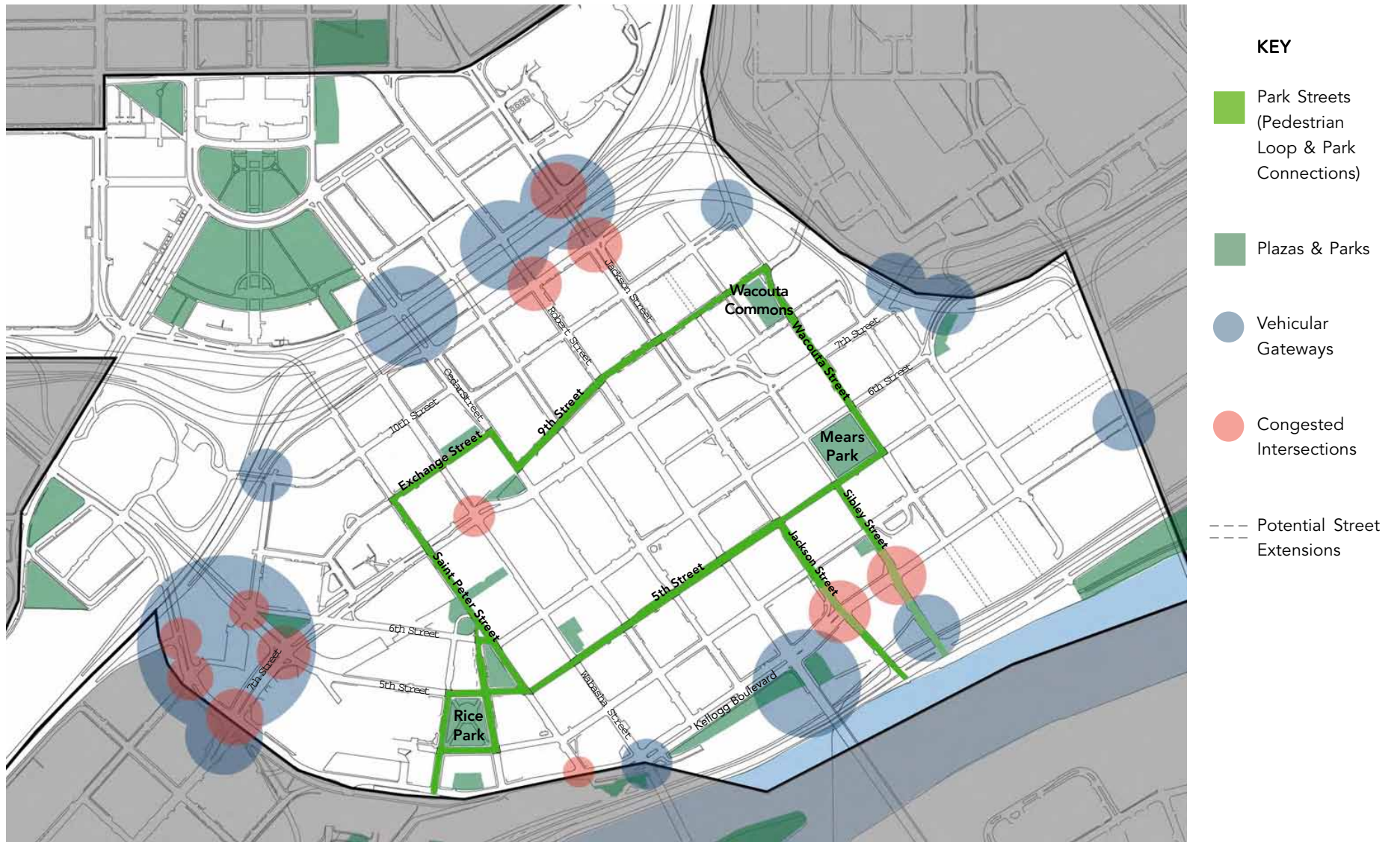
**Implementors:** Metro Transit, Parks and Recreation, CapitolRiver Council, Design Center, Public Art Saint Paul

- 6.5.6 Enlarge the existing Cedar and Minnesota bus stops, integrate them with potential transit-oriented development opportunities, and improve the safety and security of transit users at these locations.

**Implementors:** Metro Transit



# Downtown Pedestrian & Vehicular Movement Network





Infill development should be explored in conjunction with transit improvements at the 5th/Minnesota transit hub.

6.5.7 Provide a convenient linkage to the skyway system at the 6th/Cedar bus stop and, if feasible, integrate the stop with future LRT station development.

**Implementors:** Metro Transit, property owner

6.5.8 Integrate the eastbound bus stop at Mears Park with reuse of the Mears Park Centre Building, as appropriate.

**Implementors:** Metro Transit, CapitolRiver Council, Friends of Mears Park, Design Center, Public Art Saint Paul

6.5.9 Integrate the westbound bus stop at 6th/Sibley into Park Square Court and provide a direct connection to the skyway system.

**Implementors:** Metro Transit, CapitolRiver Council, Friends of Mears Park, Design Center, Public Art Saint Paul

6.6. Maximize the redevelopment opportunities at LRT and BRT stations within downtown.

**Implementors:** Public Works, PED

6.6.1 Explore the opportunity for redevelopment of the parking lot and Bremer Bank Building adjacent to the 5th/Minnesota bus stop in conjunction with transit improvements at the site. Possible future uses include a mixed-use structure of commercial/retail, office and residential uses, with a skyway connection across 5th Street and an arcade at street level.

**Implementors:** Property owners, PED, Metro Transit

6.7. Use LRT as an impetus to improve Cedar and Fourth streets to better accommodate pedestrians, bicyclists and transit riders.

**Implementors:** Public Works, Parks and Recreation

6.8. Work aggressively with Metro Transit to improve policing, lighting and cleanliness at transit shelters and their environs.

**Implementors:** Metro Transit, Transportation Management Organization (TMO)

6.9. Involve the Design Center and Public Art Saint Paul in the design of all new major transit stops and stations.

**Implementors:** Design Center, Public Art Saint Paul, Metro Transit

6.10. Conduct a resident transit needs survey.

**Implementors:** TMO, CapitolRiver Council, Metro Transit

6.11. Encourage greater employer participation in the Metro Pass program (or a monthly transportation voucher) to decrease the demand for new downtown parking, and to increase the efficiency of the current parking supply.

**Implementors:** Transportation Management Organization, downtown employers

### Parking

6.12. Prepare, implement and enforce a parking management plan that addresses the spectrum of downtown parking users (early-bird, events, shopping, residents, on-street, short-term), based on a market study. Include all ramps except private ramps that serve a single employer (e.g. Saint Paul Companies ramp). This plan should look at issues such as coordinated pricing, duration of stay, location, maximum utilization of existing supply, coordination of time limits at parking meters with adjacent retail business needs, etc.

**Implementors:** Transportation Management Organization, PED, BOMA, Chamber of Commerce, Public Works, Downtown Building Owners Association

6.13. Improve the assessment of market demand when parking is built in conjunction with redevelopment to avoid overbuilding parking.

**Implementors:** PED, Transportation Management Organization

6.14. Maximize the amount of on-street parking, with consideration of the need for bike lanes.

**Implementors:** Public Works

6.15. Revise the City's handicap parking system to address current abuse of handicap parking stickers in parking garages and lots, and at parking meters; vigorously enforce the new policy.

**Implementors:** Public Works, Police

6.16. Minimize the construction of any new parking (publicly- or privately-constructed) that serves a single destination.

**Implementors:** PED, developers

6.17. Avoid dedicating an entire city block to parking.

**Implementors:** PED

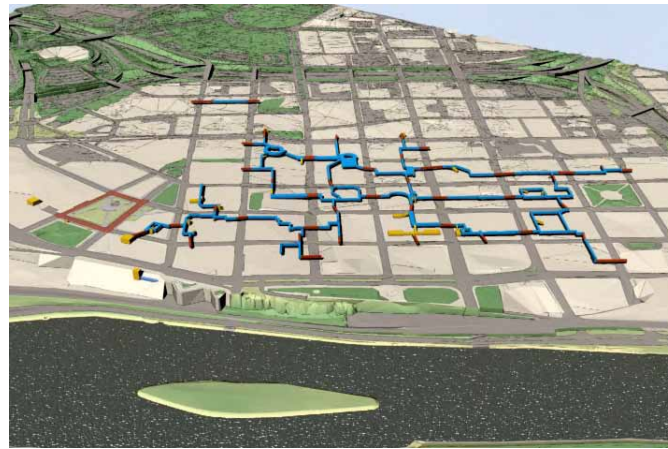
**Pedestrians**

6.18. Create a plan for pedestrians that identifies origin and destination patterns on a block-by-block basis, and recommends a downtown-wide pedestrian network system that is integrated into the City's infrastructure improvement plans. This Pedestrian Plan should be compatible with the Bicycle Plan called for in Strategy 6.30.

**Implementors:** Public Works, PED, Design Center, Parks and Recreation



Visible connections between the street and skyway system are critical for convenient and safe pedestrian movement.



Downtown's skyway system serves its dense core, while neighborhoods outside of the core (e.g. North Quadrant, Rice Park and Lowertown) rely on the street for pedestrian access.

6.19. Provide permanent orientation maps at street level for pedestrians, using kiosks where they already exist and exploring appropriate new locations based on Strategy 6.18.

**Implementors:** Parks and Recreation, Public Works

6.20. Establish or improve pedestrian links to the four downtown parks: Rice, Mears, Wacouta Commons and Kellogg Mall.

**Implementors:** Parks and Recreation, Public Works

6.20.1 Improve the Fifth Street connection between Mears Park and Rice Park with trees, better pedestrian lighting, and marked crosswalks.

**Implementors:** Public Works, PED, Parks and Recreation

6.20.2 Improve the Wacouta Street connection between Wacouta Commons and Mears Park with trees, better pedestrian lighting, and marked crosswalks.

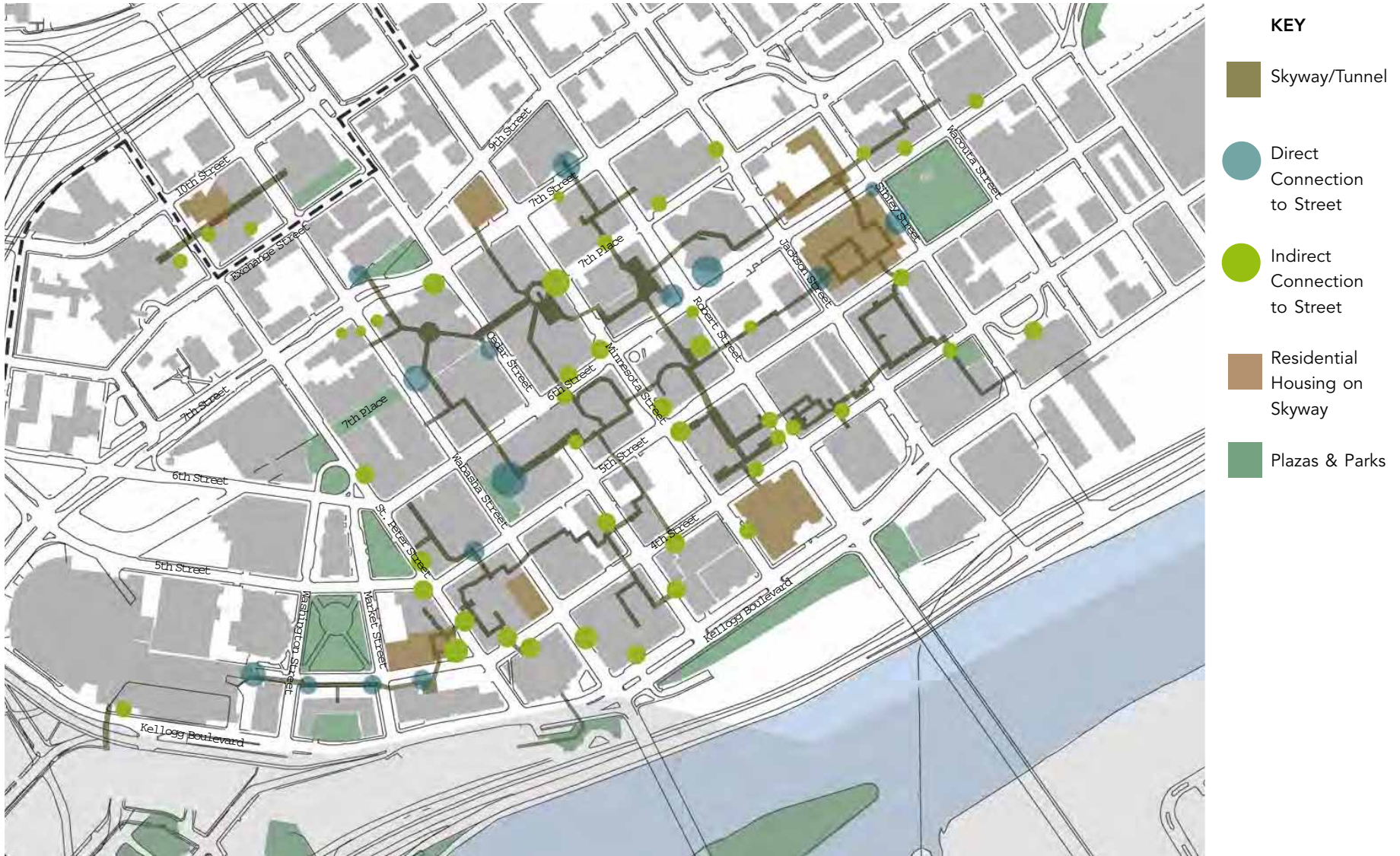
**Implementors:** Public Works, PED, Parks and Recreation

6.21. Improve the streetscape on streets that serve as major east-west or north-south connections, and other segments with high levels of pedestrian activity, with street trees, improved lighting, marked crosswalks and wider sidewalks.



A pedestrian loop along Fifth, Wacouta, Ninth and St. Peter streets will connect downtown's major parks.

# Downtown Skyway/Street Connections



Integrate pedestrian and streetscape improvements with major transit projects, such as LRT and BRT.

**Implementors:** Public Works, Parks and Recreation

6.21.1 Improve the streetscape (with plantings, public art, etc.) on Fifth, Sixth, Cedar and Minnesota streets, and consider bumpouts to provide wider sidewalks at major transit stations.

**Implementors:** Public Works, Parks and Recreation

6.21.2 Extend the streetscape improvement program along Wabasha and St. Peter streets north of Seventh Street to the freeway.

**Implementors:** Public Works, Parks and Recreation

6.21.3 Incorporate streetscape improvements into the redesign of the Rice Park bus stop to facilitate pedestrian circulation and traffic calming along 5th Street west of Washington Street. Such improvements might include sidewalk bump-outs, parking along portions of the north side of 5th Street, and signals at 5th/Washington.

**Implementors:** Public Works, Parks and Recreation

6.21.4 Provide pedestrian amenities (street lighting, continuous sidewalks, marked crosswalks and street furniture) along access paths to connect transit stops with the larger downtown pedestrian system.

**Implementors:** Public Works, Parks and Recreation

6.22. Provide more pedestrian access between the river and downtown by increasing the number and quality of pedestrian routes (stairs, ramps, escalators, and elevators, etc.), maintaining them for year-round use.

**Implementors:** Design Center, Parks and Recreation, Public Works

6.23. Connect pedestrians to the river by opening new points of river access. Consider making sidewalk improvements on Jackson Street between Fifth Street and Shepard Road similar to those on Sibley Street between Mears Park and Shepard Road.

**Implementors:** Public Works, Parks and Recreation

6.24. Encourage new development to support the street level as the main pedestrian level; encourage alternatives to new skyway construction outside of the downtown core.

**Implementors:** PED, Design Center

6.25. Balance new investments in the skyway system (within the core) with equal investment in the street below.

**Implementors:** Public Works, Parks and Recreation

6.26. Ensure that the existing skyway system is well-maintained, easy to use and understand, and comfortable.

**Implementors:** Technology and Management Services, building owners, Public Works, Parks and Recreation

6.26.1 Improve vertical connections between the street and skyway system.

6.26.2 Maintain a clear, consistent signage program between the street and skyway, and within the skyway itself.

6.26.3 Make skyway entries more visible.

6.26.4 Maintain a comfortable internal temperature throughout the year.

6.27. Improve the pedestrian environment on streets where skyways exist. Improve Fifth, Sixth, and Seventh streets between Wabasha and Robert Street to re-establish the pedestrian environment for the sizable number of pedestrians not able or willing to use the skyway.

**Implementors:** Public Works, Parks and Recreation

6.28. Encourage Minnesota Public Radio to explore alternatives to closing Ninth Street.

**Implementors:** PED, Minnesota Public Radio, Design Center

6.29. Ensure that downtown's streets and sidewalks are safe, clean and accessible to all pedestrians, including seniors and the mobility-impaired.

**Implementors:** Public Works, building owners, Parks and Recreation

### **Bicycles**

6.30. Create and implement a five-year bicycle plan that will serve the needs of residents, bicycle commuters and recreational bicyclists. This plan should identify north-south and east-west streets downtown for on-street bicycle lanes, and on-street Share-the-Road facilities that connect with trails and on-street bikeways on the edge of downtown. The Bicycle Plan should be coordinated with the Pedestrian Plan called for in Strategy 6.18.

**Implementors:** Public Works, PED, Bicycle Advisory Board, Parks and Recreation

6.31. Create and fill the position of Bicycle Coordinator in the Department of Public Works.

**Implementors:** Public Works

6.32. Improve bike signage downtown.

**Implementors:** Public Works, Bicycle Advisory Board, Parks and Recreation

6.33. Amend the City's 1997 Transportation Policy Plan's designation of Kellogg and Wabasha/St. Peter streets as locations for on-street bike lanes. Designate alternative north-south and east-west streets for on-street bike lanes with connections to bike trails and nearby on-street bike routes. (See Strategy 6.30)

**Implementors:** Public Works, PED, Bicycle Advisory Board, Parks and Recreation

6.34. Improve the connection from adjacent bicycle trails to downtown streets, including the Samuel H. Morgan Regional Trail, the Bruce Vento Regional Trail, the Gateway Trail, the West Side connection that enters downtown on Wabasha, and the Como Avenue Corridor. The Sibley and Jackson street connections to the Mississippi River are key bicycle and pedestrian connections. Maintain adjoining trails, including plowing and sweeping.

