



# 14TH ST

## TRANSIT-ORIENTED DEVELOPMENT STATION AREA PLAN

December 2025  
**DRAFT**

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*Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.*



# HOW TO USE THIS PLAN

The transit-oriented development (TOD) station area plans for the Bronze Line (formerly known as the Purple Line) bus rapid transit (BRT) were developed through a collaborative effort of a project team that included planning, design, and engagement professionals; representatives of Ramsey County, the City of Saint Paul, the Capitol Area Architectural and Planning Board (CAAPB); and many community-based organizations, residents, and transit users. The purpose of the station area plan is to provide a set of recommended policies, improvements, and opportunities that will make the Bronze Line BRT a viable option for safe and efficient transportation for those living and working around the stations.

This plan is intended to:

- Document and synthesize the planning process.
- Provide a snapshot of the people and physical characteristics of the station area today.
- Identify community-driven needs and goals.
- Provide guidance on future capital improvement projects, policies, and initiatives.
- Outline strategies for implementing plan recommendations.

## WHAT IS IN THIS PLAN

Each chapter's content is summarized below. When using the plan electronically, click on the name of the chapter to go to that part of the plan document.

### CHAPTER 1: INTRODUCTION

Chapter 1 provides the Bronze Line BRT route background and planning process and overall project timeline summary. This chapter also describes community engagement methods, approach to gathering and integrating feedback from community members into the planning process, and an account of in-person and online engagement tools and events.

This chapter includes the goals and Equitable Transit-Oriented Development (ETOD) themes that were developed during the planning process. These goals and themes served as a framework to organize and discuss needs and improvements throughout the engagement process. The same goals are carried through all of the Bronze Line BRT TOD Station Area Plans. The recommendations (Chapter 3: The Future of the Station Area) and the implementation strategies (Chapter 4: Getting There) are also organized by the goals. ETOD themes demonstrate how the ideas of anti-displacement, affordability, building wealth, mental health, wellness, support of local businesses, and environmental sustainability were woven into the planning process and plans.

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## CHAPTER 2: THE STATION AREA TODAY

Chapter 2 establishes the station area planning boundary and describes the existing station area context during the planning process. The chapter describes the historical context of the station area, demographics of the neighborhood (in comparison with the City of Saint Paul), a current market condition analysis, and a list of existing plans and policies that informed the station area planning process.

A summary of station area-specific community engagement themes and ideas is also included. The flow chart of the three phases of engagement outlines how themes and input heard during engagement directly influenced the recommendations of the plan. Finally, a summary of community-based ETOD themes are documented, with priorities heard during engagement highlighted.

## CHAPTER 3: THE FUTURE OF THE STATION AREA

A set of policies, improvements, and opportunities are provided in this chapter to support the future use and success of the station area. These recommendations were developed based on community conversations and are organized by the goals. The chapter begins with the ‘big ideas’ that support multiple goals. After the ‘big ideas,’ the chapter has plan diagrams for each goal that help illustrate the recommendations and show where they are proposed within the station area. Goal 1: Create Thriving Neighborhoods also includes character areas to help organize recommendations. The intent of character areas is to capture the historic built form and land uses while guiding complementary future development.



Participants at the SAWG summit. See Chapter 1 for more details.

### GOAL #1: CREATE THRIVING NEIGHBORHOODS



### GOAL #2: MAKE VIBRANT PUBLIC PLACES



### GOAL #3: CONNECT PEOPLE AND PLACES



### GOAL #4: PRIORITIZE SAFETY AND SECURITY



## CHAPTER 4: GETTING THERE

Chapter 4 summarizes the following strategies for implementing recommendations: Enhancing Mobility in Station Areas; Supporting Neighborhood Infill; Assuring Community Benefits; Developing Gradually; and Cultivating Partnerships. These strategies are followed by a detailed table (organized by the goals) which lists recommendations from Chapter 3: The Future of the Station Area, with information on the type of project, project partners, and relevant supporting plans. High priority projects are highlighted and next steps to be taken to implement the recommendation are listed. The chapter also includes a callout box highlighting ideas for addressing overall barriers to transit use and a callout box describing Saint Paul’s Public Art Ordinance and how public art could be implemented in the station areas.

## CHAPTER 5: EAST CAMPUS DESIGN FRAMEWORK

Chapter 5 further explores the ideas, policies, and goals outlined in Chapter 3 and 4 with illustrative concept plans for smaller focus areas within the station area that fall within the CAAPB area known as the East Campus. This chapter also builds from the concepts presented in the recently adopted Capitol Mall Design Framework Plan (2024) to address mobility, urban design in the public realm and potential development sites around the Robert St LRT station and the 14th St station.



# INTRODUCTION

## BRONZE LINE OVERVIEW

The Bronze Line Bus Rapid Transit (BRT) project will provide the East Side of Ramsey County with faster, more reliable, and more convenient service than a conventional bus system, including bus-only lanes, pre-pay fares, raised platforms, and traffic signal prioritization. The line will begin at Union Depot in downtown Saint Paul and travel north to the Maplewood Mall Transit Center. The route will connect to existing and future light rail and BRT service of the METRO system. This improved access to transit will increase accessibility to jobs, housing, and services in the east metro area.

## WHAT IS BUS RAPID TRANSIT (BRT)?

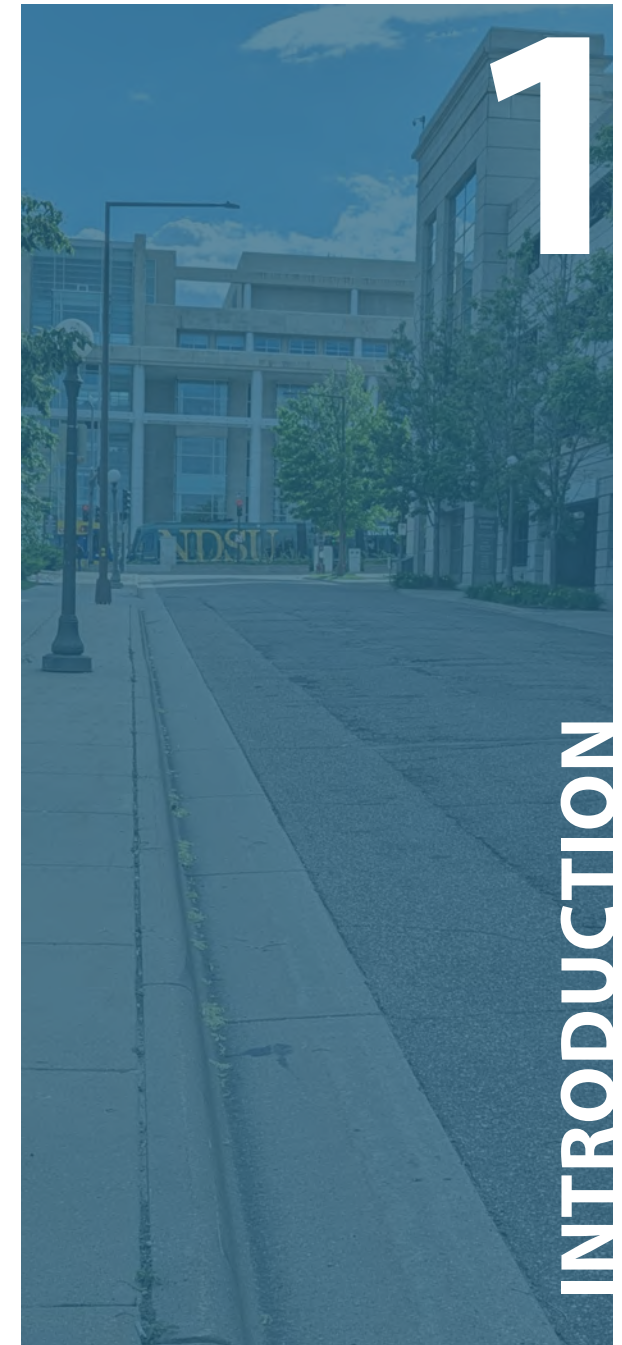
Bus Rapid Transit (BRT) is an enhanced type of bus service that is up to 25% faster than local bus service. Introduced in the Twin Cities in 2016, BRT provides faster, more frequent service, with more customer amenities at stations. During the pandemic, BRT ridership remained strong and recovered faster than other types of service. As of 2024, BRT ridership accounted for about 16% of all regional rides, with more lines planned to open by 2030.

BRT routes have stations located further apart, allowing buses to make fewer stops and stay moving for greater portions of the ride. Ticket machines at the station and the use of mobile apps allow tickets to be purchased before boarding, eliminating the need to queue at the fare box on the bus. Lower bus floors and wider doors, combined with raised curbs at the station, make it quicker and easier to get on and off of the bus. BRT can move through intersections more efficiently because communication with traffic signals reduce time waiting for red lights and some sections of the route have dedicated traffic lanes for buses. Stations are equipped with security cameras, emergency phones, and enhanced lighting. Push button heating and NexTrip signs showing real time arrivals make the wait more pleasant and predictable.