**Implementors:** Parks and Recreation, Public Works, Bicycle Advisory Board

6.35. Ensure that bicycle access is considered early in bridge reconstruction project planning.

**Implementors:** Public Works, Bicycle Advisory Board

6.36. Encourage new private development to provide facilities to increase bicycle use as a viable transportation mode.

**Implementors:** PED, Bicycle Advisory Board

6.37. Provide more bicycle parking facilities: 1) in City-owned parking garages; 2) at major transit facilities; 3) in racks and lockers downtown, focusing on major visitor and commuter destinations; and 4) at new bus and LRT stations.

**Implementors:** Public Works, Bicycle Advisory Board, PED, Transportation Management Organization, Convention and Visitors' Bureau, downtown employers, Metro Transit, Parks and Recreation

6.38. Encourage provision of showers and changing facilities in commercial buildings with a significant percentage of bicycle commuters.

**Implementors:** downtown employers, Transportation Management Organization, Bicycle Advisory Board

### **Transportation Management**

6.39. Encourage current and future downtown employers to prepare travel demand management plans that offer realistic alternatives to single-occupant vehicle use and that maximize the efficiency of existing transportation

resources. The Transportation Management Organization (TMO) can help accomplish this, and should be involved early in working with downtown employers.

**Implementors:** TMO, downtown employers

- 6.40. Encourage the TMO to promote bicycle commuting as it works towards its goal of providing alternatives to driving alone.

**Implementors:** TMO

- 6.40.1 Investigate incentives for employers to provide changing facilities for employees who bike to work.

**Implementors:** TMO

- 6.41. Increase TMO coordination of private shuttles serving downtown employers to identify potential new efficiencies.

**Implementors:** TMO

- 6.41.1 Encourage expanding existing shuttles to include smaller businesses near providers.

**Implementors:** TMO

- 6.42. Hire an Event Coordinator to manage event-related congestion, parking and traffic issues (also recommended by the Downtown Parking and Transit Task Force report).

**Implementors:** Convention and Visitors' Bureau, TMO

- 6.43. Support TMO efforts to increase commuter carpooling and vanpooling.

- 6.43.1 Ensure parking for carpool/vanpool vehicles in all publicly-controlled ramps and lots.

**Implementors:** PED

- 6.43.2 Increase incentives for carpool/vanpool use, such as preferential access and rates in publicly-controlled parking facilities.





## 7.0 Public Realm, Parks and Recreation

### Trends

Saint Paul has invested considerable energy in improving the public realm (streets, sidewalks, parks and plazas) within downtown and along the riverfront, and the results are obvious. Improvements to Harriet Island and Raspberry Island, new parks in the North Quadrant (Wacouta Commons) and adjacent to Rice Park (Landmark Plaza), new regional trail extensions (Samuel H. Morgan Regional Trail) along the river, and new streetscape improvements from Wabasha to the Xcel Arena all contribute to the vitality of downtown and the riverfront for residents, visitors and employees. Within the last five years, downtown has seen a significant increase in the number of residents, tourists and visitors, with a subsequent increase in demand for active recreational space, including large-scale facilities.

### Issues/Challenges

More than any other city neighborhood, the downtown public realm is truly “public,” and has special demands placed on it relative to safety, attractiveness, cleanliness and use. A major challenge is how to best allocate a scarce resource —green space —in downtown, and to program it so it works best for all potential users. New maintenance funding strategies are urgently needed to address the chronic underfunding of downtown park maintenance, and to ensure the continued vitality of downtown’s parks and open spaces. As downtown’s population continues to grow (particularly as the number of children increases), there may be gaps in the types of recreational opportunities available. A particular need is for active recreational space for both residents and visitors, such as baseball and soccer fields. In addition, better connections are needed between downtown parks, and from downtown streets to the city-wide and regional trail networks and green spaces encircling downtown. The unique features that contribute to downtown’s public realm – its views and vistas, its natural features and location relative to the Mississippi River, its built features such as skyways – each require careful planning and management.



Ecolab Plaza is both a crossroads and gathering place in the office core.

### Vision

Downtown will have an enhanced public realm, parks and recreation system that is easily accessible, attractive and well-maintained, and that celebrates downtown’s history, physical setting and proximity to the Mississippi River. A green network of downtown streets will connect urban villages, parks, plazas and the riverfront, providing for a walkable downtown that is rich in experience. The natural and built features unique to downtown will be sustained. Public art will help identify and celebrate the memory of downtown. A healthy urban ecology will contribute to downtown’s sense of place, improve its quality of life, and set a context within which other actions of the *Downtown Development Strategy* are implemented. More large-scale recreational facilities will be enjoyed by downtown residents and visitors. All of these qualities will contribute to downtown’s continued economic growth and vitality.

## Strategies

### Parks, Trails and Open Space System

- 7.1. Ensure that downtown's parks, trails and open space system serve the needs of downtown's growing and diversifying population.

**Implementors:** Parks and Recreation

- 7.1.1 Add play spaces as the number of children living downtown grows.

**Implementors:** Parks and Recreation

- 7.1.2 Where possible, locate a village green as the focus of emerging and proposed urban villages. These greens should be designed to accommodate a range of community and social events, and should incorporate public art to provide a unique identity.

**Implementors:** Design Center, Parks and Recreation

- 7.1.3 Encourage programming of the downtown park system throughout the day and evening hours, and all seasons. Explore opportunities for additional programming generated by new cultural organizations, such as MusicTech.



Landmark Plaza has been designed to accommodate activities throughout all hours of the day/evening and all seasons.



**Implementors:** Parks and Recreation, Capital City Partnership

- 7.2. Maintain at least one four-season (indoor) children's play space. Encourage innovative private-public partnerships to meet this need, such as the Skyway YMCA (with underutilized rooftop tennis courts) and other private recreation providers.

**Implementors:** CapitolRiver Council, downtown health clubs, Parks and Recreation, Skyway YMCA

- 7.3. Use existing public and private spaces more fully, so that they are enjoyed year-round and serve more than one function within the overall public realm system (e.g., passive park, active recreational space, tot lot, dog run, performance venue).

**Implementors:** Parks and Recreation

- 7.4. Provide easily recognizable and accessible connections between the downtown street grid, parks and the city-wide/regional trail system.

**Implementors:** Parks and Recreation, Public Works

- 7.5. Support efforts to re-establish the connection between downtown and adjacent natural areas, such as between Lowertown and the Bruce Vento Nature Sanctuary.

**Implementors:** CapitolRiver Council, Dayton's Bluff Community Council, Parks and Recreation, Lowertown Redevelopment Corporation, Public Works

- 7.6. Improve Jackson, Sibley, Wacouta and Broadway streets as key green connections and access points to the river valley and valley reaches. Improvements should include street trees, pedestrian and bike facilities, and, in some cases (e.g. Wacouta and Broadway), new street construction.

**Implementors:** Public Works, Lowertown Redevelopment Corporation, Parks and Recreation

- 7.7. Provide major connections and trailheads to regional systems throughout the downtown and riverfront corridor. These connections should be clearly identified with signage, landscape treatment, lighting, public art and special architectural elements. Opportunity areas include the trailhead from the new Bruce Vento Regional Trail at Lower Landing Park and the Samuel H. Morgan Regional Trail link to the proposed Upper Landing Park.

**Implementors:** Parks and Recreation, Lowertown Redevelopment Corporation, Public Works

- 7.8. Coordinate with the Capitol Area Architectural and Planning Board (CAAPB) to ensure that the Capitol Mall serves downtown residents and employees as much as tourists.

**Implementors:** CapitolRiver Council, CAAPB

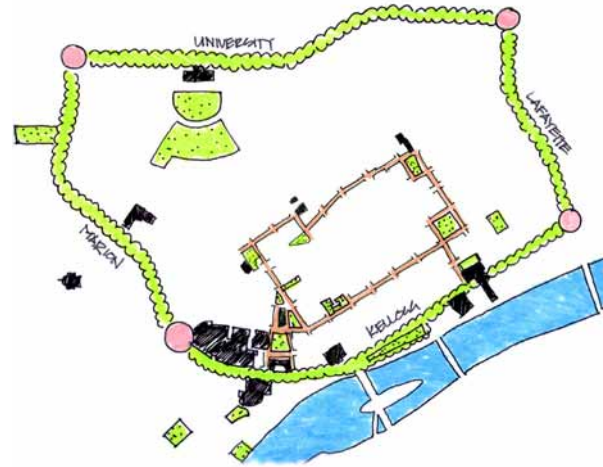
#### Green Network of Streets

- 7.9. Update the Renaissance Project to show completed projects and add green network connections through the core of the central business district on Fourth, Fifth, Sixth and Seventh streets.

**Implementors:** Saint Paul Riverfront Corporation, Design Center, Parks and Recreation, Public Works, PED



The Bruce Vento Nature Sanctuary will connect to downtown directly east of Lowertown.



The outer green ring (University Avenue, Marion/Rice Street, Kellogg Boulevard and Lafayette Freeway) should be completed so that it forms a loop of green boulevards, while the inner loop (Fifth, Wacouta, Ninth and St. Peter streets) should be improved as "park streets."

- 7.10. Expedite the extension of the Wabasha West street improvements north of Seventh Street, with long-term maintenance in mind.

**Implementors:** Public Works, Parks and Recreation

- 7.11. Designate and implement "park street" improvements on Fifth, Wacouta, Ninth, Exchange and St. Peter streets to connect Rice and Mears parks, Wacouta Commons and a future Fitzgerald Park.

**Implementors:** Parks and Recreation, Public Works

- 7.12. Complete the outer green ring as a boulevard street type on the east side of downtown, encompassing the central business district, the Capitol Area, and Lafayette Park.

**Implementors:** Parks and Recreation, Public Works, CAAPB

- 7.13. Improve connections to areas on the edge of downtown (Bruce Vento Nature Sanctuary, Cathedral Hill, Western Sculpture Park, Capitol Area, and the riverfront) through improved streetscape, lighting, plantings and public art.

**Implementors:** Parks and Recreation, Public Works, Lowertown Redevelopment Corporation, Public Art Saint Paul



The Farmers' Market enlivens 7th Place.

- 7.14. Provide landscaping in conjunction with street improvement projects, wherever possible. Design should emphasize plant health and maintenance to ensure long-term viability, reduce replacement costs, and accommodate snow removal and other street maintenance operations.

**Implementors:** Public Works, Parks and Recreation

- 7.15. Continue the aggressive landscape approach for edges of downtown, including the freeway corridors, freeway entrances into downtown and bridgeheads. Sites include the Lafayette/7th Street area, the I-35 entry at Wacouta Street, the I-35E/I-94 interchanges, and the plazas on either end of the Wabasha Bridge.

**Implementors:** Public Works, MnDOT, Parks and Recreation, Design Center

- 7.16. Continue to upgrade and maintain downtown "gateways" and approaches as important gathering places, street identifiers and major elements of the city fabric. Key locations include:

- I-35 entries at Wacouta Street and Kellogg Boulevard
- I-94 entries at Fifth Street, Tenth, Sixth streets and Kellogg Boulevard/Third Street
- 7th Street at Kellogg
- Wabasha at Kellogg
- Robert at Kellogg
- Shepard Road at Sibley
- Cedar and Jackson at Eleventh
- East Seventh Street at Broadway
- East end of Kellogg Boulevard (near Broadway)
- Warner Road to downtown (west of Highway 61)

Improvements should include a combination of trees, shrubs and flowers, lighting, trash pick-up, signage, furniture and public art.

**Implementors:** CRC, Public Works, Design Center, Public Art Saint Paul, Parks and Recreation, Lowertown Redevelopment Corporation

### Unique Features

- 7.17. Provide art in the public realm to link urban villages, accent important downtown focal points and improve the pedestrian environment of the street and skyway.

**Implementors:** Public Art Saint Paul, Design Center, Public Works, Parks and Recreation

- 7.18. Identify critical downtown view corridors and vistas to be protected, using the *Saint Paul on the Mississippi Development Framework* as a starting point. Examples include from the Capitol to Smith Avenue south of the river and from the Capitol to West Seventh/Kellogg Boulevard (Seven Corners).

**Implementors:** Design Center, PED, CAAPB

- 7.18.1 Reassess the viability of the view corridors identified in the *Lower Cathedral Hill Plan* (1988).

**Implementors:** PED

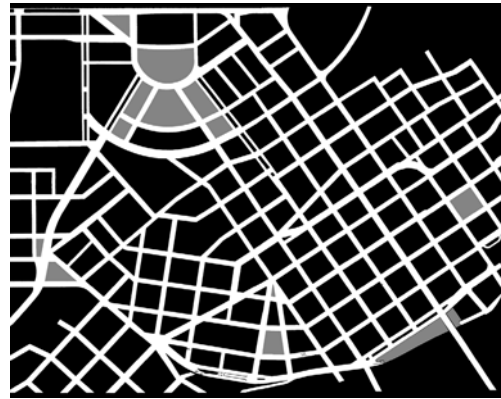
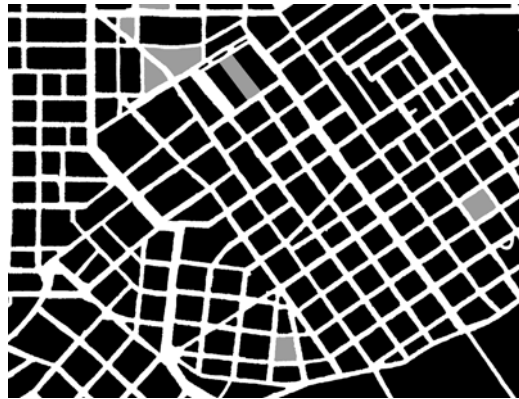
- 7.19. Encourage innovative and sustainable stormwater management techniques that integrate landscape plantings into new development areas.

**Implementors:** Public Works, Parks and Recreation, developers

- 7.20. Protect and celebrate the unique bluff formation that frames downtown beneath Kellogg Mall.

**Implementors:** Saint Paul Riverfront Corporation, Public Works, Parks and Recreation, developers

- 7.21. Maintain the historic block pattern of downtown, which is characterized by small blocks of about 300 feet long; do not create superblocks. Downtown now has fewer blocks than it did a decade earlier, because streets were closed and superblocks were created for redevelopment. Keeping streets open increases connectivity, provides greater opportunity for street-level activity, makes blocks more walkable, provides more routes for traffic circulation, and enhances downtown's sense of place and unique identity.



Downtown's street and block pattern remained fairly constant from 1922 (far left) to 1967 (middle). However, between 1967 and 1996 (far right), several streets were closed and two freeways were built, significantly impacting the small block pattern by creating superblocks and large holes in the urban fabric.

**Implementors:** Design Center, Public Works, Parks and Recreation

7.22 Improve public safety by incorporating Crime Prevention Through Environmental Design (CPTED) principles into public spaces and recreational areas.

**Implementors:** Police Department, PED, Public Works, Parks and Recreation

**Public Infrastructure**

7.23. Ensure that new skyways in the downtown core complement downtown's built environment in the core. New skyways should not block historic facades or obstruct important terminal views such as to the Capitol, Cathedral, and Central Presbyterian Church.

**Implementors:** Design Center, Technology and Management Services, CapitolRiver Council's Skyway Advisory Committee

7.24. Encourage building owners and employers who want to physically connect private buildings to work with the Design Center on alternatives to skyways, such as covered walkways, wide awnings, arcades and radiantly heated sidewalks.

**Implementors:** Design Center, downtown employers, BOMA, Downtown Building Owners Association

7.25. Reinforce the transition from skyways to green downtown streets via use of skyway-level indoor "winter gardens" at strategic downtown locations and at skyway system terminuses (e.g. Galtier Plaza).

**Implementors:** Building owners

7.26. Improve way-finding and aesthetics by coordinating public street signage; avoid sign clutter.

**Implementors:** Public Works, Public Art Saint Paul, LIEP, Parks and Recreation

7.27. Involve the Design Center in the placement and design of public infrastructure, including bridges, parking buildings, skyways, and public utility facilities.

**Implementors:** Public Works, PED, Design Center, Public Art Saint Paul, Parks and Recreation

**Public Realm Management**

7.28. Maintain the year-round attractiveness and value of existing and new downtown parks and plazas by improving funding mechanisms for park maintenance.

7.28.1 Consider implementing a downtown parkland dedication requirement for new development or redevelopment.

**Implementors:** Parks and Recreation, City Council

The lobby of Minnesota Life uses a “winter garden” design to transition from street to skyway.



7.28.2 Consider establishing special assessment districts to support the ongoing maintenance of downtown parks.

**Implementors:** City Council

7.28.3 Explore the potential for parks maintenance funding by downtown non-profit and/or private foundations.

**Implementors:** Private foundations

7.29. Ensure that maintenance funding for any public realm development is committed at the time construction funding is authorized.

**Implementors:** Parks and Recreation, City Council, Public Works

7.30. Encourage “adopt-a-block” and other initiatives that involve citizens’ and business organizations in the care and maintenance of downtown parks and other public spaces.

**Implementors:** Mears Park Association, Rice Park Association, civic clubs, CapitolRiver Council

7.31. Engage public and private partners to organize an initiative to “green” and beautify downtown’s streets, sidewalks, parks and plazas, through improvements such as median planters (e.g. Kellogg Boulevard at Xcel Energy Center), downtown and park banners, building illumination and fountains.

**Implementors:** Chamber of Commerce, Capital City Partnership, Parks and Recreation, PED, Lowertown Redevelopment Corporation, Public Works, building owners

7.32. Encourage building owners and employers to maintain the cleanliness of areas outside their buildings.

**Implementors:** CapitolRiver Council, BOMA, Downtown Building Owners Association

7.33. Support and encourage existing and new downtown beautification efforts, such as Capital City Partnership’s hanging baskets program and the City’s Planting Downtown program.

**Implementors:** CapitolRiver Council, Parks and Recreation, Public Works, Lowertown Redevelopment Corporation

## 8.0 Implementation

Just as preparation of the *Downtown Development Strategy* required a broad partnership among individuals, organizations and public agencies, so too will its implementation. In chapters 3-7, implementors are noted by strategy, and it is assumed that they will work together to accomplish each action item. Many of them are already collaborating on efforts to revitalize and strengthen downtown as a place to live, work and play. In this chapter, strategies are arranged by implementor for easy reference by any one partner as to its responsibility for plan implementation. The CapitolRiver Council will provide overall coordination and monitoring, in addition to taking a stronger role in those strategies for which it is specifically listed as an implementation partner.

In alphabetical order, by chapter, the following groups are given the following responsibilities in the *Downtown Development Strategy*. The strategy number is noted in parentheses.

### Artspace

- Expand opportunities for artist-owned housing in Lowertown, North Quadrant, etc. (3.10)

### Building Owners and Managers Association (BOMA)

- Develop dynamic partnership to market the independent arts sector. (3.4)
- Increase police foot patrol in residential areas and near cultural attractions. (3.24)
- Encourage use of vacant office space before considering constructing new office space. Support efforts to improve the quality of and ease of access to information on available office space. (5.3)
- Support public-private partnership to manage expansion of State government offices downtown. (5.4)
- Encourage new downtown State office growth to locate in areas well-served by transit, such as the downtown core south of Interstate 94. (5.5.1)
- Encourage a downtown State office presence that integrates into the surrounding fabric. Support efforts to integrate non-office uses (e.g. commercial, housing) into State office buildings. Avoid an over-concentration of single-use state office buildings in any one area. (5.5.2)
- Enclose the gulf created by Interstate 94 between the Capitol campus and downtown by encouraging redevelopment facing the freeway at a scale and height consistent with the Capitol Area Comprehensive Plan. (5.5.3)
- Support efforts to market and strengthen the downtown business sector. (5.8)
- Provide a clean, safe and attractive physical environment that enhances downtown's vitality and will attract continued investment. (5.20)
- Market additional after-work cultural events to downtown employees. (5.25)

- Prepare, implement and enforce a parking management plan that addresses the spectrum of downtown parking users. (6.11)
- Encourage building owners and employers who want to physically connect private buildings to work with the Design Center on alternatives to skyways, such as covered walkways, wide awnings, arcades and radiantly-heated sidewalks. (7.24)
- Encourage building owners/employers to maintain cleanliness of areas outside their buildings. (7.32)



### Capital City Partnership (CCP)

- Develop dynamic partnership to market the independent arts sector. (3.4)
- Prepare a restaurant and events guide. (3.12)
- Improve the marketing of downtown housing, e.g., web sites and other technology. (4.10)
- Encourage a mix of uses in new housing development. (4.11)
- Work with major downtown employers to identify opportunities and needs for additional housing for downtown employees. (4.12)
- Maintain a compact downtown by focusing new high-density office jobs in the downtown core. (5.1)
- Support lower-density office development outside the downtown core, with appropriate building scale and in mixed-use buildings wherever possible. (5.2)
- Encourage use of vacant office space before considering constructing new office space. Support efforts to improve the quality of and ease of access to information on available office space. (5.3)
- Support public-private partnership to manage expansion of State government offices downtown. (5.4)
- Encourage new downtown State office growth to locate in areas well-served by transit, such as the downtown core south of Interstate 94. (5.5.1)
- Encourage a downtown State office presence that integrates into the surrounding fabric. Support efforts to integrate non-office uses (e.g. commercial, housing) into State office buildings. Avoid an over-concentration of single-use state office buildings in any one area. (5.5.2)
- Enclose the gulf created by Interstate 94 between the Capitol campus and downtown by encouraging redevelopment facing the freeway at a scale and height consistent with the Capitol Area Comprehensive Plan. (5.5.3)
- Support efforts to market and strengthen the downtown business sector. (5.8)

- Convene a Business Recruitment Summit. (5.9)
- Focus street-level retail along Wabasha and St. Peter streets and at neighborhood nodes such as in Lowertown and North Quadrant. (5.11)
- Market additional after-work cultural events to encourage downtown employees to stay downtown after work, as well as to appeal to residents and visitors. (5.25)
- Encourage comprehensive programming of the downtown park system; explore opportunities for additional programming generated by new cultural organizations, such as MusicTech. (7.1.3)
- Engage public and private partners to organize an initiative to green and beautify downtown streets, sidewalks, parks and plazas. (7.31)
- Continue the Capital City Partnership's hanging baskets program. (7.33)

#### **Capitol Area Architectural and Planning Board (CAAPB)**

- Encourage a mix of uses in new housing development (4.11)
- Support public-private partnership to manage expansion of State government offices downtown (5.4)
- Encourage new downtown State office growth to locate in areas well-served by transit, such as the downtown core south of Interstate 94. (5.5.1)
- Encourage a downtown State office presence that integrates into the surrounding fabric. Support efforts to integrate non-office uses (e.g. commercial, housing) into State office buildings. Avoid an over-concentration of single-use state office buildings in any one area. (5.5.2)
- Enclose the gulf created by Interstate 94 between the Capitol campus and downtown by encouraging redevelopment facing the freeway at a scale and height consistent with the Capitol Area Comprehensive Plan. (5.5.3)
- Enhance the St. Peter, Wabasha and Cedar bridges over I-94. (5.5.4)
- Ensure that the Capitol Mall serves downtown residents and employees as much as tourists. (7.8)
- Complete the outer green ring as a boulevard street type on the east side of downtown. (7.12)
- Identify critical downtown view corridors and vistas to be protected, using the *Saint Paul on the Mississippi Development Framework* as a starting point. (7.18)

#### **CapitolRiver Council (CRC)**

- Designate a Rice Park Historic District. Support recommended designation of additional individual buildings downtown. (3.14)
- Conduct a study on financing tools and incentives (such as rehabilitation tax credits) to promote retention and protection of historic buildings and sites. (3.16)
- Continue City-neighborhood partnership to promote additional residential development. (4.7)

- Encourage a mix of uses in new housing development. (4.11)
- Work with major downtown employers to identify opportunities for additional employee housing. (4.12)
- Promote use of downtown's cultural venues by residents. (4.19)
- Maintain downtown's parks and other green spaces. (4.20)
- Support efforts to re-establish the connection between downtown and adjacent natural areas, such as between Lowertown and the Bruce Vento Nature Sanctuary. (4.26/7.5)
- Encourage a downtown State office presence that integrates into the surrounding fabric. Support efforts to integrate non-office uses (e.g. commercial, housing) into State office buildings. Avoid an over-concentration of single-use state office buildings in any one area. (5.5.2)
- Enclose the gulf created by Interstate 94 between the Capitol campus and downtown by encouraging redevelopment facing the freeway at a scale and height consistent with the Capitol Area Comprehensive Plan. (5.5.3)
- Convene a Business Recruitment Summit. (5.9)
- Explore the feasibility of a circulator bus system, and private funding sources. (6.5.3)
- Conduct a detailed study of bus stop design and configuration to avoid negative visual impacts on Rice Park as new investments in transit or increased rider demand warrant a larger bus stop at Rice Park. (6.5.4)
- Integrate a new bus stop design and configuration into the redesign of Hamm Plaza. (6.5.5)
- Integrate the eastbound bus stop at Mears Park with reuse of the Mears Park Centre Building, as appropriate. (6.5.8)
- Integrate the westbound bus stop at 6th/Sibley into Park Square Court and provide a direct connection to the skyway system. (6.5.9)
- Maintain at least one four-season (indoor) children's play space; encourage innovative private-public partnerships to meet this need, such as Skyway YMCA and other private recreation providers. (7.2)
- Coordinate with the CAAPB to ensure that the Capitol Mall serves downtown residents and employees as much as tourists. (7.8)
- Continue to upgrade downtown "gateways" and approaches as important gathering places, street identifiers, and major elements of the city fabric. (7.16)
- Ensure that new skyways in the downtown core complement downtown's built environment in the core. New skyways should not block historic facades or obstruct important terminal views (such as to the Capitol, Cathedral, and Central Presbyterian Church). (7.23)
- Encourage "adopt-a-block" and other initiatives that involve local citizens' and business organizations in the care and maintenance of downtown parks and other public spaces. (7.30)



- Encourage building owners/employers to maintain cleanliness of areas outside their buildings. (7.32)
- Support and encourage existing and new downtown beautification efforts, such as Capital City Partnership's hanging baskets program and the City's Planting Downtown program. (7.33)

### **CRC's Skyway Advisory Committee**

- Ensure that new skyways in the core complement downtown's built environment in the core. New skyways should not block historic facades or obstruct important terminal views (such as to the Capitol, Cathedral, and Central Presbyterian Church). (7.23)

### **City of Saint Paul**

#### **Bicycle Advisory Board (BAB)**

- Create and implement a five-year bicycle plan. (6.29)
- Improve bike signage downtown. (6.32)
- Amend the City's 1997 Transportation Policy Plan's designation of Kellogg and Wabasha/St. Peter streets as locations for on-street bike lanes. Designate alternative north-south and east-west streets for on-street bike lanes with connections to bike trails. (6.33)
- Improve the connection from adjacent bicycle trails to downtown streets; implement maintenance of adjoining trails including plowing and sweeping. (6.34)
- Ensure that bicycle access is considered early in bridge reconstruction project planning. (6.35)
- Provide more bicycle parking facilities: 1) in City-owned parking garages; 2) at major transit facilities; 3) in racks and lockers downtown, focusing on major visitor and commuter destinations; and 4) at new bus and LRT stations. (6.37)
- Encourage provision of showers and changing facilities in commercial buildings with a significant percentage of bicycle commuters. (6.38)

#### **City Council**

- Engage Public Art Saint Paul to develop a public art plan for Saint Paul. (3.7)
- Revisit the "Percent for Art" city ordinance. In downtown, consider requiring a dedication of a portion of project construction budgets towards creation and maintenance of public art. (3.8)
- Support regular, ongoing efforts to inventory and recommend historic or threatened properties for local designation as heritage preservation sites. (3.13)
- Designate a Rice Park Historic District. (3.14)

- Consider implementing a downtown parkland dedication requirement for new development. (7.28.1)
- Consider establishing special assessment districts to support the ongoing maintenance of downtown parks. (7.28.2)
- Ensure that maintenance funding for any public realm development is committed at the time construction funding is authorized. (7.29)

#### **Council Research**

- Conduct a study on financing tools and incentives (such as rehabilitation tax credits) to promote retention and protection of historic buildings and sites. (3.16)

#### **Cultural STAR Board**

- Develop a strategic plan to guide future investment in developments that will support each of downtown's cultural nodes, with funding priority directed to public infrastructure improvements that connect venues and to smaller cultural establishments (e.g. galleries, arts housing, etc.) (3.3)

#### **Heritage Preservation Commission (HPC)**

- Support regular, ongoing efforts to inventory and recommend historic or threatened properties for local designation as heritage preservation sites. (3.13)
- Designate a Rice Park Historic District. Support recommended designation of additional individual buildings downtown. (3.14)
- Initiate local heritage preservation designation for all downtown buildings that are listed on the National Register of Historic Places. (3.15)
- Conduct a study on financing tools and incentives (such as rehabilitation tax credits) to promote retention and protection of historic buildings and sites. (3.16)
- Consider the historic and architectural significance of each remaining building downtown as important as its "highest and best" use when determining its fate; consult on a building's significance when a building that is not yet inventoried or designated is threatened with demolition. (3.18)
- Prioritize building retention, preservation, rehabilitation and adaptive re-use over demolition. (3.19)
- Ensure, through appropriate urban design, that new buildings fit into the existing historic fabric. (3.21)
- Support the Preservation Development Initiative to link downtown economic development with preservation. (3.23)

#### **Library Services**

- Enhance the Central Library as a resource for downtown residents. (4.16)

### Licensing, Inspections and Environmental Protection (LIEP)

- Retain Project Facilitator role to assist the development process. (4.8)
- Preserve and enhance existing residential structures through ongoing maintenance and rehabilitation. (4.13)

### Marketing Director

- Develop dynamic partnership to market the independent arts sector. (3.4)
- Improve the marketing of downtown housing, e.g. web sites and other technology. (4.10)
- Market additional after-work cultural events to downtown employees. (5.25)

### Mayor's Art and Culture Partnership

- Market additional after-work cultural events to downtown employees. (5.25)

### Mayor's Office

- Continue to explore and plan for the reuse of Union Depot as a multi-modal transportation hub. (6.4)

### Parks and Recreation



- Strengthen the role of public art so that it is integrated into large urban design and place making efforts; ensure early, meaningful participation by public artists in public/private development projects. (3.6)
- Monitor the need for year-round amenities for the growing number of youth and seniors downtown: e.g., a senior center, parks and play spaces, schools and daycare centers. (4.18)
- Maintain downtown's parks and other green spaces. (4.20)
- Provide a range of basic improvements connected with livability, such as: additional bike racks, street trees, benches, lighting, better attention to street and sidewalk cleaning, snow and ice removal, and general maintenance of public areas. (4.21)
- Provide clear, accessible and safe pedestrian access to the river and new river trails for all new residential development. (4.24)
- Improve connectivity between downtown neighborhood sub-areas. (4.25)
- Support efforts to re-establish the connection between downtown and adjacent natural areas, such as between Lowertown and the Bruce Vento Nature Sanctuary. (4.26/7.5)
- Strengthen downtown amenities: active streets, attractive and well-maintained parks and other public spaces, a vibrant cultural sector and good connections to the river. (5.24)
- Establish/improve pedestrian links to the four downtown parks. (6.20)
- Improve the Fifth Street connection between Mears Park and Rice Park with trees, better pedestrian lighting, and marked crosswalks. (6.20.1)
- Improve the Wacouta Street connection between Wacouta Commons and Mears Park with trees, better pedestrian lighting, and marked crosswalks. (6.20.2)
- Improve the streetscape on streets that serve as major east-west or north-south connections, and other segments with high levels of pedestrian activity, with street trees, improved lighting, marked crosswalks and wider sidewalks. Integrate pedestrian and streetscape improvements with major transit projects, such as LRT and BRT. (6.21)
- Improve the streetscape (with plantings, public art, etc.) on Fifth, Sixth, Cedar and Minnesota streets, and consider bumpouts to provide wider sidewalks at major transit stations. (6.21.1)
- Extend the streetscape improvement program along Wabasha and St. Peter streets north of Seventh Street to the freeway. (6.21.2)
- Provide more pedestrian access between the river and downtown by increasing the number and quality of pedestrian routes (stairs, ramps, escalators, and elevators, etc.). (6.22)
- Connect pedestrians to the river by opening new points of river access. (6.23)
- Improve the connection from adjacent bicycle trails to downtown streets; implement maintenance of adjoining trails including plowing and sweeping. (6.34)
- Conduct a detailed study of bus stop design and configuration to avoid negative visual impacts on Rice Park as new investments in transit or increased rider demand warrant a larger bus stop at Rice Park. (6.5.4)
- Integrate a new bus stop design and configuration into the redesign of Hamm Plaza. (6.5.5)
- Incorporate streetscape improvements into the redesign of the Rice Park bus stop to facilitate pedestrian circulation and traffic calming along 5th Street west of Washington Street. Such improvements might include sidewalk bump-outs, parking along portions of the north side of 5th Street, and signals at 5th/Washington. (6.21.3)
- Provide pedestrian amenities (street lighting, continuous sidewalks, marked crosswalks and street furniture) along access paths to connect transit stops with the larger downtown pedestrian system. (6.21.4)
- Ensure that downtown's parks, trails and open space system serve the needs of downtown's growing and diversifying population. (7.1)
- Add play spaces as the number of children living downtown grows. (7.1.1)

- Where possible, locate a village green as the focus of emerging and proposed urban villages. (7.1.2)
- Encourage comprehensive programming of the downtown park system; explore opportunities for additional programming generated by new cultural organizations, such as MusicTech. (7.1.3)
- Maintain at least one four-season (indoor) children's play space; encourage innovative private-public partnerships to meet this need, such as Skyway YMCA and other private recreation providers. (7.2)
- Use existing public and private spaces more fully, so that they serve more than one function within the overall public realm system. (7.3)
- Provide easily recognizable and accessible connections between the downtown street grid, parks and the city-wide/regional trail system. (7.4)
- Improve Jackson, Sibley, Wacouta and Broadway streets as key green connections and access points to the river valley and valley reaches. Improvements should include street trees, pedestrian and bike facilities, and, in some cases (e.g. Wacouta and Broadway), new street construction. (7.6)
- Provide connections/trailheads to regional systems throughout the downtown/ riverfront corridor. (7.7)
- Update the Renaissance Project. (7.9)
- Expedite the extension of the Wabasha West street improvements north of Seventh Street, with long-term maintenance in mind. (7.10)
- Designate and implement "park street" improvements. (7.11)
- Complete the outer green ring as a boulevard street type on the east side of downtown. (7.12)
- Improve connections to areas on the edge of downtown through improved streetscape, lighting, plantings and public art. (7.13)
- Provide landscaping in conjunction with street improvement projects wherever possible. (7.14)
- Continue the aggressive landscape approach for edges of downtown, including the freeway corridors, freeway entrances into downtown, and bridgeheads. (7.15)
- Continue to upgrade downtown "gateways" and approaches as important gathering places, street identifiers, and major elements of the city fabric. (7.16)
- Provide art in the public realm to link urban villages, accent important downtown focal points and improve the pedestrian environment of the street and skyway. (7.17)
- Encourage innovative and sustainable stormwater management techniques that integrate landscape plantings into new development areas. (7.19)
- Protect and celebrate the unique bluff formation that frames downtown

beneath Kellogg Mall. (7.20)

- Maintain the historic block pattern of downtown, which is characterized by small blocks of about 300 feet long; do not create superblocks. (7.21)
- Improve public safety by incorporating Crime Prevention Through Environmental Design (CPTED) principles into public spaces and recreational areas. (7.22)
- Improve way-finding and aesthetics by coordinating public street signage; avoid sign clutter. (7.26)
- Involve the Design Center in the placement and design of public infrastructure, including bridges, parking buildings, skyways, and public utility facilities. (7.27)
- Consider implementing a downtown parkland dedication requirement for new development. (7.28.1)
- Ensure that maintenance funding for any public realm development is committed at the time construction funding is authorized. (7.29)
- Engage public and private partners to organize an initiative to "green" and beautify downtown's streets, sidewalks, parks and plazas. (7.31)
- Support and encourage existing and new downtown beautification efforts, such as Capital City Partnership's hanging baskets program and the City's Planting Downtown program. (7.33)
- Aggressively maintain the appearance of "gateways" and approaches identified in Strategy 7.16, and of the skyway system. (7.34)

#### Planning and Economic Development (PED)

- Broaden the range of arts/culture/entertainment venues downtown to appeal to residents, employees and young people, as well as citizens of the region. (3.2)
- Support the Farmer's Market expansion plans for a new outdoor market, an indoor hall that would operate year-round, and an eventual "market district." (3.5)
- Strengthen the role of public art so that it is integrated into large urban design & placemaking efforts; ensure early, meaningful participation by public artists in public/private development projects. (3.6)
- Expand opportunities for artist-owned housing in Lowertown, North Quadrant, etc. (3.10)
- Promote the establishment of artist-related retail services where none currently exist (e.g. art supply store). (3.11)
- Broaden the use of preservation tools for older buildings not in a heritage preservation district or individually designated. (3.17)



The Capital City Partnership's hanging baskets program adds beauty and color to downtown's streets.