## WHAT IS TOD STATION AREA PLANNING?

Transit-oriented development (TOD) station area planning encompasses the work that is done to expand the potential for transit beyond the station platform. It strives to increase transit use by improving connections between the people who live and work in the area and the transit line in order to make access to transit safer and more convenient. Station area planning also anticipates how land uses may change or development might occur in the future as a result of transit investments. The plan manages these changes by creating a framework for identifying community needs, supporting desired improvements, and preemptively addressing the concerns of future residents and businesses that would otherwise be impacted.

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## CAPITOL AREA ARCHITECTURE AND PLANNING BOARD (CAAPB)

The CAAPB was created in 1893 by legislative act to preserve and enhance the dignity, beauty, and architectural integrity of the Capitol, the buildings adjacent to it, the Capitol grounds, and the greater Capitol Area. CAAPB has oversight of development and design in portions of the 10th St, 14th St, and Mt. Airy St station areas through the 2040 Comprehensive Plan and the Rules for Zoning and Design in the Minnesota State Capitol Area (found at <https://mn.gov/caapb>). In 2024, the CAAPB adopted the Capitol Mall Design Framework as part of the 2040 Comprehensive Plan, both of which call for a Capitol Area and Capitol Mall that is more comfortable, walkable and welcoming. Recommendations from that Comprehensive Plan have been incorporated into station area plans where appropriate.

## SCALE OF STATION AREA PLANNING

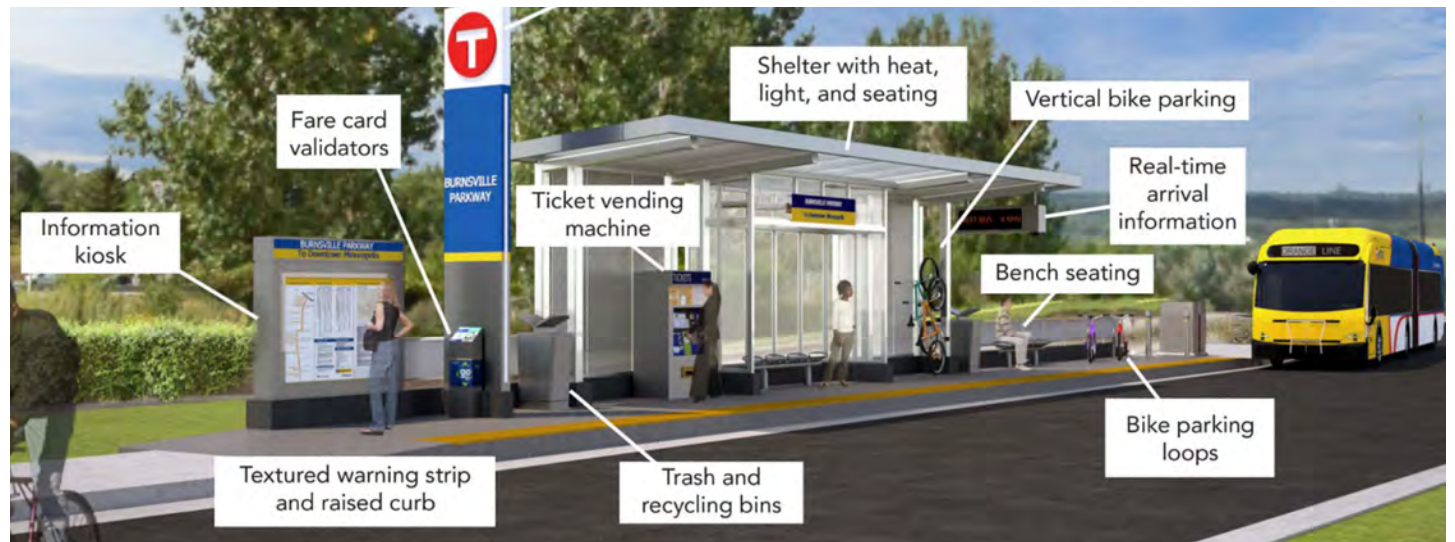
Each station area plan is centered on one or two Bronze Line stations and extends into the surrounding neighborhood approximately one half of a mile. This distance represents an approximate 10-minute walk for most able-bodied people and is likely the reach for most future users of the station. The set of Station Area Plans for the Bronze Line developed in 2025 includes 10th St, 14th St, Mt. Airy St / Capitol Heights, Cayuga St and Olive St, Payne Ave and Arcade St, and Cook Ave.

## PURPOSE OF STATION AREA PLANNING

TOD station area planning is a collaborative process that identifies ways to promote safe and direct station access, identify opportunities for development within walking distance of transit stations, and support diverse community needs near transit where people have convenient access to jobs and services. These planning efforts engage the local community while also exploring the real estate and housing markets, opportunities for public investment, and potential barriers that need to be addressed.



Figure 1.1 Bronze Line Route Map



Features of a BRT Station.

## PLANNING PROCESS

Five Station Area Working Groups (SAWG) were created with community members to provide input and help inform decisions. After an initial kick-off “summit”, the process included three phases of engagement to map needs around the stations and identify and prioritize improvements to the station area that would address the goals developed during the initial SAWG “summit”. The SAWG meeting materials were also discussed with Ramsey County’s Supplemental Community Engagement Participation Program (SCEPP) participants. In addition to SAWG and SCEPP input, the plans were shaped through review by Ramsey County, the City of Saint Paul, the Capitol Area Architectural and Planning Board (CAAPB), MnDOT, Metropolitan Council and project consultants.

## PROJECT TIMELINE

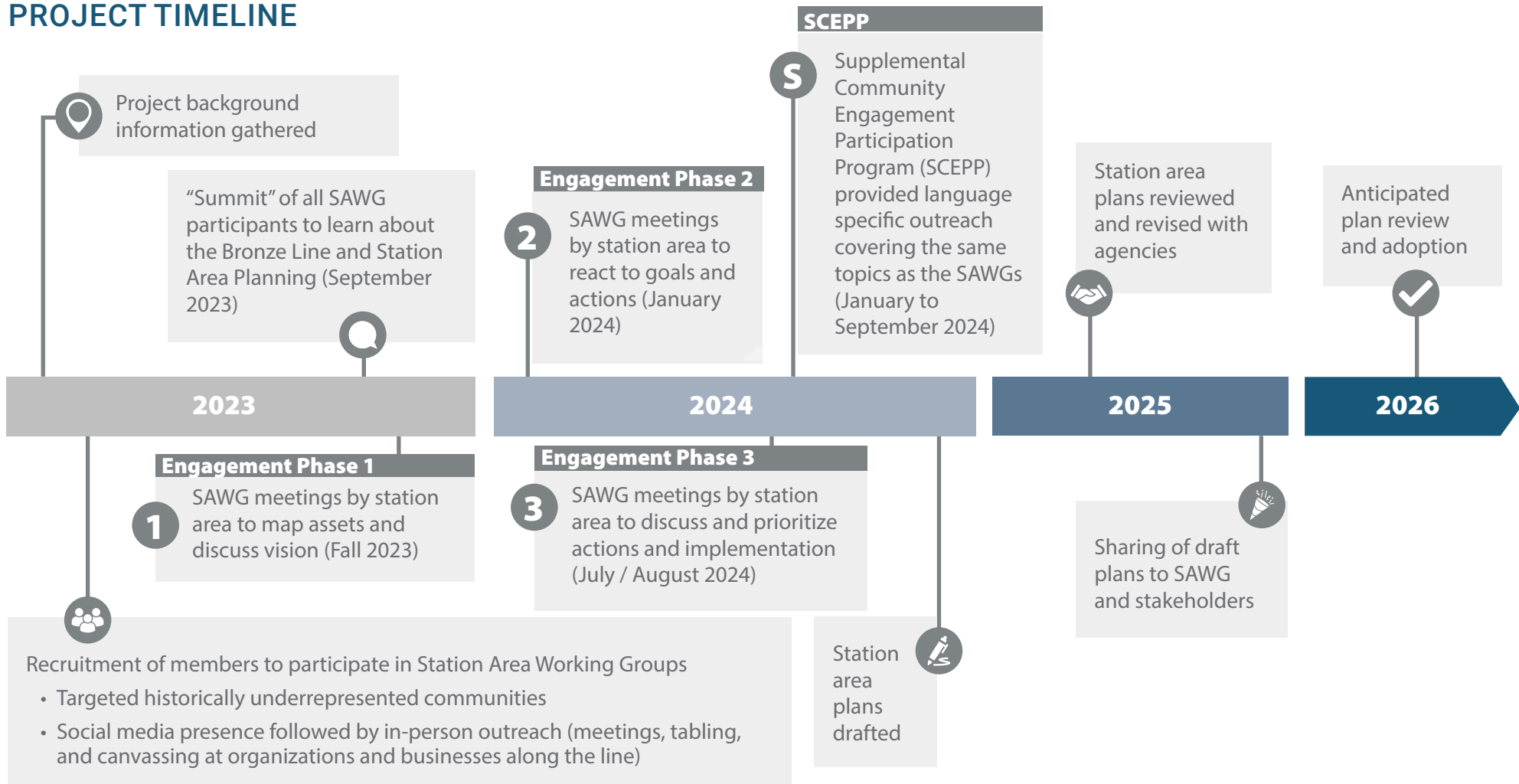


Figure 1.2 Project Timeline





## COMMUNITY ENGAGEMENT OVERVIEW

The Bronze Line BRT has been a part of the vision for the Twin Cities transit network for decades, with the understanding that the project is more than a bus line. The Bronze Line will contribute to employment generation, build community, and be a stabilizing element in communities along the route. In order for this to become a reality, community input and engagement is needed to build long-standing relationships that will inform the goals, policies, and outcomes of the plan. This effort requires a multi-faceted and multi-agency approach to reach community members that have been underrepresented in past planning and design efforts.