- Consider the historic and architectural significance of each remaining building downtown as important as its “highest and best” use when determining the fate of existing buildings. (3.18)
- Prioritize building retention, preservation, rehabilitation and adaptive re-use over demolition. (3.19)



Mears Park is the central green for the Lowertown Urban Village.

- Encourage the creative incorporation of existing buildings into new development. (3.20)
- Increase the number of housing units downtown. New prime opportunity areas include the following: Lower Landing/Post Office area, Kellogg Boulevard, the St. Joe’s hospital neighborhood, Fitzgerald Park, and the West Seventh/Wild Arena area. (4.1.1)
- Increase the number of ownership units to balance with the existing supply of rental units. (4.2)
- Provide a range of price options in new housing, from upper-end/luxury to SRO. (4.3)
- Ensure that new housing development meets the City’s adopted policy on affordability. (4.4)
- Increase the amount of life-cycle housing downtown. (4.5)
- Complete housing development in the North Quadrant. (4.6)
- Continue City-neighborhood partnership to promote additional residential development. (4.7)
- Encourage Design Center involvement in the design of all new residential development. (4.9)
- Encourage a mix of uses in new housing development. (4.11)
- Work with major downtown employers to identify opportunities for additional employee housing. (4.12)
- Ensure affordability of downtown housing by promoting a better mix of units types, costs and sizes. (4.15)
- Support opportunities for additional neighborhood-serving retail and services in close proximity to concentrations of housing. (4.17)
- Improve public safety by incorporating Crime Prevention Through Environmental Design (CPTED) principles into new residential development. (4.23)
- Provide pedestrian access to the river and new river trails for new residential development. (4.24)
- Connect new housing on the edge of the downtown core via at-grade, weather-protected routes, rather than skyways. (4.27)
- Ensure adequate provision of parking for new residents. (4.28)
- Support lower-density office development outside the downtown core, with appropriate building scale and in mixed-use buildings wherever possible. (5.2)
- Support public-private partnership to manage expansion of State government offices downtown (5.4)
- Encourage new downtown State office growth to locate in areas well-served by transit, such as the downtown core south of Interstate 94. (5.5.1)
- Encourage a downtown State office presence that integrates into the surrounding fabric. Support efforts to integrate non-office uses (e.g. commercial, housing) into State office buildings. Avoid an over-concentration of single-use State office buildings in any one area. (5.5.2)
- Enclose the gulf created by Interstate 94 between the Capitol campus and downtown by encouraging redevelopment facing the freeway at a scale and height consistent with the Capitol Area Comprehensive Plan. (5.5.3)
- Convene a Business Recruitment Summit. (5.9)
- Focus street-level retail along Wabasha and St. Peter streets and at neighborhood nodes such as in Lowertown and North Quadrant. (5.11)
- Encourage new and existing retail to have a street-level, storefront presence. (5.12)
- Encourage a variety of retail uses with a range of price points to best serve the needs of downtown employees, residents and visitors. (5.14)
- Encourage and maintain a balance between locally-owned and national retailers in the mix of retail businesses. (5.16)
- Conduct a retail market study to help focus retail and assess emerging demand. (5.17)
- Support the creation of a Market District in Lowertown, whereby the artists’ community, an expanded Farmers’ Market, and new food-related businesses work together to create a critical mass, serving downtown and the region. (5.18)
- Encourage the continued construction of a diverse range of downtown housing units in order to meet some of the employee housing demand within walking distance of work. (5.23)
- Support improved transit to downtown, including LRT, BRT, commuter and high-speed rail. (6.3)
- Continue to explore and plan for the reuse of Union Depot as a multi-modal transportation hub. (6.4)
- Maximize the redevelopment potential of LRT and BRT at station locations within downtown. (6.6)
- Explore the opportunity for redevelopment of the parking lot and Bremer Bank Building adjacent to the 5th/Minnesota bus stop in conjunction with transit improvements at the site. Possible future uses include a mixed-use structure of commercial/retail, office and residential uses, with a skyway connection across 5th Street and an arcade at street level. (6.6.1)

- Prepare, implement and enforce a parking management plan that addresses the spectrum of downtown parking users. (6.12)
- Improve assessment of market demand when parking is built to avoid overbuilding parking. (6.13)
- Minimize the construction of any new parking that serves a single destination. (6.16)
- Avoid dedicating an entire city block to parking. (6.17)
- Create a downtown pedestrian plan that is integrated into City infrastructure improvements. (6.18)
- Improve the Fifth Street connection between Mears Park and Rice. (6.20.1)
- Improve the Wacouta Street connection between Wacouta Commons and Mears Park. (6.20.2)
- Encourage new development to support the street level as the main pedestrian level; encourage alternatives to new skyway construction outside of the downtown core. (6.24)
- Encourage MPR to explore alternatives to closing Ninth Street. (6.28)
- Create and implement a five-year bicycle plan. (6.30)
- Amend the City's 1997 Transportation Policy Plan's designation of Kellogg and Wabasha/St. Peter streets for establishment of on-street bike lanes. Designate alternative north-south and east-west streets for on-street bike lanes with connections to bike trails. (6.33)
- Ensure that bicycle access is considered early in bridge reconstruction project planning. (6.36)
- Provide more bicycle parking facilities: 1) in City-owned parking garages; 2) at major transit facilities; 3) in racks and lockers downtown, focusing on major visitor and commuter destinations; and 4) at new bus and LRT stations. (6.37)
- Ensure parking for carpool/vanpool vehicles in all publicly-controlled ramps and lots. (6.43.1)
- Increase car/vanpool incentives (preferential access/rates in public parking facilities). (6.43.2)
- Update the Renaissance Project. (7.9)
- Identify critical downtown view corridors and vistas to be protected, using the *Saint Paul on the Mississippi Development Framework* as a starting point. (7.18)
- Reassess the viability of the view corridors identified in the *Lower Cathedral Hill Plan* (1988). (7.18.1)
- Maintain the historic block pattern of downtown, which is characterized by small blocks of about 300 feet long; do not create superblocks. (7.21)

- Improve public safety by incorporating Crime Prevention Through Environmental Design (CPTED) principles into public spaces and recreational areas. (7.22)
- Participate in the placement and design of public infrastructure. (7.27)
- Engage public and private partners to organize an initiative to "green" and beautify downtown's streets, sidewalks, parks and plazas. (7.31)

### Police

- Increase police foot patrol in residential areas; near cultural and entertainment attractions (3.24)
- Improve public safety by incorporating Crime Prevention Through Environmental Design (CPTED) principles into new residential development. (4.23)
- Improve public safety by incorporating Crime Prevention Through Environmental Design (CPTED) principles into new commercial development. (5.21)
- Revise the City's handicap parking system to address current abuse of handicap parking stickers in parking garages and lots, and at parking meters. Vigorously enforce the new policy. (6.14)
- Improve public safety by incorporating Crime Prevention Through Environmental Design (CPTED) principles into public spaces and recreational areas. (7.22)

### Public Works

- Strengthen the role of public art so that it is integrated into large urban design & placemaking efforts; ensure early, meaningful participation by public artists in public/private development projects. (3.6)
- Provide a range of basic improvements connected with livability, such as: bike racks, street trees, benches, lighting, better attention to street and sidewalk cleaning, etc. (4.21)
- Provide clear, accessible and safe pedestrian access to the river and new river trails for all new residential development. (4.24)
- Improve connectivity between downtown neighborhood sub-areas (4.25)
- Support efforts to re-establish the connection between downtown and adjacent natural areas, such as between Lowertown and the Bruce Vento Nature Sanctuary area. (4.26/7.5)
- Connect new housing on the edge of the downtown core (e.g., in the North Quadrant and Lowertown) via at-grade, weather-protected routes, rather than skyways. (4.27)



The Essex in North Quadrant is the first ownership housing to be built in downtown in 20 years.

- Enhance the St. Peter, Wabasha and Cedar bridges over I-94. (5.5.4)
- Support retail with an adequate supply of short-term parking, good pedestrian connections, and transit. (5.15)
- Provide a clean, safe and attractive physical environment that enhances downtown's vitality and that will attract continued investment. (5.20)
- Strengthen downtown amenities: active streets, attractive and well-maintained parks and other public spaces, a vibrant cultural sector and good connections to the river. (5.24)
- Continue to redesign and reconfigure the downtown street system to ensure that street/sidewalk improvements optimize the following criteria: street-related retail/on-street parking/attractive, convenient transit. (6.2)
- Support improved transit to downtown, including LRT, BRT, commuter and high-speed rail. (6.3)
- Promote taxi service as a viable transit alternative; establish additional taxi cab stands. (6.5.2)
- Maximize the redevelopment potential of LRT and BRT at station locations within downtown. (6.6)
- Use LRT as an impetus to improve Cedar and Fourth streets to better accommodate pedestrians, bicyclists and transit riders. (6.7)
- Prepare, implement and enforce a parking management plan that addresses the spectrum of downtown parking users. (6.11)
- Maximize the amount of on-street parking, with consideration of the need for bike lanes. (6.14)
- Revise the City's handicap parking system to address current abuse of handicap parking stickers in parking garages and lots, and at parking meters. Vigorously enforce the new policy. (6.15)
- Create a downtown pedestrian plan that is integrated into City infrastructure improvements. (6.18)
- Provide permanent orientation maps at street level for pedestrians, using kiosks where they already exist and exploring appropriate new locations. (6.19)
- Establish/improve pedestrian links to the four downtown parks. (6.20)
- Improve the Fifth Street connection between Mears Park and Rice. (6.20.1)
- Improve the Wacouta Street connection between Wacouta Commons and Mears Park. (6.20.2)
- Improve the streetscape on streets that serve as major east-west or north-south connections, and other segments with high levels of pedestrian activity, with street trees, improved lighting, marked crosswalks and wider sidewalks. Integrate pedestrian and streetscape improvements with major transit projects, such as LRT and BRT. (6.21)
- Improve the streetscape (with plantings, public art, etc.) on Fifth, Sixth, Cedar and Minnesota streets, and consider bumpouts to provide wider sidewalks at major transit stations. (6.21.1)
- Extend the streetscape improvement program along Wabasha and St. Peter streets north of Seventh Street to the freeway. (6.21.2)
- Incorporate streetscape improvements into the redesign of the Rice Park bus stop to facilitate pedestrian circulation and traffic calming along 5th Street west of Washington Street. Such improvements might include sidewalk bump-outs, parking along portions of the north side of 5th Street, and signals at 5th/Washington. (6.21.3)
- Provide pedestrian amenities (street lighting, continuous sidewalks, marked crosswalks and street furniture) along access paths to connect transit stops with the larger downtown pedestrian system. (6.21.4)
- Provide more pedestrian access between the river and downtown by increasing the number and quality of pedestrian routes (stairs, ramps, escalators, and elevators, etc.), maintaining them for year-round use. (6.22)
- Connect pedestrians to the river by opening new points of river access. The Sibley Street sidewalk improvements (funded between Mears Park and Shepard Road) should be implemented immediately, and Jackson Street between Fifth Street and Shepard Road should be considered for similar improvements. (6.23)
- Balance new investments in the skyway system with equal investment in the street below. (6.25)
- Improve the pedestrian environment on streets where skyways exist. Improve Fifth, Sixth, and Seventh streets between Wabasha and Robert Street to re-establish the pedestrian environment for the sizable number of pedestrians not able or willing to use the skyway. (6.27)
- Ensure that downtown's streets and sidewalks are safe, clean and accessible to all pedestrians, including seniors and the mobility-impaired. (6.29)
- Create and implement a five-year bicycle plan. (6.29)
- Create and fill the position of Bicycle Coordinator in the Department of Public Works. (6.31)
- Amend the City's 1997 Transportation Policy Plan's designation of Kellogg and Wabasha/St. Peter streets for establishment of on-street bike lanes. Designate alternative north-south and east-west streets for on-street bike lanes with connections to bike trails and nearby on-street bike routes. (6.33)
- Improve the connection from adjacent bicycle trails to downtown streets; implement maintenance of adjoining trails including plowing and sweeping. (6.34)
- Ensure that bicycle access is considered early in bridge reconstruction project planning. (6.35)

- Provide more bicycle parking facilities: 1) in City-owned parking garages; 2) at major transit facilities; 3) in racks and lockers downtown, focusing on major visitor and commuter destinations; and 4) at new bus and LRT stations. (6.37)
- Provide easily recognizable and accessible connections between the downtown street grid, parks and the city-wide/regional trail system. (7.4)
- Support efforts to re-establish the connection between downtown and adjacent natural areas, such as between Lowertown and the Bruce Vento Nature Sanctuary. (7.5)
- Improve Jackson, Sibley, Wacouta and Broadway as key green connections and access points to the river valley and valley reaches. Improvements should include street trees, pedestrian and bike facilities, and, in some cases (e.g. Wacouta and Broadway), new street construction. (7.6)
- Provide major connections and trailheads to regional systems throughout the downtown and riverfront corridor. (7.7)
- Update the Renaissance Project. (7.9)
- Expedite the extension of the Wabasha West street improvements program north of Seventh Street, with long-term maintenance in mind. (7.10)
- Designate and implement “park street” improvements. (7.11)
- Complete the outer green ring as a boulevard street type on the east side of downtown. (7.12)
- Improve connections to areas on the edge of downtown through improved streetscape, lighting, plantings and public art. (7.13)
- Provide landscaping in conjunction with street improvement projects, wherever possible. (7.14)
- Continue the aggressive landscape approach for edges of downtown, including the freeway corridors, freeway entrances into downtown and bridgeheads. (7.15)
- Continue to upgrade downtown “gateways” and approaches as important gathering places, street identifiers, and major elements of the city fabric. (7.16)
- Provide art in the public realm to link urban villages, accent important downtown focal points and improve the pedestrian environment of the street and skyway. (7.17)
- Encourage innovative and sustainable stormwater management techniques that integrate landscape plantings into new development areas. (7.19)
- Protect and celebrate the unique bluff formation that frames downtown beneath Kellogg Mall. (7.20)

- Maintain the historic block pattern of downtown, which is characterized by small blocks of about 300 feet long; do not create superblocks. (7.21)
- Improve public safety by incorporating Crime Prevention Through Environmental Design (CPTED) principles into public spaces and recreational areas. (7.22)
- Improve way-finding and aesthetics by coordinating public street signage; avoid sign clutter. (7.26)
- Involve the Design Center in the placement and design of public infrastructure, including bridges, parking buildings, skyways, and public utility facilities. (7.27)
- Engage public and private partners to organize an initiative include to “green” and beautify downtown’s streets, sidewalks, parks and plazas. (7.31)
- Support and encourage existing and new downtown beautification efforts, such as Capital City Partnership’s hanging baskets program and the City’s Planting Downtown program. (7.33)
- Aggressively maintain the appearance of “gateways” and approaches identified in Strategy 7.16, and of the skyway system. (7.34)

#### **Technology and Management Services**

- Ensure that the existing skyway system is easy to use and understand, and comfortable. (6.26)
- Ensure that new skyways in the core complement downtown’s built environment in the core. New skyways should not block historic facades or obstruct important terminal views (such as to the Capitol, Cathedral, and Central Presbyterian Church). (7.23)

#### **Convention and Visitors’ Bureau (CVB)**

- Prepare a restaurant and events guide. (3.12)
- Promote use of downtown’s cultural venues by residents. (4.19)
- Strengthen and publicize the amenities that make downtown Saint Paul a creative downtown environment, such as active streets, attractive and well-maintained parks and other public spaces, vibrant cultural attractions, food and entertainment venues, good connections to the river and other special amenities. (5.24)
- Market additional after-work cultural events to encourage downtown employees to stay downtown after work, as well as to appeal to residents and visitors. (5.25)
- Promote taxi service as a viable transit alternative; establish additional taxi cab stands. (6.5.2)
- Explore the feasibility of a circulator bus system. (6.5.3)
- Hire an Event Coordinator to manage event-related congestion, parking and traffic. (6.43)

### **Dayton's Bluff Community Council**

- Support efforts to re-establish the connection between downtown and adjacent natural areas, such as between Lowertown and the Bruce Vento Nature Sanctuary. (4.26/7.5)

### **Downtown Building Owners Association**

- Support the already-established and growing community of artists living downtown. Develop a dynamic partnership to promote and market the independent arts sector. (3.4)
- Encourage use of vacant office space before considering constructing new office space. Support efforts to improve the quality of and ease of access to information on available office space. (5.3)
- Support the efforts of the existing public-private partnership to manage the expansion of State government offices downtown. (5.4)
- Encourage new State office growth to locate in areas well-served by transit, such as the downtown core south of Interstate 94. (5.5.1)
- Encourage a downtown State office presence that integrates into the surrounding fabric and that contributes to a lively, "24-hour" neighborhood. (5.5.2)
- Enclose the gulf created by Interstate 94 between the Capitol campus and downtown by encouraging redevelopment facing the freeway at a scale and height consistent with the Capitol Area Comprehensive Plan. (5.5.3)
- Support efforts to market and strengthen the downtown business sector. (5.8)
- Provide a clean, safe and attractive physical environment that enhances downtown's vitality and will attract continued investment. (5.20)
- Market additional after-work cultural events to downtown employees. (5.25)
- Prepare, implement and enforce a parking management plan. (6.12)
- Encourage building owners and employers who want to physically connect private buildings to work with the Design Center on alternatives to skyways, such as covered walkways, wide awnings, arcades and radiantly-heated sidewalks. (7.24)
- Encourage building owners/employers to maintain cleanliness of areas outside their buildings. (7.32)

### **Historic Saint Paul**

- Support regular, ongoing efforts to inventory and recommend historic or threatened properties for local designation as heritage preservation sites. (3.13)

- Conduct a study on financing tools and incentives (such as rehabilitation tax credits) to promote retention and protection of historic buildings and sites. (3.16)
- Broaden the use of preservation tools for older buildings not in a heritage preservation district or individually designated. (3.17)
- Support the Preservation Development Initiative to link downtown economic development with preservation. (3.23)

### **Lowertown Redevelopment Corporation**

- Broaden the range of arts/culture/entertainment venues downtown to appeal to residents, employees and young people, as well as citizens of the region. (3.2)
- Expand opportunities for artist-owned housing, both in Lowertown and other emerging residential areas, such as the North Quadrant. (3.10)
- Promote the establishment of artist-related retail services where none currently exist (e.g. art supply store). (3.11)
- Increase the number of housing units downtown. The City's 1999 Land Use Plan projected 3,000 new housing units around downtown and the West Side Flats by 2020. The Kelly Administration has stated a citywide goal of 5,000 new units by 2005, with about 2,000 units assigned to downtown and its environs (Upper Landing, West Side Flats and Lowertown Bluffs). (4.1)
- Increase the amount of life-cycle housing downtown through new development and rehabilitation/conversion of existing buildings, including vacant office buildings as appropriate. Additional senior units, live-work units (such as artists' lofts) and family units are some of the additional housing types needed. Mixed-use development that combines retail or office uses with housing is desirable whenever possible. (4.5)
- Improve the marketing of downtown housing, using web sites (e.g. ilovestpaul.com) and other technology to advertise housing opportunities. (4.10)
- Whenever possible, encourage a mix of uses in new housing development. (4.11)
- Support efforts to preserve existing housing units in historic buildings. (4.14)
- Support opportunities for additional neighborhood-serving retail and services in close proximity to concentrations of housing, as downtown's population and trade area grow sufficiently large. (4.17)
- Support efforts to re-establish the connection between downtown and adjacent natural areas, such as between Lowertown and the Bruce Vento Nature Sanctuary. (4.26)



- Support lower-density office development (in mixed-use buildings) wherever possible outside the downtown core, ensuring that building scale is consistent with the *Saint Paul on the Mississippi Development Framework*. (5.2)
- Focus pedestrian-friendly, small-scale, street-level retail along Wabasha and St. Peter streets (the four blocks between Fourth and Seventh streets are the highest priority, then north of Seventh Street), and at neighborhood nodes such as in Lowertown and North Quadrant. (5.11)
- Encourage a variety of retail uses with a range of price points to best serve the needs of downtown employees, residents and visitors. (5.14)
- Support the creation of a Market District in Lowertown, whereby the artists' community, an expanded Farmers' Market, and new food-related businesses work together to create a critical mass, serving downtown and the region. (5.18)
- Encourage the continued construction of a diverse range of downtown housing units in order to meet some of the employee housing demand within walking distance of work. (5.23)
- Strengthen and publicize the amenities that make downtown Saint Paul a creative downtown environment, such as active streets, attractive and well-maintained parks and other public spaces, vibrant cultural attractions, food and entertainment venues, good connections to the river and other special amenities. (5.24)
- Continue to explore and plan for the reuse of Union Depot as a multi-modal transportation hub. (6.4)

### **Mears Park Association and Rice Park Association**

- Encourage "adopt-a-block" and other initiatives that involve local citizens' and business organizations in the care and maintenance of downtown parks and other public spaces. (7.30)

### **Metropolitan Council**

- Encourage public investments in the regional transit system to broaden transportation choices for downtown employees. (5.19)
- Support improved transit to downtown, including LRT, BRT, commuter and high-speed rail. (6.3)
- Continue to explore and plan for the reuse of Union Depot as a multi-modal transportation hub. (6.4)

### **Metro Transit**

- Pursue a fare reduction in the "Downtown Zone." (6.5.1)
- Explore the feasibility of a circulator bus system. (6.5.3)
- Conduct a detailed study of bus stop design and configuration to avoid



negative visual impacts on Rice Park as new investments in transit or increased rider demand warrant a larger bus stop at Rice Park. (6.5.4)

- Integrate a new bus stop design and configuration into the redesign of Hamm Plaza. (6.5.5)
- Enlarge the existing Cedar and Minnesota bus stops, integrate them with potential transit-oriented development opportunities, and improve the safety and security of transit users at these locations. (6.5.6)
- Provide a convenient linkage to the skyway system at the 6th/Cedar bus stop and, if feasible, integrate the stop with future LRT station development. (6.5.7)
- Integrate the eastbound bus stop at Mears Park with reuse of the Mears Park Centre Building, as appropriate. (6.5.8)
- Integrate the westbound bus stop at 6th/Sibley into Park Square Court and provide a direct connection to the skyway system. (6.5.9)
- Explore the opportunity for redevelopment of the parking lot and Bremer Bank Building adjacent to the 5th/Minnesota bus stop in conjunction with transit improvements at the site. Possible future uses include a mixed-use structure of commercial/retail, office and residential uses, with a skyway connection across 5th Street and an arcade at street level. (6.6.1)
- Work aggressively to improve policing, lighting and cleanliness at major transit shelters and their environs. (6.8)
- Involve the Design Center and Public Art Saint Paul in the design of all new major transit stops and stations. (6.9)
- Provide more bicycle parking facilities: 1) in City-owned parking garages; 2) at major transit facilities; 3) in racks and lockers downtown, focusing on major visitor and commuter destinations; and 4) at new bus and LRT stations. (6.37)

### **Minnesota Department of Administration**

- Support public-private partnership to manage expansion of State government offices downtown (5.4)
- Encourage new downtown State office growth to locate in areas well-served by transit, such as the downtown core south of Interstate 94. (5.5.1)
- Encourage a downtown State office presence that integrates into the surrounding fabric. Support efforts to integrate non-office uses (e.g. commercial, housing) into State office buildings. Avoid an over-concentration of single-use State office buildings in any one area. (5.5.2)
- Enclose the gulf created by Interstate 94 between the Capitol campus and downtown by encouraging redevelopment facing the freeway at a scale and height consistent with the Capitol Area Comprehensive Plan. (5.5.3)

### **Minnesota Department of Transportation**

- Continue the aggressive landscape approach for edges of downtown, including the freeway corridors, freeway entrances into downtown, and bridgeheads. (7.15)
- Continue to upgrade downtown “gateways” and approaches as important gathering places, street identifiers and major elements of the city fabric. Key locations include:
  - I-35 entries at Wacouta Street and Kellogg Boulevard
  - I-94 entries at Fifth Street, Tenth, Sixth streets and Kellogg Boulevard/ Third Street
  - 7th Street at Kellogg
  - Wabasha at Kellogg
  - Robert at Kellogg
  - Shepard Road at Sibley
  - Cedar and Jackson at Eleventh
  - East Seventh Street at Broadway
  - East end of Kellogg Boulevard (near Broadway)
  - Warner Road to downtown (west of Highway 61)Improvements should include a combination of trees, shrubs and flowers, lighting, trash pick-up, signage, furniture and public art. (7.16)

### **Minnesota Housing Finance Agency and Fannie Mae**

- Increase the amount of life-cycle housing downtown. (4.5)

### **Public Art Saint Paul (PASP)**

- Broaden the range of arts/culture/entertainment venues downtown to

appeal to residents, employees and young people, as well as citizens of the region. (3.2)

- Strengthen the role of public art so that it is integrated into large urban design & placemaking efforts; ensure early, meaningful participation by public artists in public/private development projects. (3.6)
- Develop a public art plan for Saint Paul. (3.7)
- Revisit the “Percent for Art” city ordinance. In downtown, consider requiring a dedication a portion of project construction budgets towards creation and maintenance of public art. (3.8)
- Enhance the St. Peter, Wabasha and Cedar bridges over I-94 that connect the Capitol campus to downtown with widened sidewalks, lighting and public art. for improved pedestrian access, safety and convenience. (5.5.4)
- Conduct a detailed study of bus stop design and configuration to avoid negative visual impacts on Rice Park as new investments in transit or increased rider demand warrant a larger bus stop at Rice Park. (6.5.4)
- Integrate a new bus stop design and configuration into the redesign of Hamm Plaza. (6.5.5)
- Integrate the eastbound bus stop at Mears Park with reuse of the Mears Park Centre Building, as appropriate. (6.5.8)
- Integrate the westbound bus stop at 6th/Sibley into Park Square Court and provide a direct connection to the skyway system. (6.5.9)
- Participate in the design of all new major transit stops and stations. (6.9)
- Improve connections to areas on the edge of downtown (Bruce Vento Nature Sanctuary, Cathedral Hill, Western Sculpture Park, Capitol Area, and the riverfront) through improved streetscape, lighting, plantings and public art. (7.13)
- Continue to upgrade downtown “gateways” and approaches as important gathering places, street identifiers, and major elements of the city fabric. (7.16)
- Provide art in the public realm to link urban villages, accent important downtown focal points and improve the pedestrian environment of the street. (7.17)
- Improve way-finding and aesthetics by coordinating public street signage; avoid sign clutter. (7.26)
- Participate in the placement and design of public infrastructure. (7.27)

### **Ramsey County**

- Support improved transit to downtown, including LRT, BRT, commuter and high-speed rail. (6.3)
- Continue to explore and plan for the reuse of Union Depot as a multi-modal transportation hub. (6.4)

### **Saint Paul Area Chamber of Commerce**

- Develop a dynamic partnership to market the independent arts sector. (3.4)
- Balance improved traffic and parking management for larger cultural attractions with improved transit access. Publicize parking locations; encourage cultural institutions to coordinate with existing parking facilities. (3.9)
- Support efforts to market and strengthen the downtown business sector. (5.8)
- Focus street-level retail along Wabasha and St. Peter streets and at neighborhood nodes such as in Lowertown and North Quadrant. (5.11)
- Prepare, implement and enforce a parking management plan that addresses the spectrum of downtown parking users. (6.12)
- Engage public and private partners to organize an initiative to “green” and beautify downtown’s streets, sidewalks, parks and plazas. (7.31)

### **Saint Paul Art Collective**

- Develop dynamic partnership to market the independent arts sector. (3.4)

### **Saint Paul Growers’ Association**

- Support the Farmer’s Market expansion plans for a new outdoor market, an indoor hall that would operate year-round, and an eventual “market district.” (3.5)
- Support the creation of a Market District in Lowertown, whereby the artists’ community, an expanded Farmers’ Market, and new food-related businesses work together to create a critical mass, serving downtown and the region. (5.18)

### **Saint Paul on the Mississippi Design Center**

- Encourage the creative incorporation of existing buildings into new development. (3.20)
- Ensure through appropriate urban design that new buildings fit into the existing historic fabric. (3.21)
- Encourage new building design and architecture that demonstrate creative, modern interpretations of traditional architectural principles. (3.22)
- Participate in the design of all new residential development. (4.9)
- Connect new housing on the edge of the downtown core via at-grade, weather-protected routes, rather than skyways. (4.27)
- Support lower-density office development outside the downtown core, with appropriate building scale and in mixed-use buildings wherever possible. (5.2)
- Pursue mixed-use redevelopment of underutilized parcels along the frontage roads on both sides of Interstate 94 and along Wabasha, Cedar,

and Minnesota streets. Consider this area for a precinct plan after the adoption of the *Downtown Development Strategy*. (5.6)

- Prepare a Fitzgerald Park Precinct Plan to address new development, housing opportunities and public realm infrastructure in the area roughly bounded by 7th, St. Peter, 11th and Minnesota streets. (5.7)
- Encourage new and existing retail to have a street-level, storefront presence. (5.12)
- Conduct a detailed study of bus stop design and configuration to avoid negative visual impacts on Rice Park as new investments in transit or increased rider demand warrant a larger bus stop at Rice Park. (6.5.4)
- Integrate a new bus stop design and configuration into the redesign of Hamm Plaza. (6.5.5)
- Integrate the eastbound bus stop at Mears Park with reuse of the Mears Park Centre Building, as appropriate. (6.5.8)
- Integrate the westbound bus stop at 6th/Sibley into Park Square Court and provide a direct connection to the skyway system. (6.5.9)
- Participate in the design of all new major transit stops and stations. (6.9)
- Create a downtown pedestrian plan that is integrated into City infrastructure improvements. (6.18)
- Provide more pedestrian access between the river and downtown by increasing the number and quality of pedestrian routes (stairs, ramps, escalators, and elevators, etc.). (6.22)
- Encourage new development to support the street level as the main pedestrian level; encourage alternatives to new skyway construction outside of the downtown core. (6.24)
- Encourage MPR to explore alternatives to closing Ninth Street. (6.28)
- Where possible, locate a village green as the focus of emerging and proposed urban villages. (7.1.2)
- Update the Renaissance Project. (7.9)
- Continue the aggressive landscape approach for edges of downtown, including the freeway corridors, freeway entrances into downtown, and bridgeheads. (7.15)
- Continue to upgrade downtown “gateways” and approaches as important gathering places, street identifiers, and major elements of the city fabric. (7.16)
- Provide art in the public realm to link urban villages, accent important downtown focal points and improve the pedestrian environment of the street. (7.17)
- Identify critical downtown view corridors and vistas to be protected, using the *Saint Paul on the Mississippi Development Framework* as a starting point. (7.18)

- Maintain downtown's historic block pattern of downtown; do not create superblocks. (7.21)
- Ensure that new skyways in the core complement downtown's built environment in the core. New skyways should not block historic facades or obstruct important terminal views (such as to the Capitol, Cathedral, and Central Presbyterian Church). (7.23)
- Encourage building owners and employers who want to physically connect private buildings to work with the Design Center on alternatives to skyways, e.g. use of covered walkways, wide awnings, arcades and radiantly-heated sidewalks. (7.24)
- Participate in the placement and design of public infrastructure. (7.27)

#### **Saint Paul Port Authority**

- Support public-private partnership to manage expansion of State government offices downtown (5.4)
- Convene a Business Recruitment Summit. (5.9)

#### **Saint Paul Riverfront Corporation**

- Update the Renaissance Project. (7.9)
- Protect and celebrate the unique bluff formation that frames downtown beneath Kellogg Mall. (7.20)

#### **Transportation Management Organization**

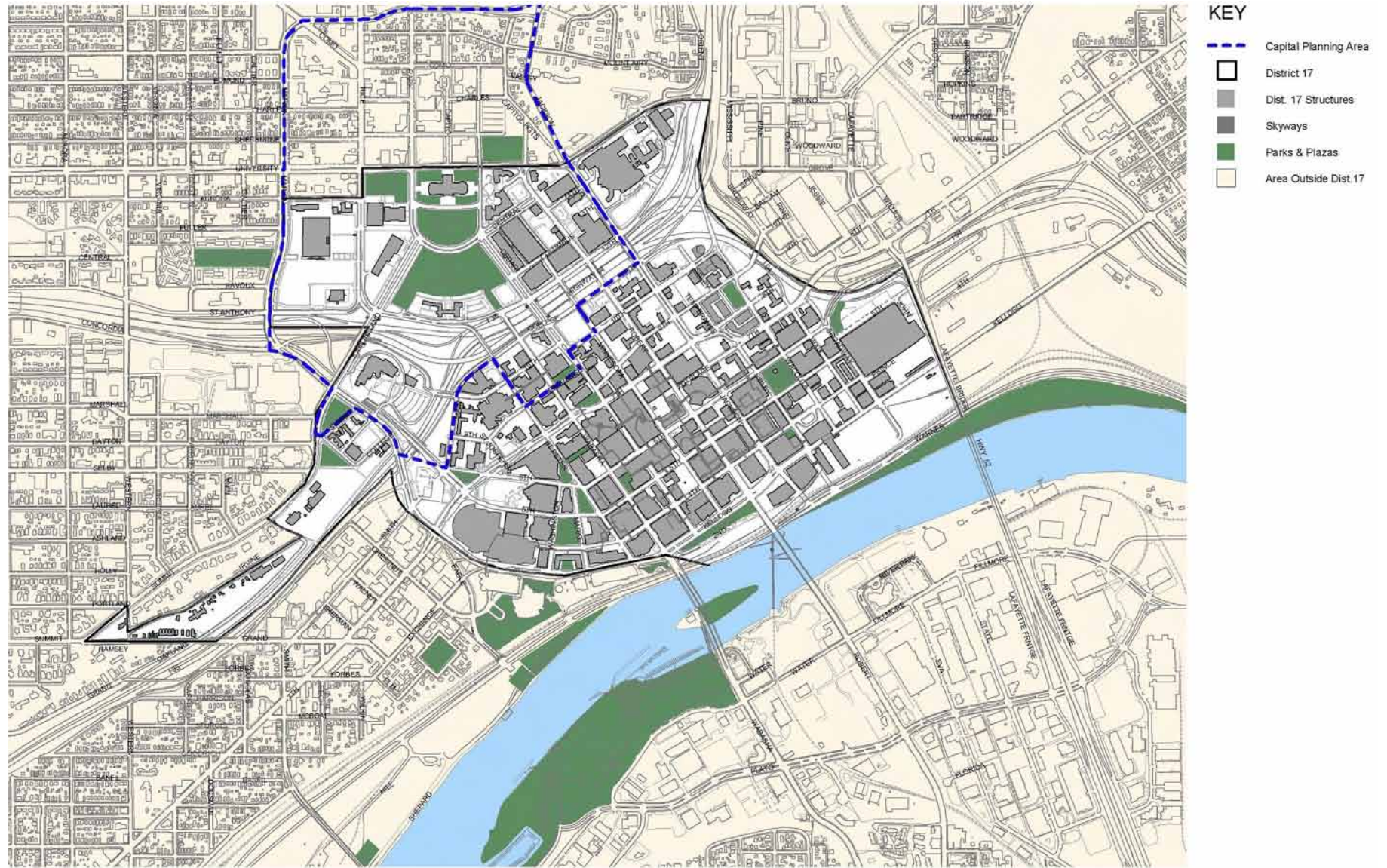
- Balance improved traffic and parking management for larger cultural and entertainment attractions with improved transit access. Publicize parking locations; encourage cultural institutions to coordinate with existing parking facilities. (3.9)
- Encourage public investments in the regional transit system to broaden transportation choices for downtown employees. (5.19)
- Promote greater employer participation in ride-sharing, Metropass and other transit programs to decrease the amount of parking required downtown. (5.22)
- Continue to explore and plan for the reuse of Union Depot as a multi-modal transportation hub. (6.4)
- Explore the feasibility of a circulator bus system, with private funding sources. (6.5.3)
- Work aggressively with Metro Transit to improve policing, lighting and cleanliness at transit shelters and their environs. (6.8)
- Conduct a resident transit needs survey. (6.10)
- Encourage greater employer participation in the Metro Pass program to decrease the demand for new downtown parking, and to increase the efficiency of the current parking supply. (6.11)