Community engagement for the station area plans relied on a variety of methods and incorporated both recurring and one-time events. The station area planning engagement activities and discussions were built on input and themes identified during earlier station planning efforts, including the Pre-Project Development Study (2014-2017) and the Environmental Analysis Phase (2018-2021). Engagement included in-person and online opportunities, along with continued communication to keep community members, businesses, and organizations informed throughout the process.

Three underlying objectives framed the engagement approach for station area planning:



Equitably engage a diversity of people.



Inform and collaborate with a diversity of people that result in generative outcomes.



Provide the greatest amount of access to a diversity of people.

## APPROACH AND METHODS

Community engagement was phased, with each round of input providing the basis for the next set of meetings and outreach. Key themes and big ideas heard in each round were incorporated into the next phase, from creating broad goal statements to later identifying the most important strategies to address challenges in specific station areas. Meetings and materials were structured to provide background information for new participants to catch up with the process and provide important insights at every step of the way. The approach to engagement emphasized relationship building, focusing on outreach with Black, Indigenous, and people of color (BIPOC) communities to ensure a diversity of perspectives and experiences were included from those typically underrepresented in transportation projects. While all input was considered, not all of the ideas generated were ultimately incorporated into the station area plans, particularly if it was outside of the scope of the station area plans.

### IN-PERSON ENGAGEMENT

#### *STATION AREA WORKING GROUP (SAWG)*

Station Area Working Groups (SAWGs) met over the course of the planning process to guide the process and provide input on a grassroots level. SAWG participants included a mix of renters, homeowners, people experiencing homelessness, youth, seniors, people with disabilities, advocates and users of public transit, BIPOC, and immigrant residents. Recruitment for the SAWG included social media outreach, promotional flyers, website posts, and in-person outreach through attendance at local community events, meetings, and canvassing local organizations and businesses along the Bronze Line route. SAWG meetings for each station area were held at local community locations such as community centers, churches, or organization offices. Meals and \$25 gift cards were provided to participants at each meeting to compensate participants for their time.

SAWG participants first attended a SAWG Summit held at the beginning of the station area planning process in September 2023. This summit brought together SAWG members from all of the different station areas along the Bronze Line in Saint Paul, and provided an opportunity for participants to share and provide input on the planning process, goals, and strategies. Individual SAWGs then met three times, once during each engagement phase, to provide input, review, and prioritize the draft equitable transit oriented development (ETOD) themes, goals, and policies for the station area plan. Meetings were designed around activities including asset mapping, storytelling, and ranking themed policies to catalyze discussion and help prioritize input and recommendations.

#### *SUPPLEMENTAL COMMUNITY ENGAGEMENT PARTICIPATION PROGRAM (SCEPP)*

Focus groups led by community-based organizations through Ramsey County's Supplemental Community Engagement Participation Program (SCEPP) met two to three times throughout the engagement process to provide input for the station area plans using the same materials and exercises as the SAWGs. SCEPP groups provided language-specific outreach and input for a variety of communities within project areas. SCEPP language groups met with residents of East African, Hmong, Karen, and Latino descent.



*Images from SAWG meeting #3.*

### SCEPP PARTNERS

- Fortune Relief and Youth Empowerment Organization (FRAYEO)
- Urban Village
- MN Hmong Chamber of Commerce
- New Publica

## BUSINESS COMMUNITY AND REAL ESTATE DEVELOPMENT

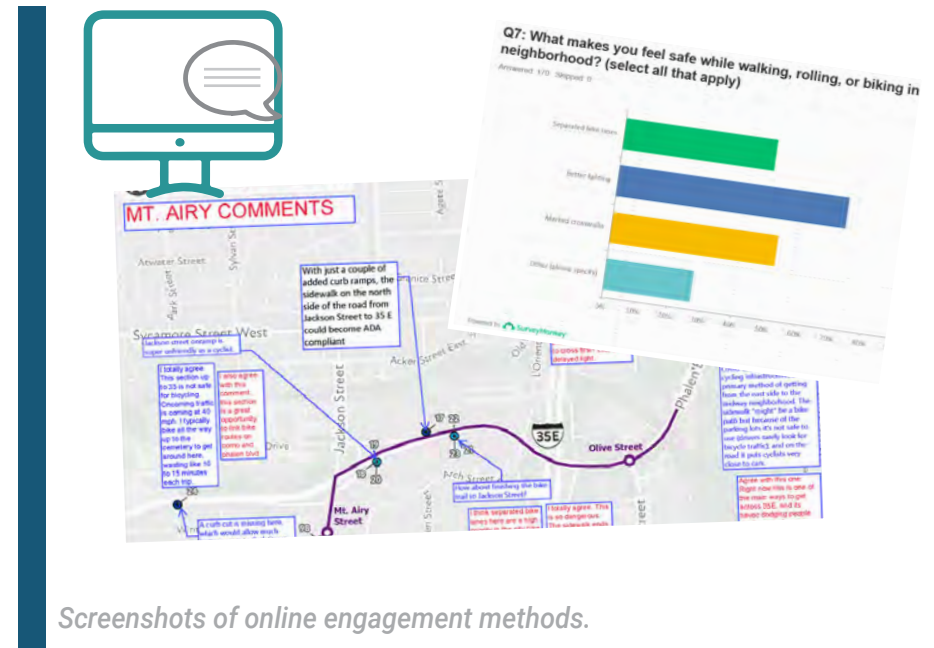
The team met with both local business leaders and people involved in local real estate development in small group and one-on-one settings to ensure a comprehensive approach to identified issues and opportunities in the station area. Business-focused organizations included the Saint Paul Area Chamber of Commerce, East Side Area Business Association, Payne-Arcade Business Association, and East Side Neighborhood Development Corporation. The real estate market analysis was also informed by conversations and interviews with larger macro market brokers, developers, small business development centers, and locally based organizations.

## POP-UP ENGAGEMENT

During each engagement phase, the SAWG engagement process was supplemented with pop-up events as available. The station area planning team participated in events organized by the Bronze Line project office while additional outreach was also achieved through attendance by SCEPP partners.



Image from a SAWG meeting.



Screenshots of online engagement methods.

## ONLINE ENGAGEMENT

### SURVEYS AND ONLINE MAPPING

A survey and an interactive online mapping tool were employed during the station area planning process to gather online feedback from a wide variety of people and perspectives. The survey was designed to provide the information necessary for members of the public to provide input, even if they had no previous knowledge of the project. The interactive map allowed the public to provide place-based input and ideas anchored to specific locations within the station area. The survey was available online in English, Spanish, and Somali and as a hard copy in English, Spanish, and Hmong.

### COMMUNICATION

A variety of communication channels were used to ensure accessible information for partners and community members. Channels included social media outlets, an e-newsletter distributed by Ramsey County, a standalone project website with content available in multiple languages and ADA accessibility, and culturally relevant local media outlets including radio stations and language-specific news sources.



# GOALS

The following station area goals were developed based on feedback gathered during the SAWG summit, which included representatives from all station areas, and confirmed during the first phase of community engagement by the individual SAWGs. They were also informed through a baseline understanding of the issues and opportunities throughout the study area. These goals have served as a framework for presenting and reviewing conceptual ideas throughout later phases of community engagement, and also set the stage for the recommendations presented in Chapter 3 Future of the Station Area.

**As defined in this planning process, the goals are statements declaring how the community envisions the future station area.**

## GOAL #1: CREATE THRIVING NEIGHBORHOODS



The station areas are made up of distinct and unique neighborhoods that have a variety of housing types to suit the needs of residents today and into the future. These are neighborhoods where people live throughout varying stages of life, supporting a variety of household types and income levels. Destinations frequented by residents on a daily or weekly basis, such as grocery stores, are located near the stations, and businesses support residents and visitors using public transportation. The station areas are also destinations for places of employment and community services such as community centers, schools, places of worship, places to exercise, and places to receive healthcare. Thriving neighborhoods are resilient to a variety of risks over time. Managing stormwater through green infrastructure, supporting habitat for pollinator species and urban wildlife, and creating flexible spaces that adapt to our changing environment are examples of environmental resiliency.



## GOAL #2: MAKE VIBRANT PUBLIC PLACES



The station areas are vibrant, activated places where art, cultural history, and community identity are apparent, authentic, and visible. Parks, green spaces, and gathering spaces provide places to sit and gather with shade, views, and recreational amenities that support the health of residents and foster strong relationships throughout the neighborhood.

## GOAL #3: CONNECT PEOPLE AND PLACES



The station areas are places where people can easily and comfortably walk, bike, and take public transit, whether going short or long distances. Public transit is a viable, reliable, and preferred option for getting around. Sidewalks, streets, trails, and intersections are designed for people of all ages and abilities.

## GOAL #4: PRIORITIZE SAFETY AND SECURITY



The station areas are places where safety and security is a priority. Community-based approaches to security are unique and defined by each neighborhood. People of all ages and abilities feel comfortable using public transit, walking, and biking throughout the day and during all seasons.

# EQUITABLE TRANSIT-ORIENTED DEVELOPMENT

Equitable Transit-Oriented Development (ETOD) refers to efforts to center community priorities during the station area planning process in order to work towards ensuring that people of diverse backgrounds and income levels experience benefits and positive outcomes when new transit stations are built. High demand for housing and rapid appreciation of properties near transit stations can result in transit-oriented developments becoming too expensive and out of reach for low-income residents and contribute to gentrification and displacement of communities. ETOD aims to identify and align planning goals to specific community-driven priorities in order to preserve and expand affordable housing and connect residents to jobs, opportunities, and resources, while also considering resiliency, climate change, and other topics that influence quality of life.

The following are themes and potential actions that support the vision of equitable transit-oriented development. They were developed for the entire corridor and may differ in relevance or priority between station areas (see Chapter 2 Station Area Today for station area-specific community needs organized by these ETOD themes). These themes are interwoven into the recommendations and implementation strategies set forth within this plan. The ETOD themes were refined based on feedback and conversations held throughout the engagement effort.



## THEME #1: ANTI-DISPLACEMENT, AFFORDABILITY, AND BUILDING WEALTH

Potential Actions:

- Plan for future mixed-income neighborhoods with a variety of housing types.
- Plan for preserving, protecting, and expanding affordable housing.
- Support mixed-income and affordable housing.
- Encourage services and uses that support residents' financial stability, such as childcare, healthcare, and supportive services.
- Explore public policies that may be effective in preventing or counteracting displacement, such as right-to-return or tenant right to purchase.

## HOW DO THE GOALS AND THEMES RELATE TO EACH OTHER?

**GOALS** are statements declaring what the station areas will be after transit investment and implementation of the station area plans have occurred.

The **ETOD THEMES** were used to inform the development of the policies, improvements, and opportunities identified to achieve the goals.



*Example of mixing housing types on a block.*

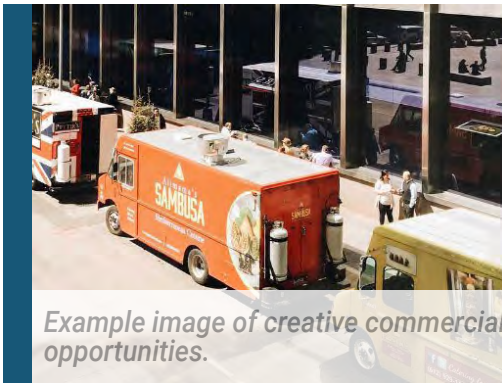




## THEME #2: MENTAL HEALTH, WELLNESS, AND QUALITY OF LIFE

### Potential Actions:

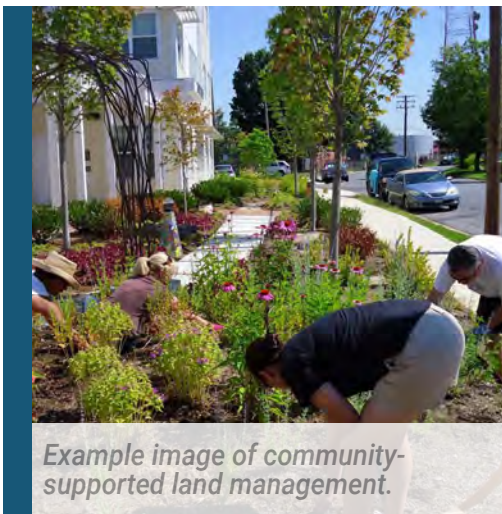
- Increase access and availability of high-quality park spaces, playgrounds, and open spaces.
- Plan for well-lit, accessible, and well-designed streets, trails, and sidewalks.
- Provide direct trail and sidewalk connections linking transit, schools, healthcare, and places of employment.
- Integrate placemaking, public art, and cultural and historical interpretive elements into the landscape within the station areas.
- Identify opportunities to improve access to healthy, affordable, and locally-sourced foods in areas that lack such options today.



## THEME #3: SUPPORT LOCAL BUSINESSES AND WEALTH-BUILDING

### Potential Actions:

- Allow for future business incubator spaces, maker spaces, and community commercial kitchen spaces that can support new small business start-ups.
- Plan for accessible connections from streets and sidewalks to connect to business storefronts.
- Connect businesses to programs that support storefront/façade improvements.
- Connect businesses to technical assistance programs that can support their operations and growth.
- Identify outdoor seating and other public realm amenities that can support businesses and wealth-building in the station areas.



## THEME #4: SUSTAINABILITY AND THE ENVIRONMENT

### Potential Actions:

- Identify opportunities for green infrastructure to manage stormwater throughout the station areas.
- Identify areas where pavement reduction can contribute positively to the neighborhood, either by creating more green spaces, helping to manage stormwater, and/or by reducing the urban heat island effect.
- Identify opportunities that contribute to the longevity and resiliency of neighborhoods, such as community gardens, urban farms, native restoration, and sustainable land management.
- Plan and design for a diverse selection of hardy, native and climate adaptive species of plants that provide shade, amenity, and year-round interest throughout the station area.
- Address major barriers for walking and biking to make choosing non-motorized or public transportation a viable option to reduce carbon emissions.

# THE STATION AREA TODAY

This chapter provides the historical context and a snapshot of the people and physical characteristics that define the entire station area today. As shown on page 12, recommendations in Chapter 3 will focus on a narrower area to reduce duplication between station area plans.

## EXISTING NEIGHBORHOOD CONTEXT

The 14th St station is located north of the Interstate 94 and 35E interchange and sits between the Capitol grounds and the medical facilities at Regions Hospital.

I-94 and I-35E bisect the Downtown and pose a substantial barrier to pedestrians and bicyclists. Although there are several bridges with some pedestrian and/or bicycle infrastructure, these are heavily trafficked and not especially comfortable for nonmotorized transportation. As a result, the station is cut off to varying degrees from parts of the Downtown and from the other neighborhoods that would otherwise fall within the half-mile station area boundary.

Around the residential neighborhood north of the station there are very few commercial uses; however, south of the highways, there are commercial and mixed-use high-rise buildings including corporate offices, restaurants, hotels, museums, and a variety of other shops.

Institutional uses also define the area. While the Minnesota State Capitol is the most prominent, there are additional state offices, multiple hospital complexes, and other medical facilities within the station area.



*Minnesota State Capitol Building.*



*Gillette Children's Hospital.*





## STATION AREA DEFINITION

The 14th St Station area sits at the juncture of several major highways and overlaps three other station planning areas. The majority of uses in this area are mixed-use commercial, medium- and high-density residential, parks and open space, and institutional.

Interstates 94 and 35E bisect the area and define a clear division between the dense commercial center of downtown to the south and the more institutionally-focused area to the north.

The City of Saint Paul Comprehensive Plan designates several intersections in the station area as neighborhood nodes, which are compact, mixed-use areas serving a neighborhood's daily needs by having shops, services, employment, and neighborhood-scale civic and institutional uses.