- Prepare, implement and enforce a parking management plan that addresses the spectrum of downtown parking users. (6.12)
- Improve assessment of market demand when parking is built to avoid overbuilding parking. (6.13)
- Provide more bicycle parking facilities: 1) in City-owned parking garages; 2) at major transit facilities; 3) in racks and lockers downtown, focusing on major visitor and commuter destinations; and 4) at new bus and LRT stations. (6.37)
- Encourage provision of showers and changing facilities in commercial buildings with a significant percentage of bicycle commuters. (6.38)
- Encourage current and future downtown employers to create travel demand management plans that offer realistic alternatives to single-occupant vehicle use and that maximize the efficiency of existing transportation resources. (6.39)
- Promote bicycle commuting as an alternative to driving alone. (6.40)
- Investigate incentives for employers to provide changing facilities for employees who bike to work. (6.40.1)
- Increase coordination of private shuttles serving downtown employers to identify potential new efficiencies. (6.41)
- Encourage expanding existing shuttles to include smaller businesses near providers. (6.41.1)
- Hire an Event Coordinator to manage event-related congestion, parking and traffic issues. (6.42)
- Increase participation by downtown employers/employees in Minnesota Rideshare and Metropass. (6.43.3)

# Appendix



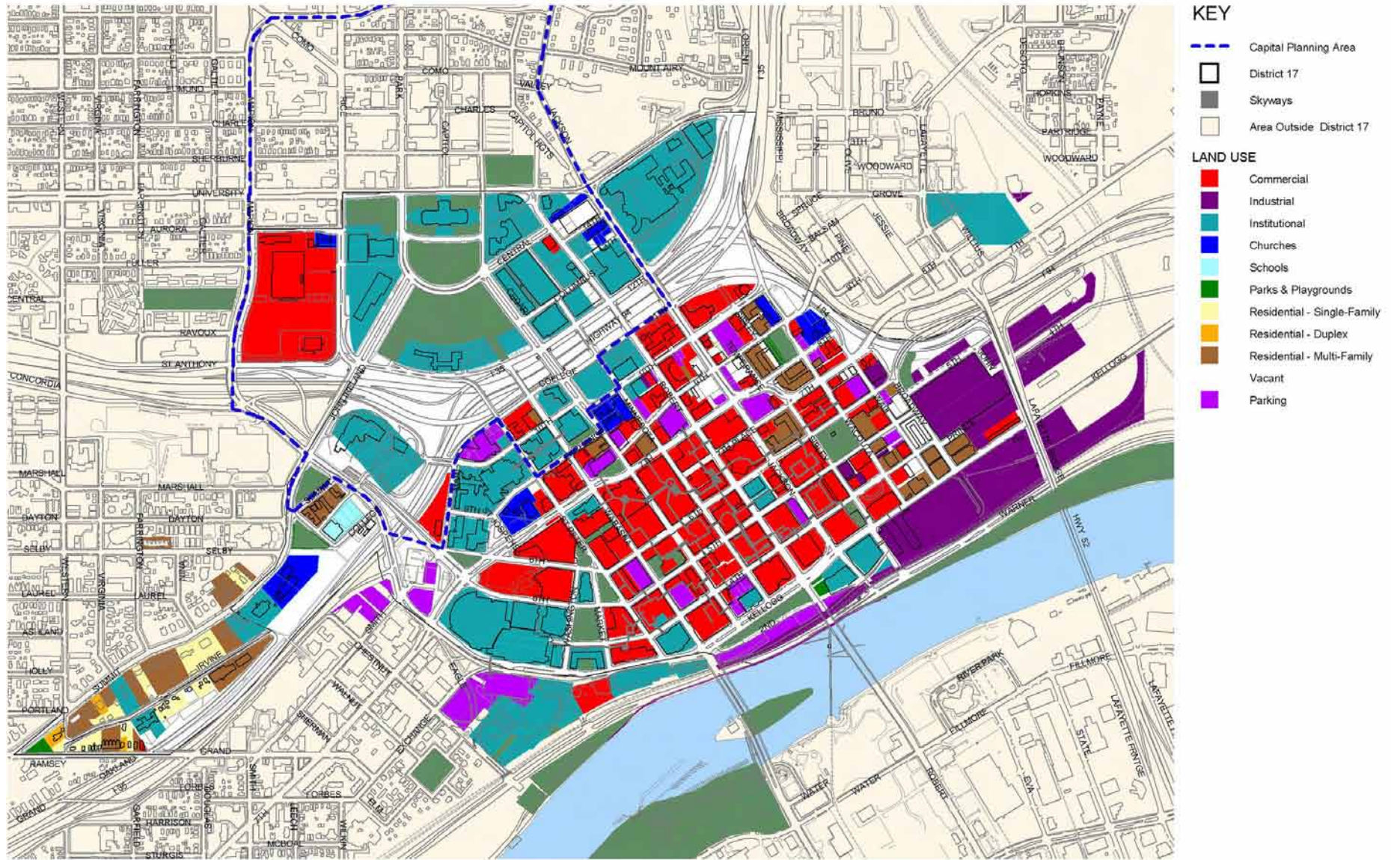
# District 17 Boundaries





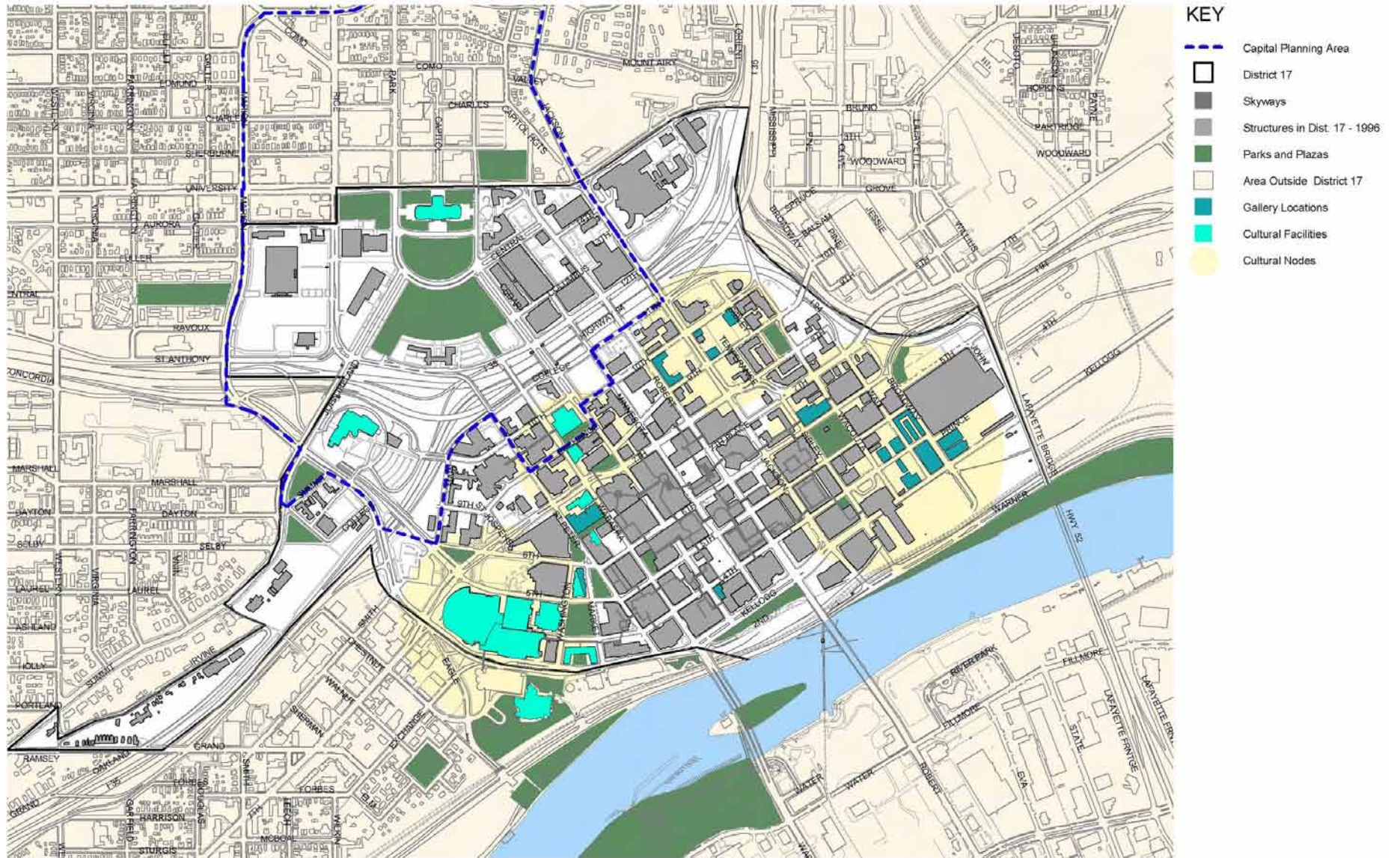


# Land Use



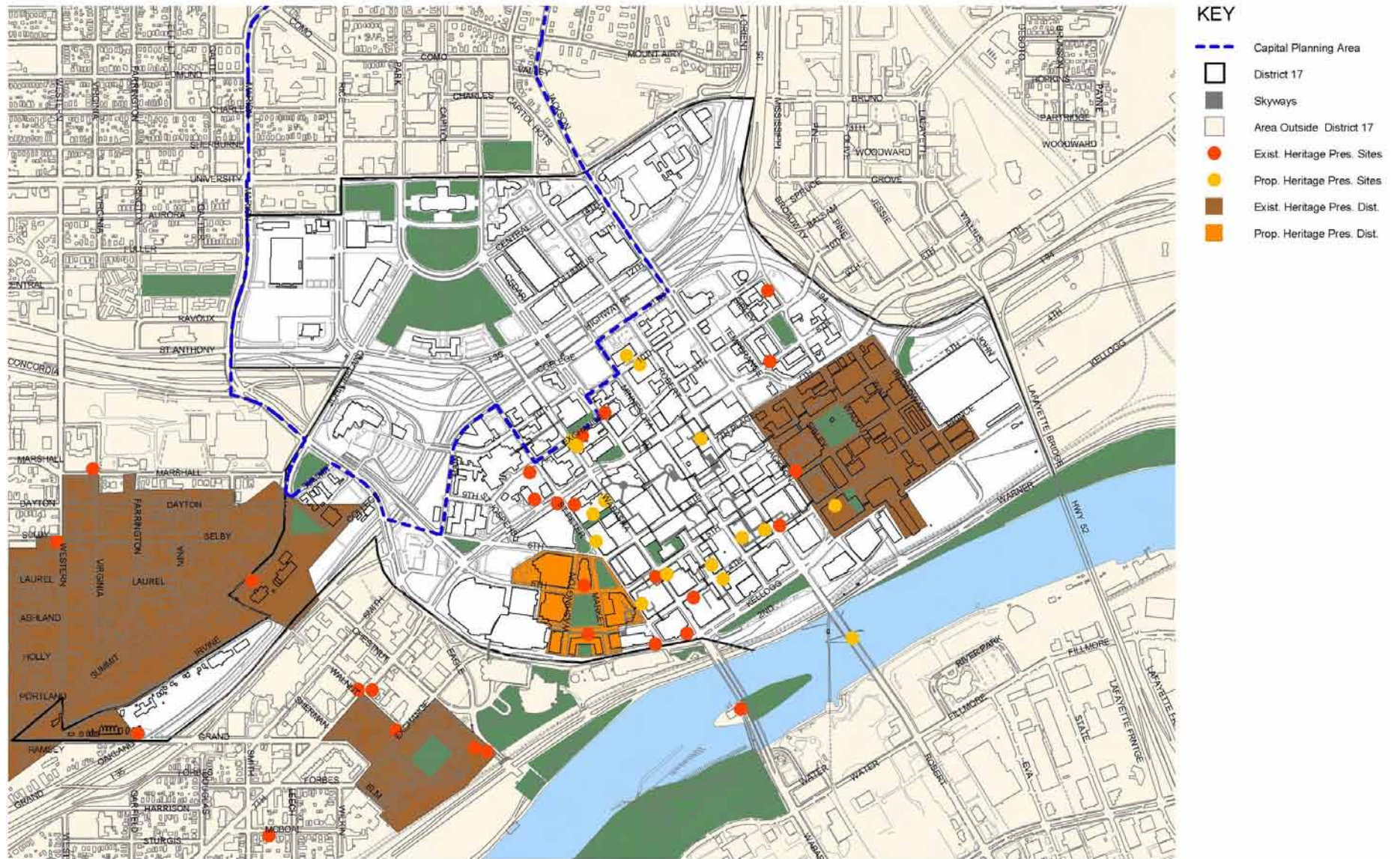


# Cultural Facilities



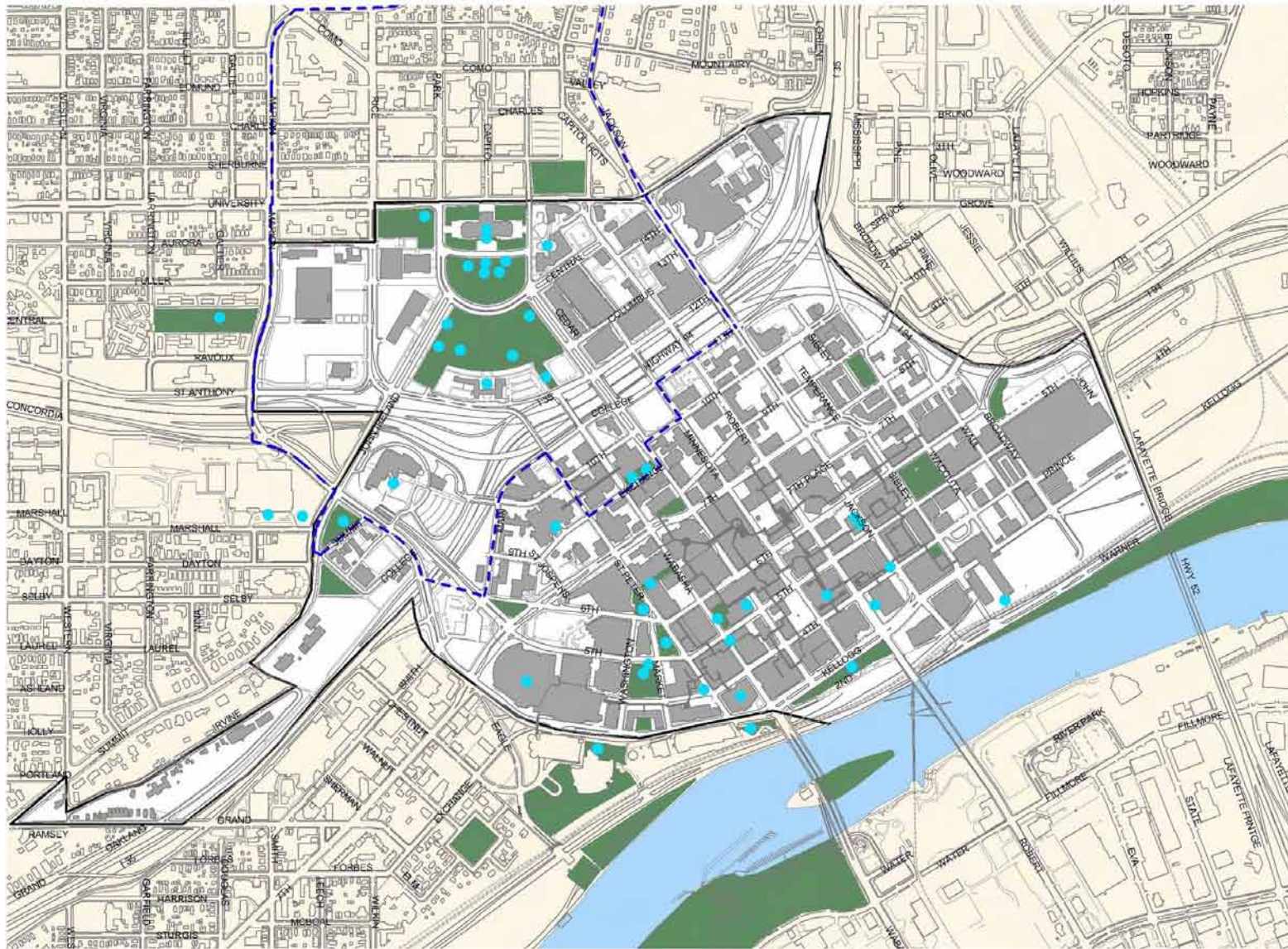


# Heritage Preservation Sites and Districts





# Public Art

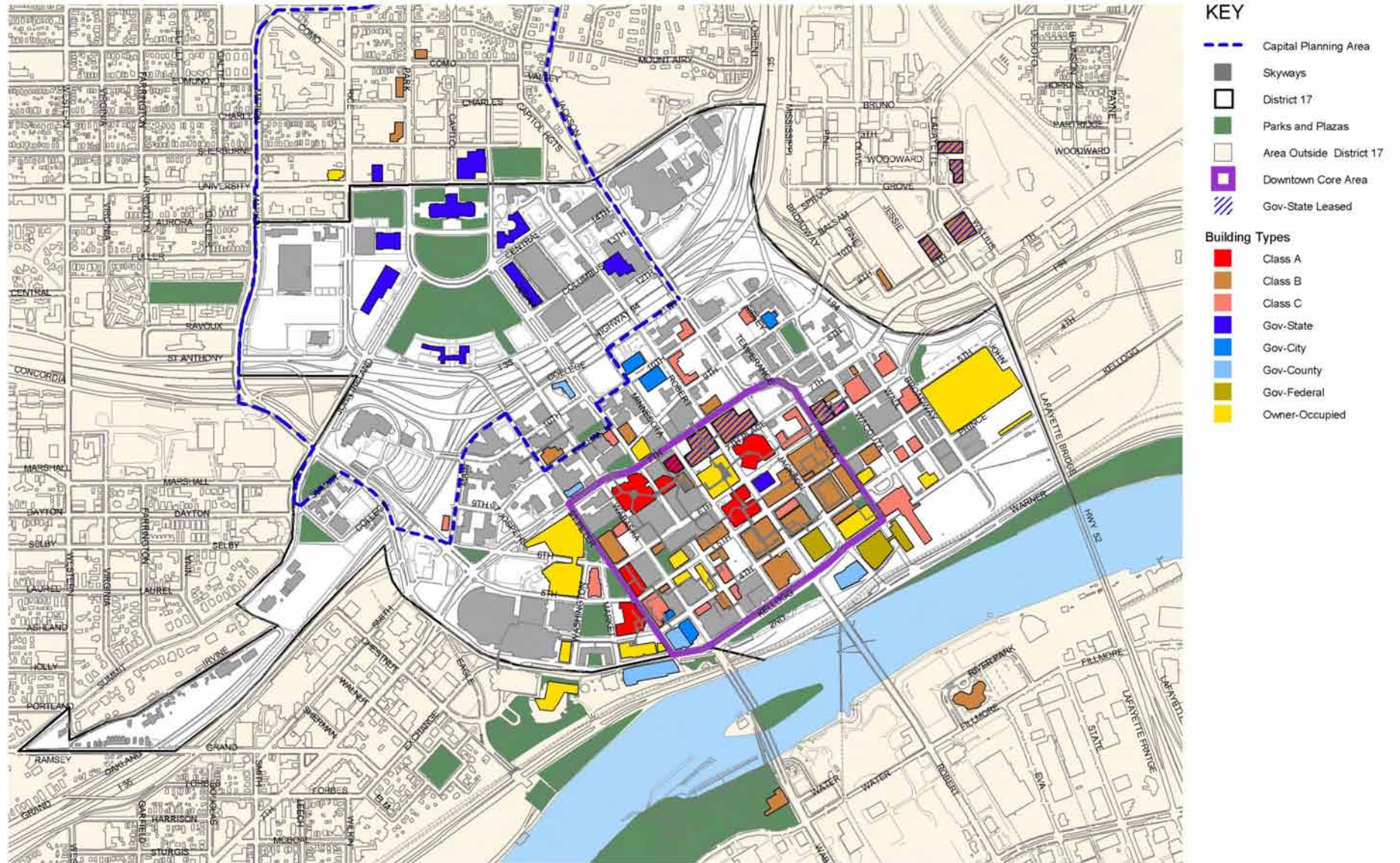


- KEY**
- Capital Planning Area
  - District 17
  - Skyways
  - Structures in Dist. 17 - 1986
  - Parks & Plazas
  - Area Outside District 17
  - Public Art



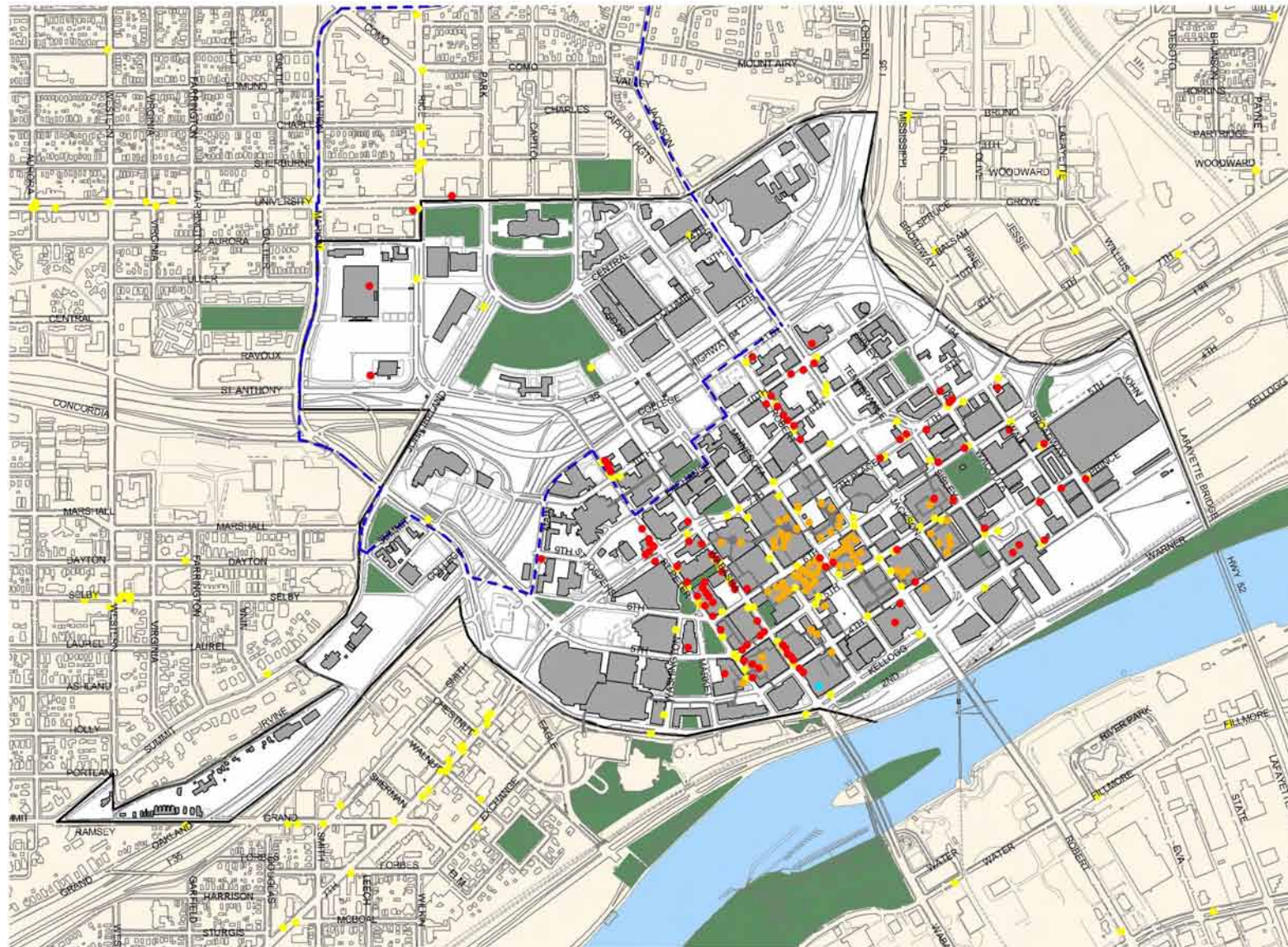


# Office Classification





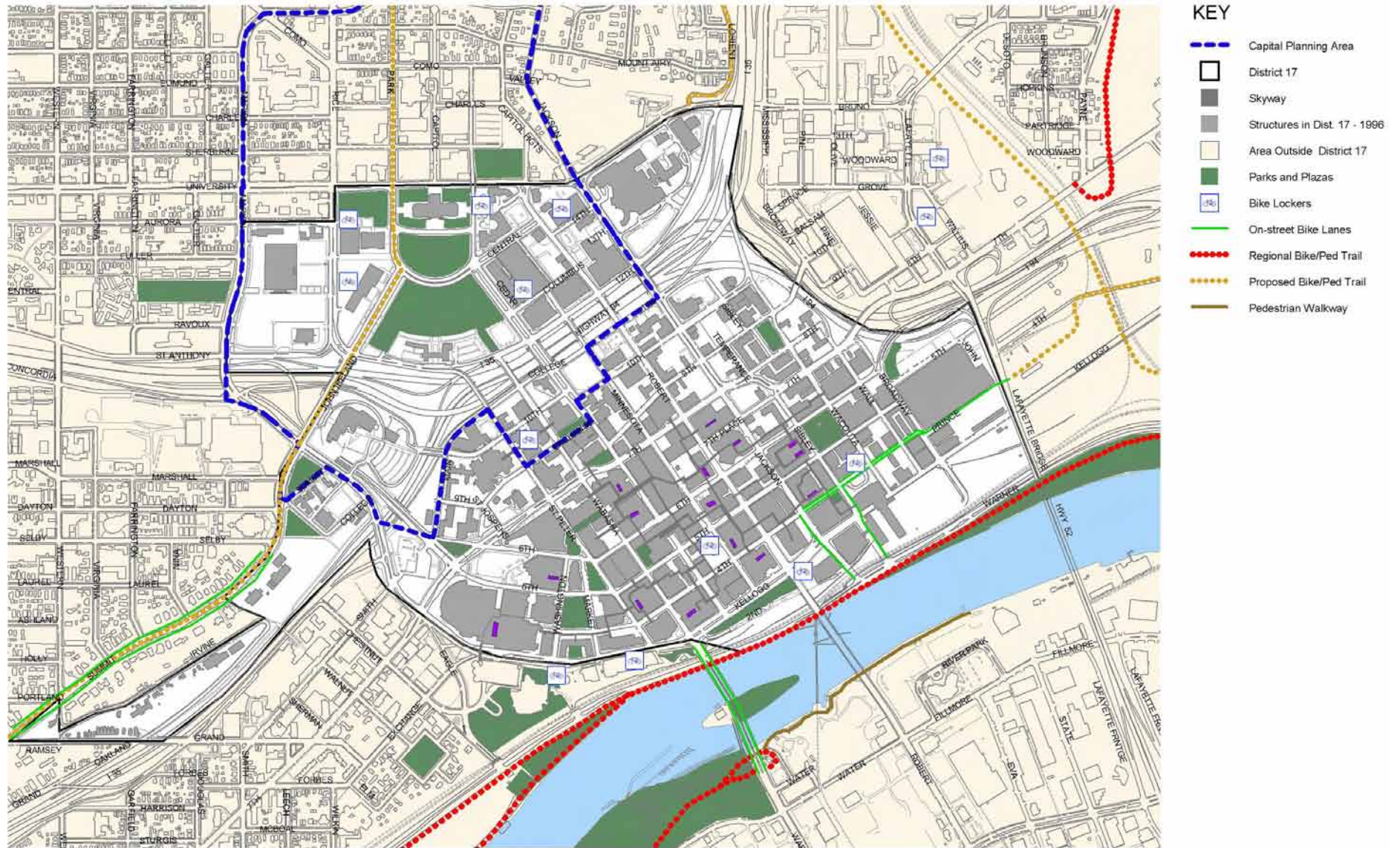
# Retail



- KEY**
- - - Capital Planning Area
  - District 17
  - Skyways
  - Dist. 17 Structures
  - Parks and Plazas
  - Area Outside District 17
  - Retail / Foot Survey '00
- Retail**
- Rooftop
  - Skyway
  - Street