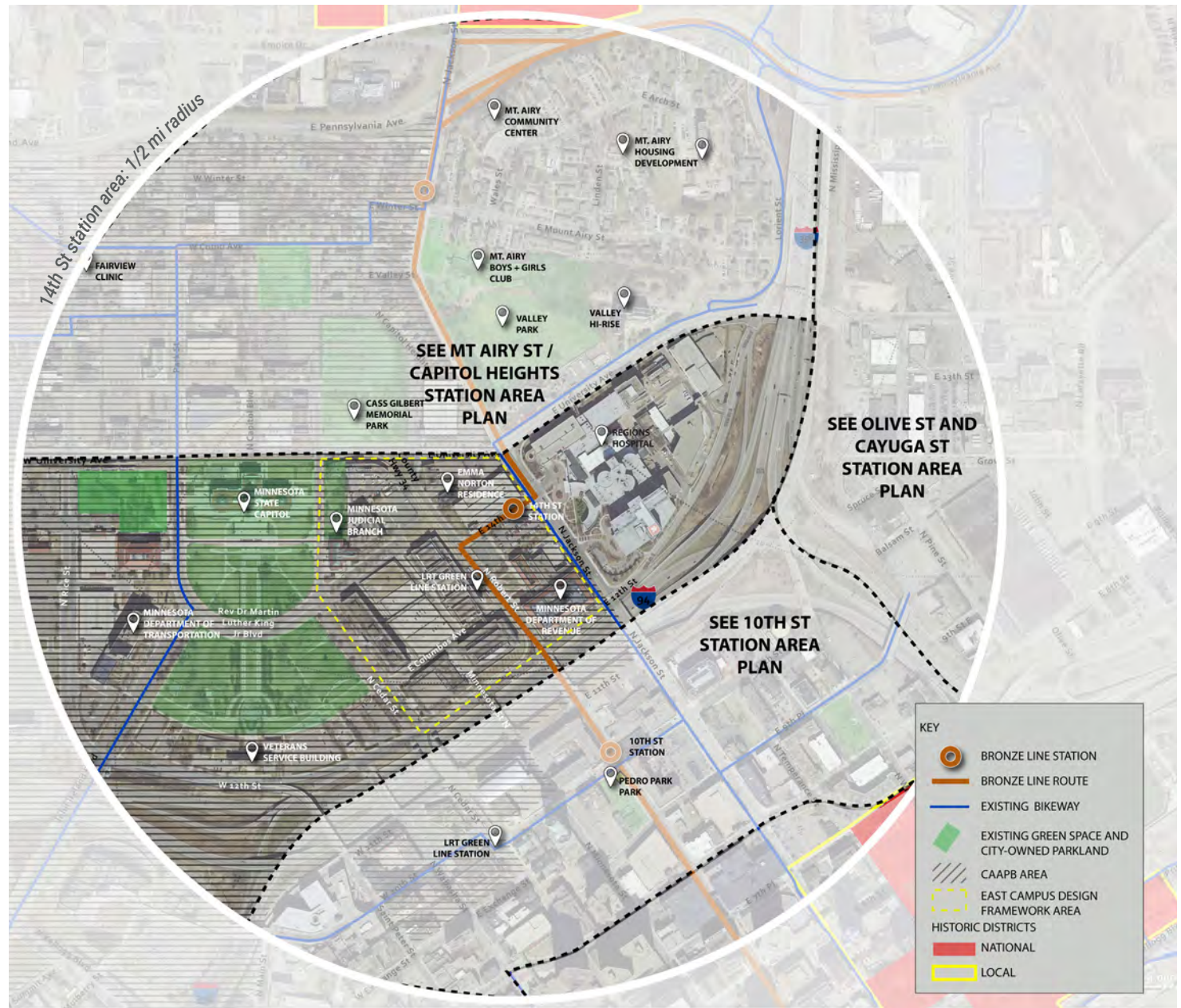


Figure 2.1 14th St Station Area.



While there is no housing within the immediate station area, housing in the larger station area is unique with a diverse mix of some single-family homes, mixed-use buildings with multifamily housing and exclusively residential buildings.

The continually increasing costs of developing new units and maintaining the existing stock has made maintaining Downtown as an affordable, diverse residential neighborhood a challenge.

Green space and several parks make up a portion of the surrounding land use. In the area immediately around the station are several small parks, Cass Gilbert Memorial Park, several war memorials, and the Upper Mall at the Minnesota State Capitol. In the larger half-mile station area, additional parks include Valley Park, Pedro Park, and Wacouta Commons.

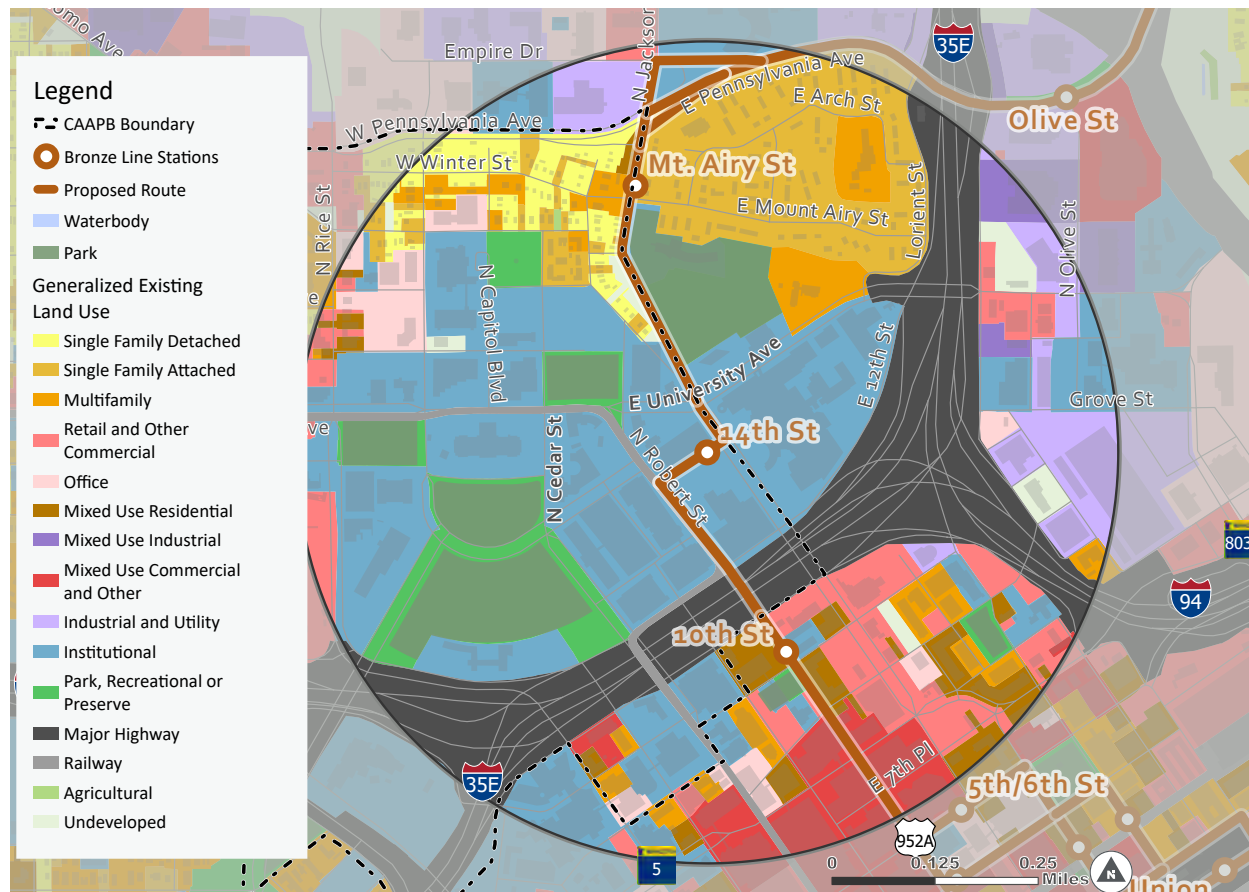


Figure 2.2 Existing Land Use.



Existing state office building.



Regions Hospital is an institutional use.



Existing Green Line transit in the station area.



## STREETSCAPE

Most Downtown streets in the station area have wide sidewalks and lighting. There are some street trees, though they are lacking along most streets. While there are utility poles and fire hydrants located within the pedestrian way, sidewalks are wide enough that these obstacles do not impede travel. Many streets west of the station, near the State Capitol Building, have wide sidewalks with street trees and pedestrian-scale lighting.

Running northwest until it intersects University Ave, Jackson St has boulevards, street trees, and the Capital City Bikeway. After University Ave, heading north towards Mt. Airy, Jackson St does not currently have boulevards and in many stretches has no street trees. Jackson St is being reconstructed in 2025 and will have boulevards and street trees. Along the steep hill up from University Avenue, the sidewalk is narrow and is partially overgrown by the vegetation on either side of the roadway. Streetlights are infrequent. Approaching the top of the hill, there are fire hydrants and utility poles within the pedestrian travel way, posing accessibility challenges.



Existing Jackson Street streetscape south of University Ave.

## PEDESTRIAN AND BICYCLE INFRASTRUCTURE

Existing sidewalks create a low-stress environment (see Figure 2.3) for pedestrians traveling along most roads within the station area. These facilities typically consist of wide sidewalks with vegetation, street trees, and streetlights. Crossing conditions at intersections also influence the comfort level that pedestrians feel while traveling along

roadways. Intersections within the station area are equipped with crossing signals, though high-visibility crosswalks are not typical.

The regional bicycle network connects directly to the station via Jackson St along the Capital City Bikeway (CCB). The CCB is a buffered two-way separated bikeway with bicycle crossing facilities. This bikeway ends at Jackson St and University Ave, where a shared-use path (SUP)

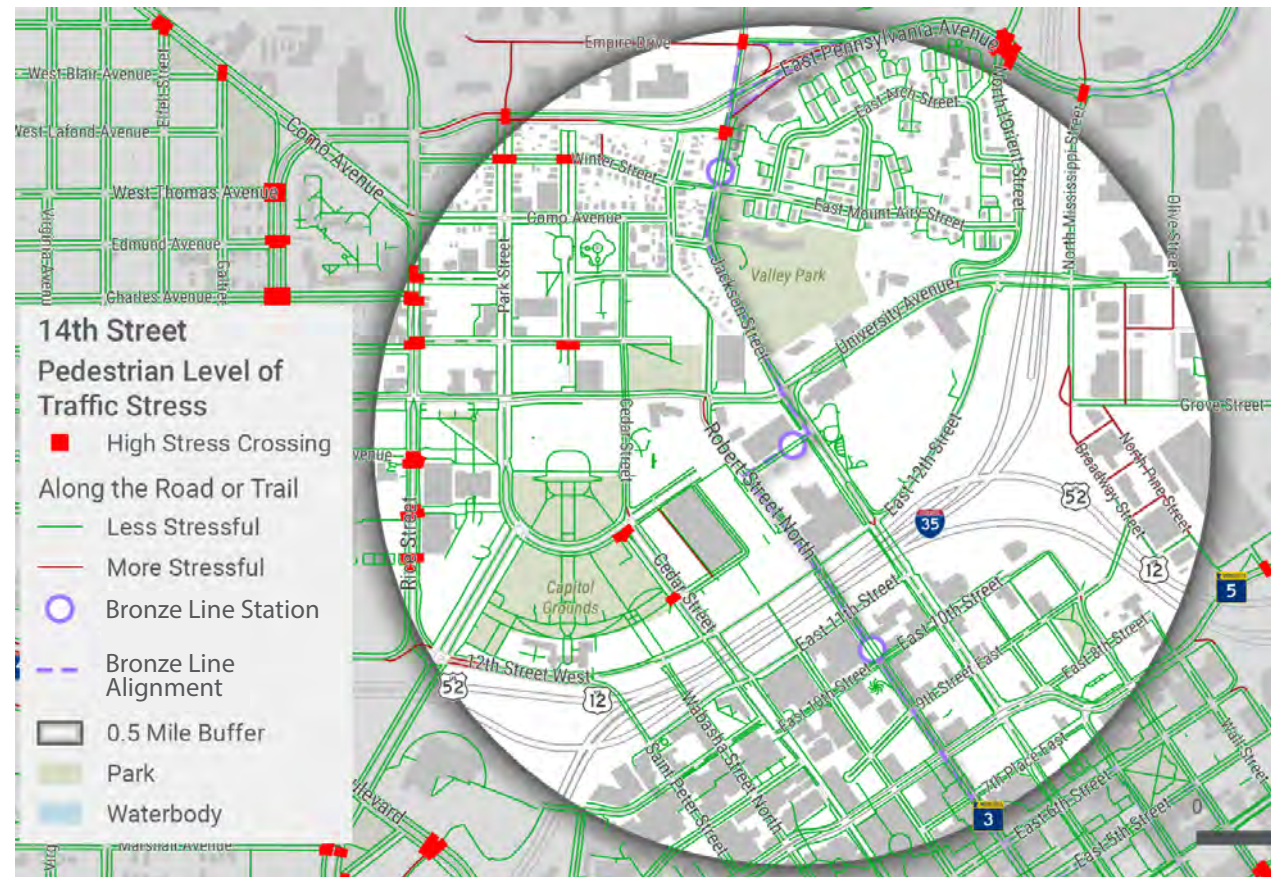


Figure 2.3 14th St Station Pedestrian Level of Traffic Stress (2021 data).



continues east on University Ave. This is a grade-separated facility for shared pedestrian and bicycle use.

Figure 2.4 shows the bicycle level of stress within one half mile of the station area and Figure 2.5 shows the bikeshed analysis, including direct low-stress bicycle connections to the station in blue (note that this data was generated prior to the completion of the University Ave SUP).

Like the pedestrian LTS, bicycle level of traffic stress is influenced by road characteristics and will impact the accessibility of the station for many local users. High-stress bikeways are often on higher speed roads and offer little protection or buffer between bicyclists and cars. Low-stress bikeways tend to provide separation between bicyclists and cars, such as through medians or separated bikeways.

## LEVEL OF TRAFFIC STRESS (LTS) EVALUATION

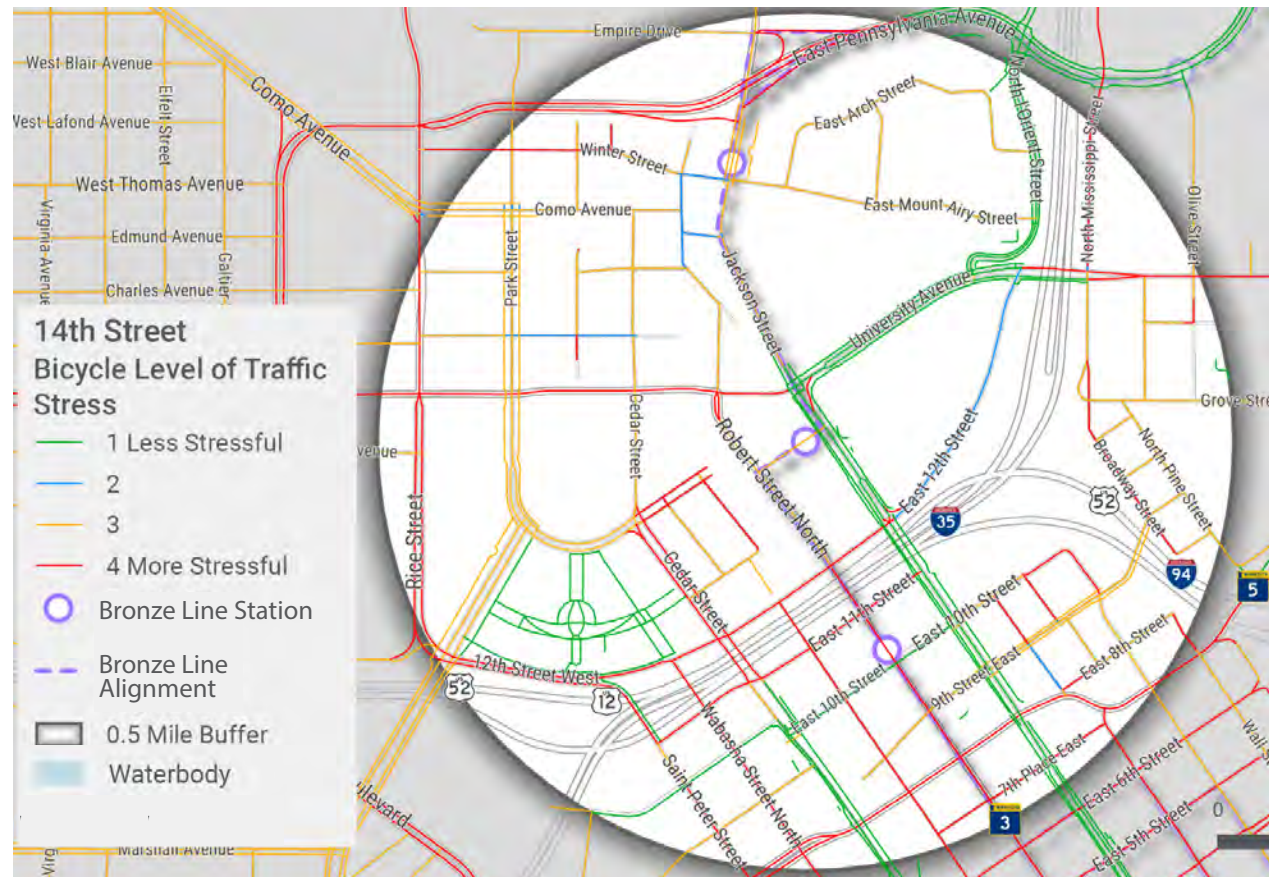
A level of traffic stress (LTS) analysis provides an objective assessment of current conditions for people walking, rolling, and bicycling. The methodology is based on available data, assumptions, and algorithms.



*Example of a high-stress bikeway.*



*Example of a low-stress separated bikeway on Jackson St in Downtown Saint Paul.*



*Figure 2.4 14th St Station Bicycle Level of Traffic Stress (2021 data).*





Street trees and lighting along 14th St.



Shared-use path continuing east along University Ave.



Sidewalk on Jackson St with a steep slope.

Except for the separated bikeway and SUP in the small area adjacent to the station, the roadways within this station area are high stress for bicyclists (Figure 2.5). Providing separated bikeways along the primary access routes to the station would improve accessibility and to the greater Capitol neighborhood, considered the area between 12th St and Pennsylvania Ave from Jackson St to Marion St.

### MISSING LINKS AND BARRIERS TO ACCESS

The bikeshed analysis in Figure 2.5 shows that there is only a small area immediately adjacent to the 14th St Station that provides direct low stress access.

When discussing challenges related to movement through the station area with participants of the 14th St Station Area Working Group, a concern was raised about the absence of street

lighting – either due to vandalism or lack of infrastructure. This was viewed as a threat to safety and security.

Separately, it was noted that movement from the 14th St station location to the Green Line LRT station was challenging due to the lack of clear signage combined with the need to cross the tracks. Beyond the Green Line station, a lack of wayfinding discouraged people from continuing on to the Capitol and/or Mall and other associated uses.