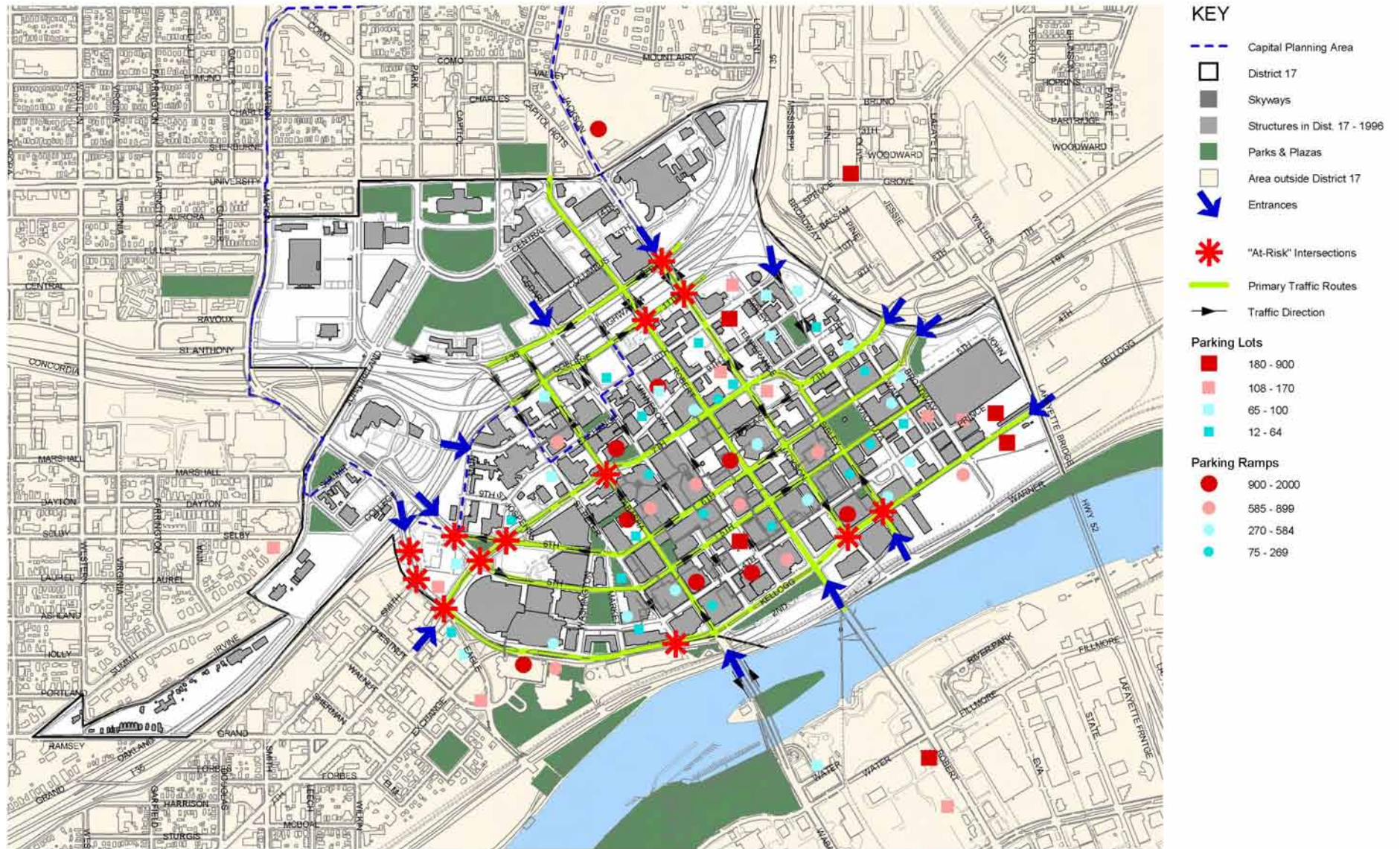


# Bicycle and Pedestrian Network





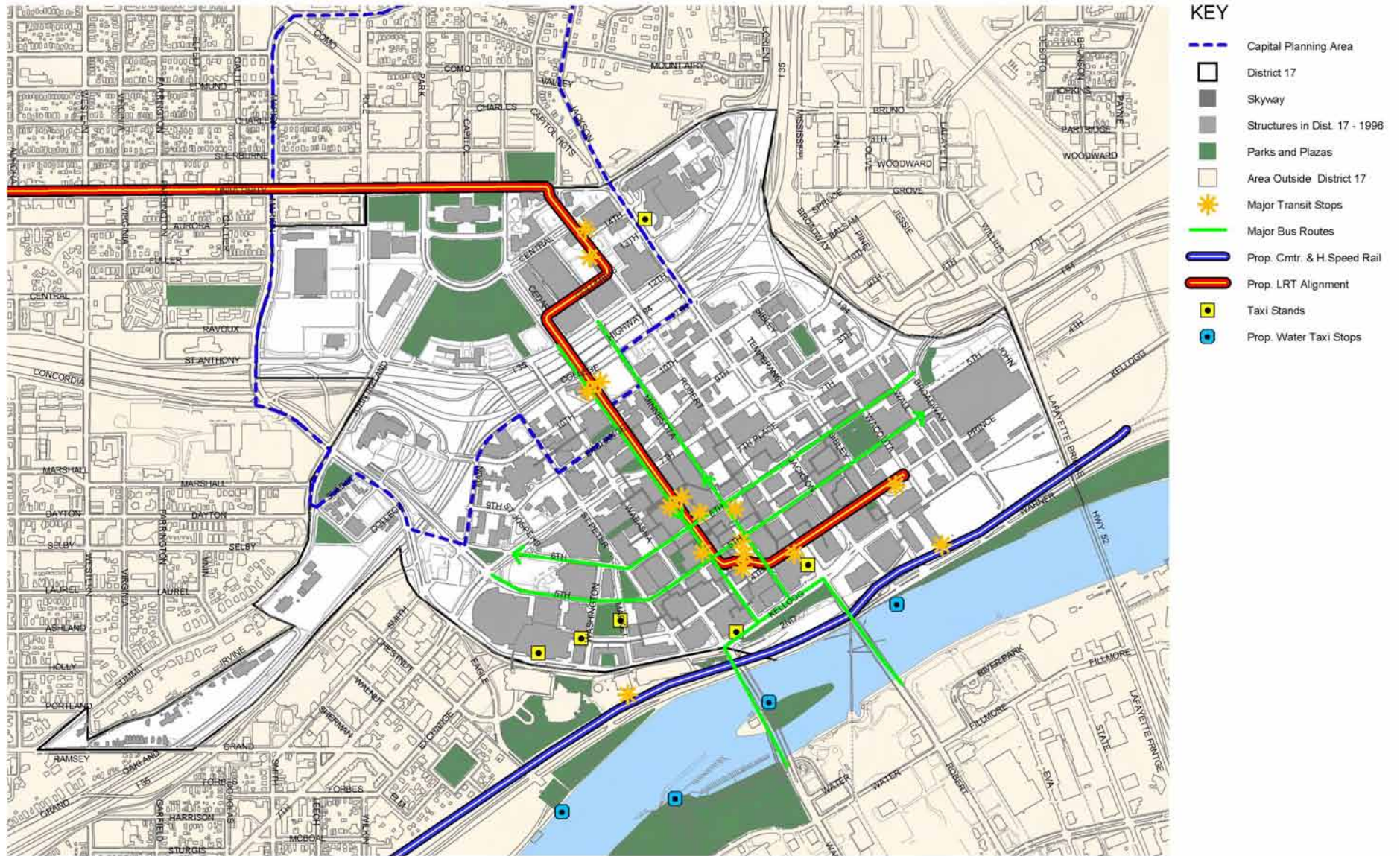
# Parking





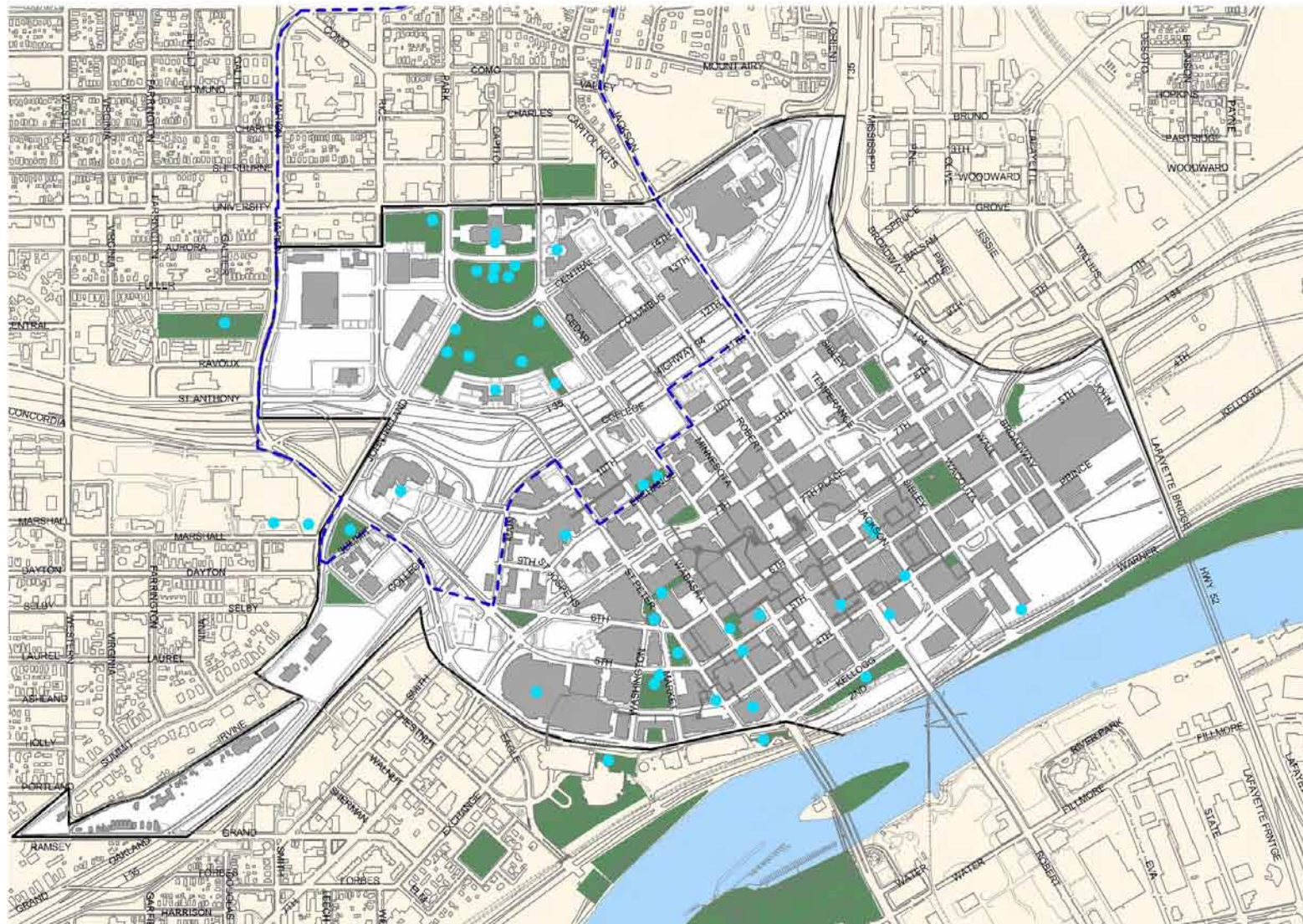


# Transit





# Public Realm



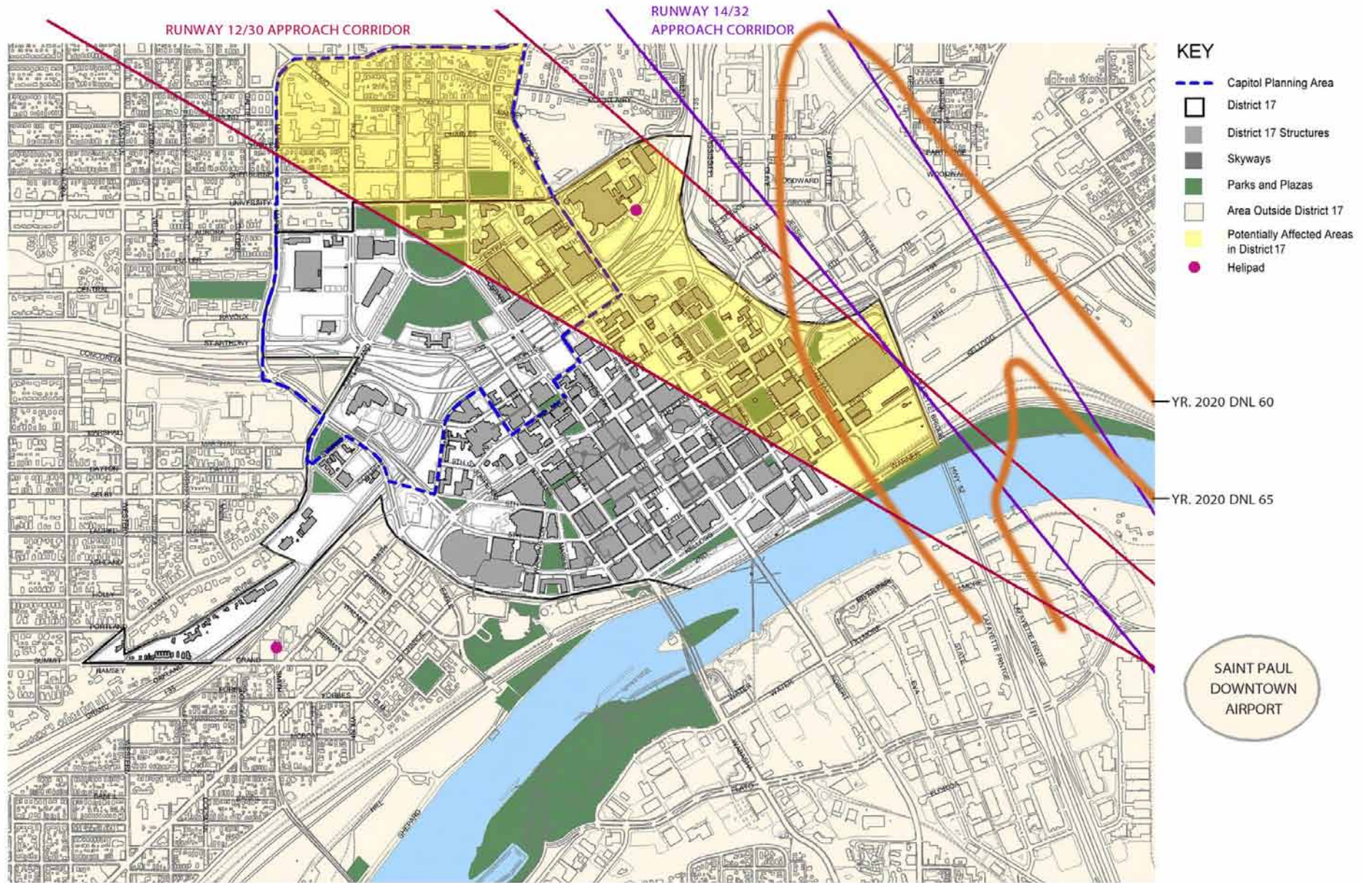
- KEY**
- - - Capital Planning Area
  - District 17
  - Skyways
  - Structures in Dist. 17 -
  - Parks & Plazas
  - Area Outside District -
  - Public Art

### **Addendum**

The proximity of St. Paul Downtown Airport to District 17 (it is located directly across the Mississippi River from downtown) will have an impact on future development in downtown, primarily in terms of height, land use and noise attenuation. Three airport zones impact District 17: the Runway 12/30 approach corridor, the Runway 14/32 approach corridor, and the 2020 DNL 60 noise exposure contour (see Page 71). The yellow area shown on the map is within one or two of these zones; may be affected by height, land use and/or noise requirements; and may require additional review by federal, regional and/or state entities. The City will comply with all applicable regional, state and federal requirements within these zones. According to the Metropolitan Council's *Aviation Policy Plan* (1996), a small portion of District 17 is in Noise Zone 4, where aircraft noise exposure is considered "moderate," and there are no land use restrictions. The *Aviation Policy Plan* suggests that new construction would benefit from insulation levels above typical new construction standards. The *Plan* also encourages careful consideration of site planning and building location to mitigate both interior and exterior noise. The City will comply, to the greatest extent possible, with the Noise Zone 4 land use compatibility guidelines contained in the *Aviation Policy Plan*.

There is also a helipad at Regions Hospital, within District 17. The City will work with developers to ensure that new development in applicable zones meets federal, state and regional guidelines regarding airspace safety and aircraft noise.

# Saint Paul Downtown Airport Development Impacts





# Downtown Core Nodes

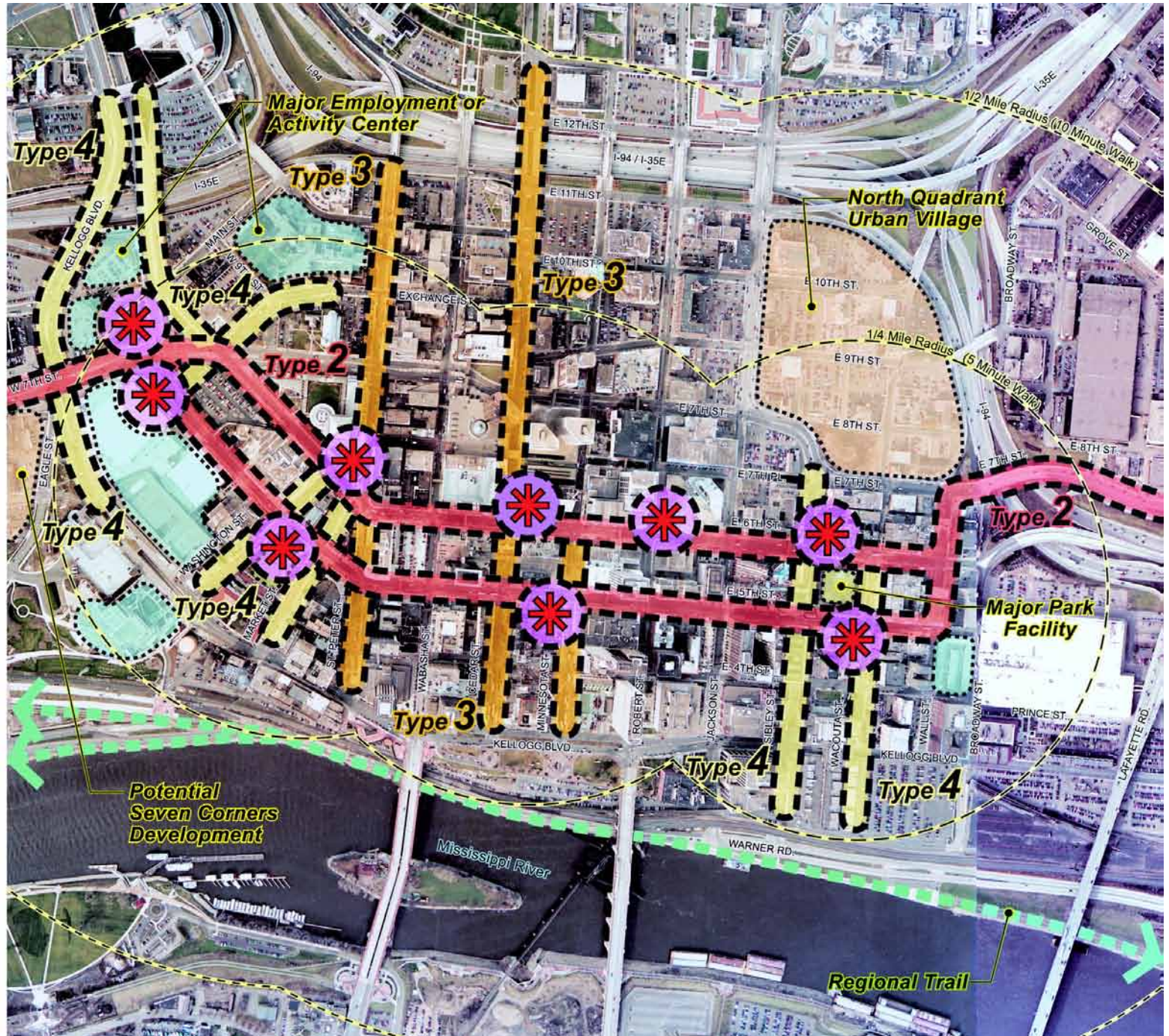
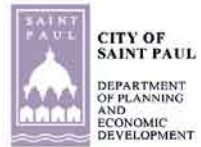
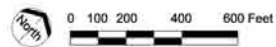
## Access Path System

December, 2002



### Path / Area Streetscape Types:

- Type 1 Node
- Type 2 Primary Street Corridor
- Type 3 Major Cross Street
- Type 4 Major Destination or Link









Landmark  
Node

**Concept Plan**

December, 2002

-  Signalized Intersection
-  Existing Bus Stop
-  Existing Bus Stop with Shelter



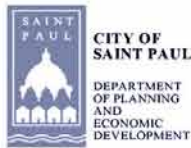


Cedar/Minnesota Node

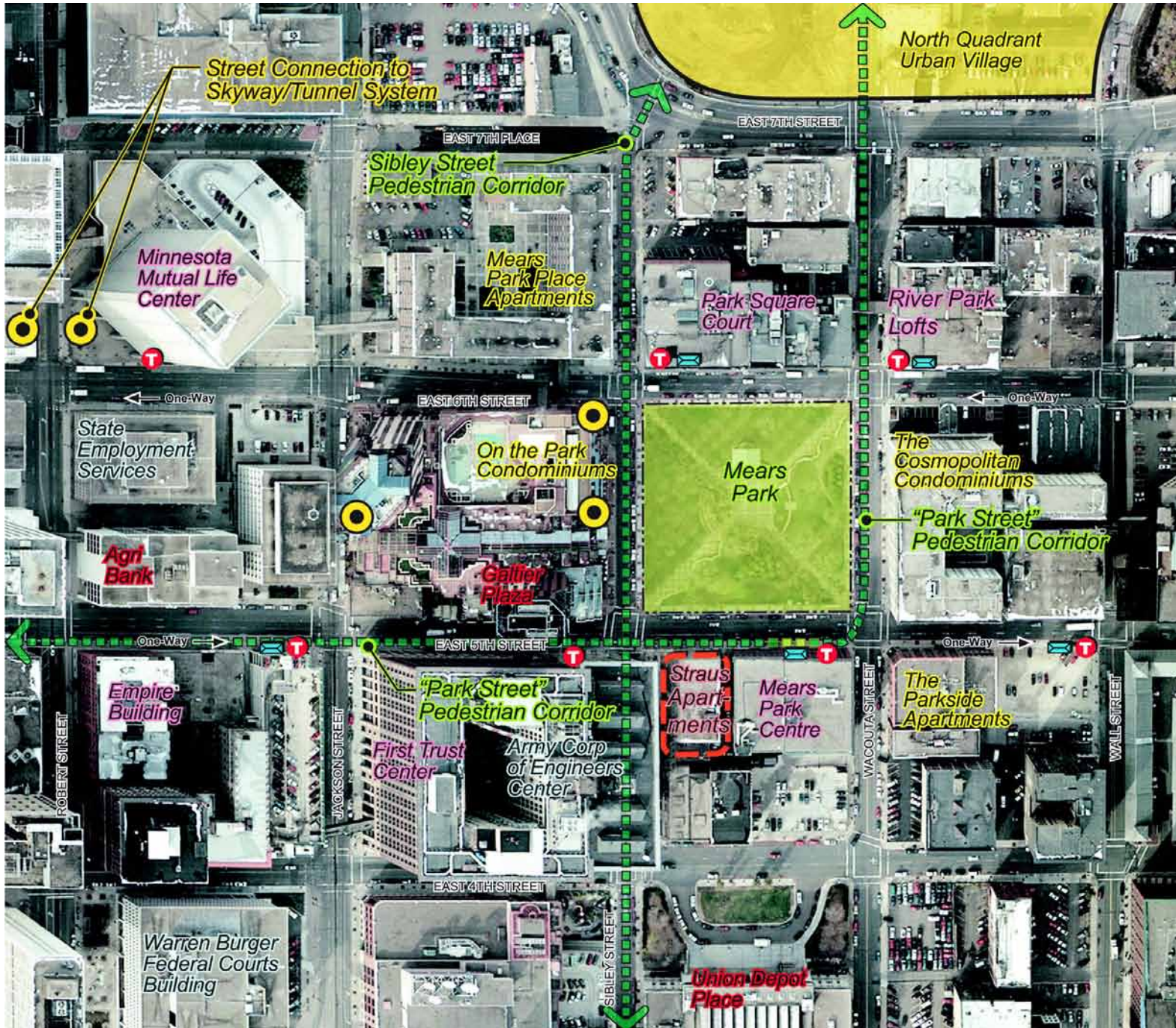
Concept Plan

December, 2002

-  Signalized Intersection
-  Existing Bus Stop
-  Existing Bus Stop with Shelter







Mears Park Node

**Concept Plan**

December, 2002

-  **Signalized Intersection**
-  **Existing Bus Stop**
-  **Existing Bus Stop with Shelter**