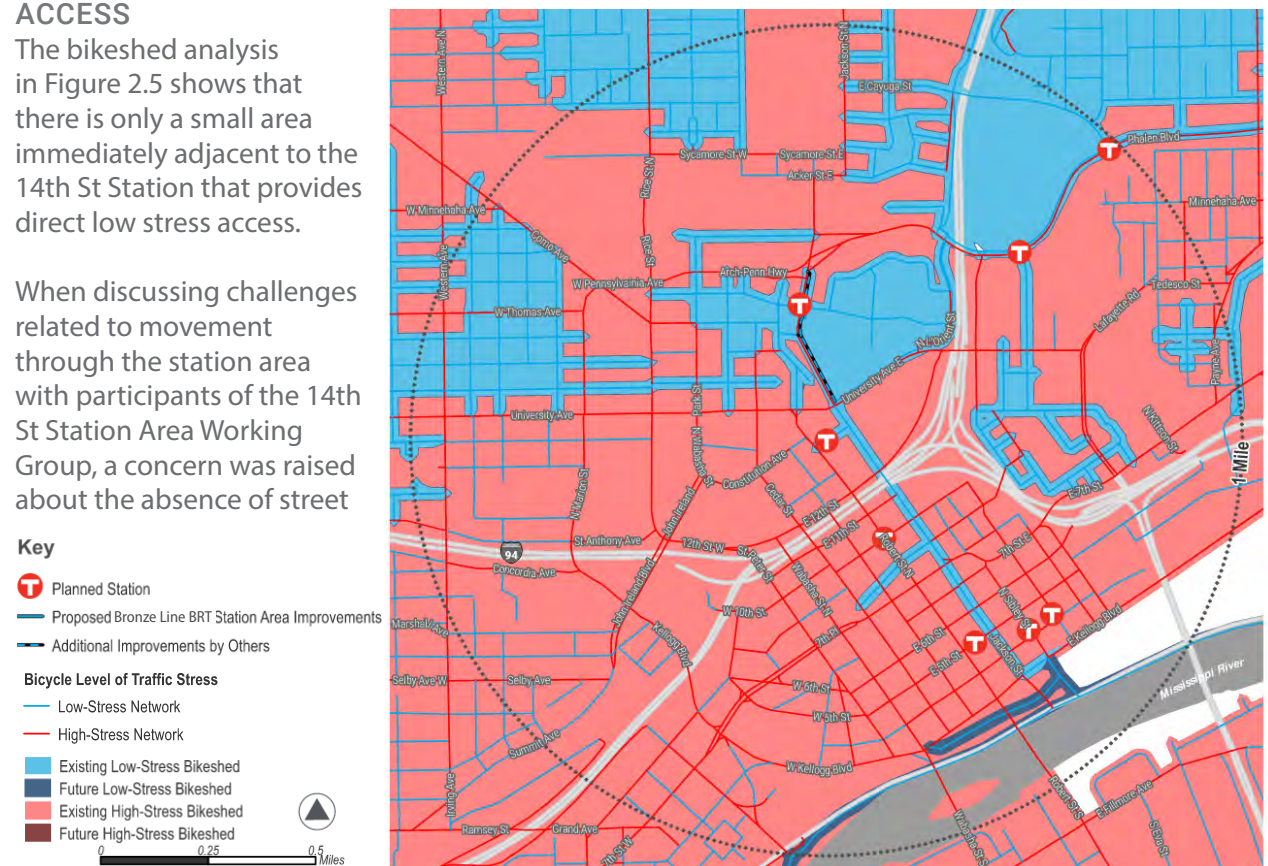


Figure 2.5 14th St Station Bikeshed Analysis (2019 data).



# DEMOGRAPHICS

There are many things that affect an individual's or community's use of transit. The demographic composition of an area helps to better understand who might benefit from increased access to transit and the ways that transit might be used by community members. Data analyzed in this section was collected from the 2020 US Census, the 2018-2022 American Community Survey (ACS) 5-Year Estimates, and 2024 ESRI Estimates.

## POPULATION AND HOUSEHOLDS

As of 2024, the population for this station area was estimated at around 5,692 and there were 3,031 households. This area has experienced a 16% increase in population over the last ten years. There is an average household size of 1.81, which has increased slightly over the past 10 years. This is significantly lower than the average household size for the City of Saint Paul which is 2.50 people per household.

## PEOPLE WITH DISABILITIES

As of 2022, the percentage of households in the 14th St station area that have at least one person who lives with a disability is 31%. This is higher than the percentage of households in the City of Saint Paul (25%). The data referenced includes a variety of disability types, specifically those relating to hearing, vision, cognitive, ambulatory, self-care, and independent living.

## RACE & DIVERSITY

The station area is racially diverse. In 2024, Whites made up the largest racial group (41%), followed by Black/African Americans (31%), Asians (18%), American Indian/Alaska Natives (1%). People identifying as other or two or more races make up 9% of the area's population. 7%

of the population identifies as Hispanic (any race).

One useful metric for understanding the racial make up for an area is the diversity index (DI). This index shows the probability that two people chosen at random will be from different racial and ethnic groups. The DI is a value between 0 and 1, with a zero-value indicating that everyone in the population has the same racial and ethnic characteristics, while a value close to 1 indicates that everyone in the population has different characteristics.

The area within a half-mile radius of the 14th St station has a DI of 0.734, indicating a high degree of diversity and a higher likelihood, as compared to the City of Saint Paul, that two people chosen at random from this area will be from different racial and ethnic groups.

## HOMEOWNERSHIP

In the half-mile station area for 14th St, significantly higher percentage of renter occupied housing (73%) compared to the City of Saint Paul (53%). This is owing largely to the high density of this area and a number of large apartment buildings. Conversely, homeownership rates are only half as high in the 14th St station area (27%), as compared to the City of Saint Paul (47%).



*14th Street Station Area*

### AVERAGE HOUSEHOLD SIZE (Esri 2022 Estimates)



*14th Street Station Area*

### HOUSEHOLDS WITH 1+ PERSONS WITH A DISABILITY (2020 ACS 5-yr Estimate)



*14th Street Station Area*

### DIVERSITY INDEX (Esri 2022 Estimates)

## VEHICLE OWNERSHIP

Vehicle ownership in the 14th St station area is lower than the City of Saint Paul as a whole. 24% Saint Paul's renter households do not have a personal vehicle, while 39% of renter households in the 14th St area do not have a personal vehicle.

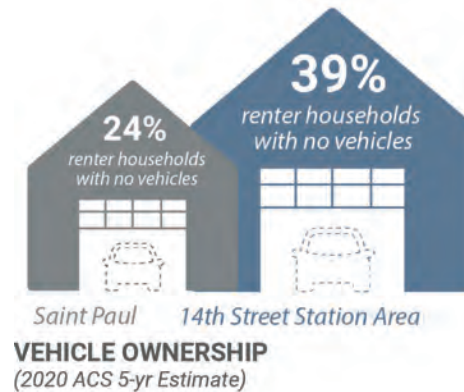
## INCOME

This area has a greater proportion of low-income households than the surrounding areas. 21% of households fell below the poverty line according to the 2022 American Community Survey, and 7% of households received some form of public assistance income. The median household income is \$53,837, less than the median household income for Saint Paul as a whole at \$70,218.

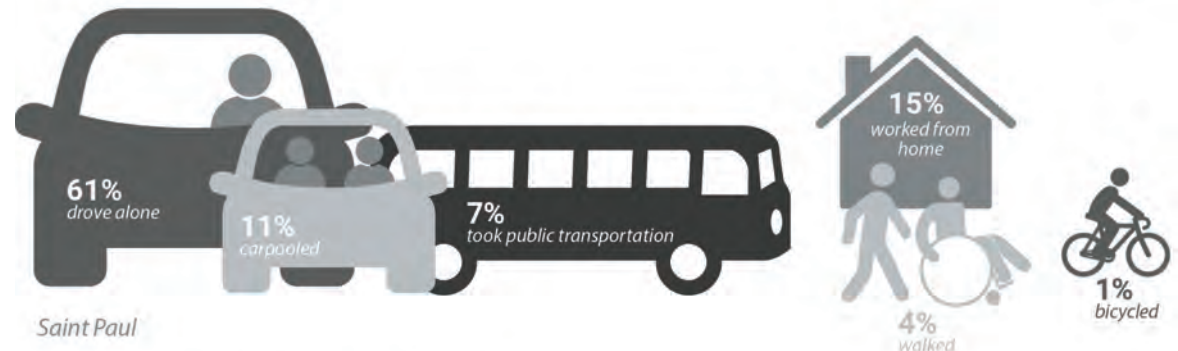
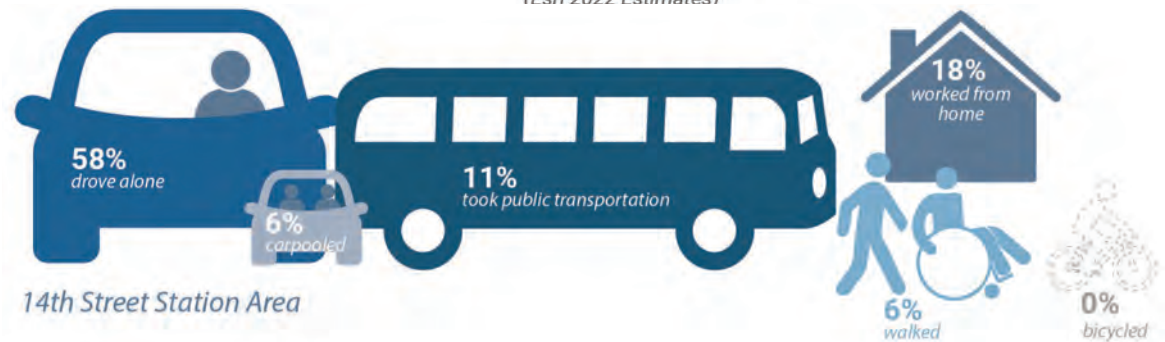
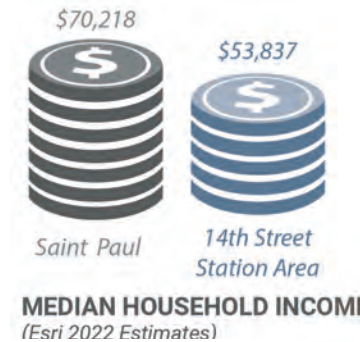
## JOURNEY TO WORK

In the 14th St station area, most people (58%) drive alone to work. This is slightly less than Saint Paul as a whole, where 61% of people drive alone to work. Of those not driving alone, 6% carpooled, 11% took public transportation, 6% walked, and 18% worked from home. The data collection period spans pre- and post-pandemic, so these patterns may be evolving.

This station area is a large job center. At last count (from the 2021 Census On the Map data) 17,705 people who live outside of the station area come to this area for work, a comparatively small portion of people, 1,811, live in this area but work elsewhere, and 80 people both live and work in this area.



Low vehicle ownership, high low-income and renter populations, and high racial diversity highlight the need for transit investments in the 14th St station area to make accessible, reliable, and inclusive neighborhoods while maintaining affordable housing and safeguarding from displacement.



**JOURNEY TO WORK** (2020 ACS 5-year Estimate)

# MARKET CONDITIONS

The 14th St station area is predominantly characterized by institutional land use, as it includes the Regions Hospital medical campus, the Capitol Area, and Downtown. These institutional uses make up the highest share of the market, with residential, commercial, and industrial land uses have smaller shares.

Though the 14th St station area is the first instance outside the downtown area where single-family residential uses are present, the majority of housing is in the form of multifamily units. Mid-scale, mission-driven developers view rent control as a major obstacle to new market-rate development, preferring smaller-scale projects with government subsidy funding.

There is a strong presence of high-density multifamily attached housing in the 14th St station area, accounting for 60% of all housing stock. High-density housing includes all buildings with 20 or more units. In the station area, almost two-thirds of units are studio to one bedroom units. Just over two-thirds of residents in the station area live in renter-occupied units.

Moving away from downtown, there are decreasing housing unit vacancy rates. This suggests a more stable housing market in the surrounding areas.

Commercial and industrial properties being marketed for lease are on the market two or three times longer than the city average, however that gap has decreased over the last few years, suggesting increasing demand for lease properties in the 14th St station area.

Leasing rates in the station area have consistently remained above the city-wide average for price per square foot of 'For Lease' properties.

Demand for commercial and industrial properties being marketed for sale has fluctuated over the last few years, though recent properties have been on the market longer than city-wide averages, indicating decreasing demand.

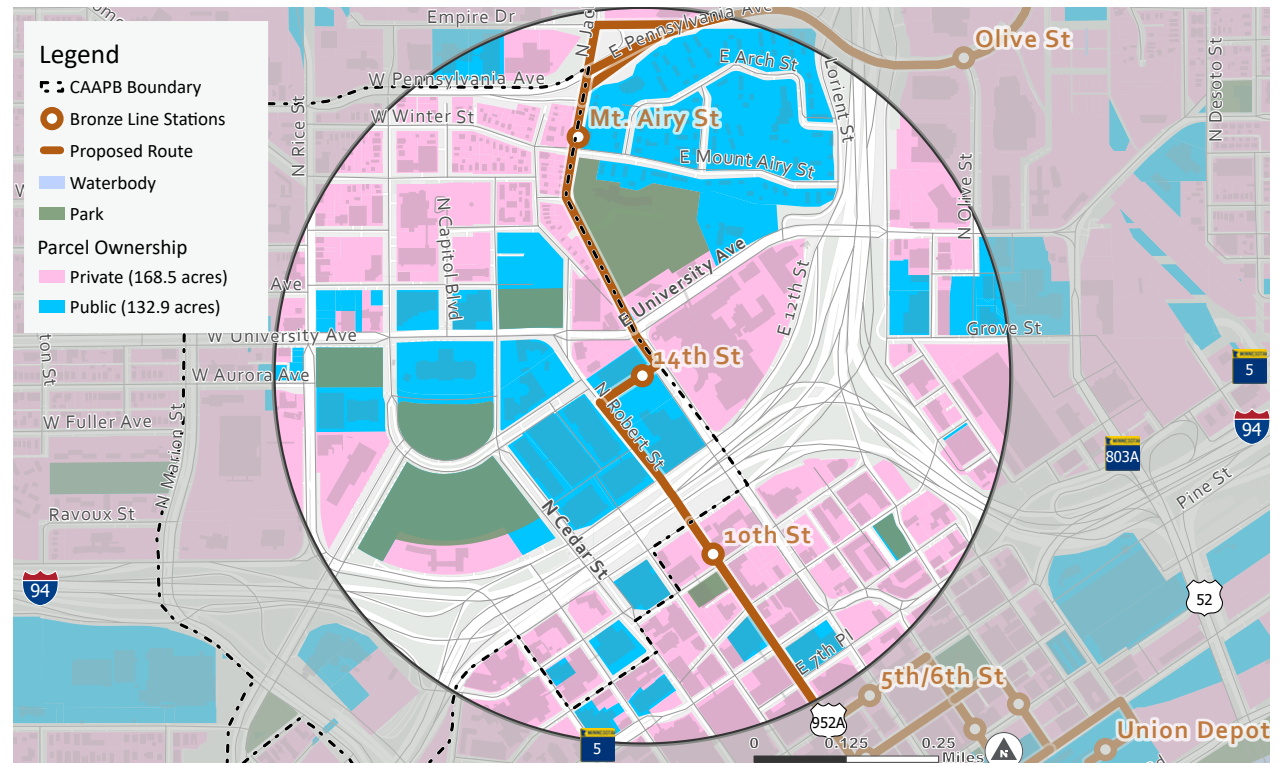


Figure 2.6 Parcel Ownership, 14th St Station Area.



The economic landscape in the 14th St station area indicates an overall surplus of 943 low-wage jobs compared to low-income households. This means there are more low-wage jobs available than there are individuals with low-incomes residing in the station area.

## KEY CONSIDERATIONS FOR MARKET INTERVENTION

- There is an imbalance in the number of low-wage jobs and low-income households, with an average of 943 more low-wage jobs across the station area's census tracts.
- The majority of housing units in the station area are high-density and renter occupied.
- There is a 7.3% vacancy rate for housing in the station area.
- Most residential units in this station area overlap with the Mt. Airy St / Capital Heights or 10th St station areas and are closer to those stations.
- There are limited residential development opportunities in this station area due to the overlap with Mt. Airy St / Capital Heights station area and the barrier created by the highways that separate 14th St station and Downtown.
- Relative to housing, the proximity of the 14th St station to jobs and transit was seen as positive. It was noted, however, that finding suitable development sites can be challenging.



Figure 2.7 Estimated Market Value, 14th St Station Area, 2023.

### 14th St Station Area Parcel Values (as shown on Figure 2.7)

- Total Residential Value: \$311.3M
- Non-Residential Value: \$2.0B
- Industrial Value: \$47.8M
- Vacant Land Value: \$49.3K

# PLANS AND RELATED POLICIES

As might be expected, the land within the station area has been the subject of many plans and planning efforts over time. Below is a list of the most relevant plans and policies that provide guidance for how future decisions should be made:

- Saint Paul 2040 Comprehensive Plan
- Saint Paul 2024 Bicycle Plan
- Saint Paul Pedestrian Plan
- Saint Paul Street Design Manual
- Saint Paul Downtown Investment Strategy
- Saint Paul Public Art Ordinance Program
- Downtown Streets and Sidewalk Plan (estimated completion 2026)
- Capitol Area Architecture and Planning Board (CAAPB) Comprehensive Plan
  - Includes a Capitol Heights Development Framework in Chapter 7B
- CAAPB Stormwater Management Study
- Capitol Heights Small Area Plan
- Capitol Mall Design Framework
- Frogtown Neighborhood Plan

## NEIGHBORHOOD PLANS

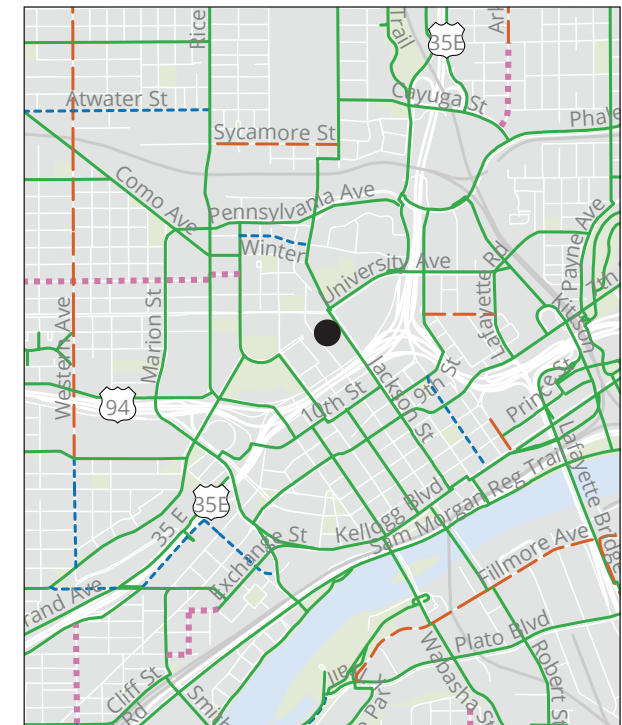
There are two existing neighborhood or small area plans for portions of the 14th St station area. The first is a small area plan for a portion of the neighborhood known as Capitol Heights. It was originally adopted in 2000 and updated in 2014. The second is a neighborhood plan for Frogtown that was adopted in 2019. Both plans envision mixed-use areas with medium-density housing, a variety of small-scale commercial uses, and bicycle and pedestrian facilities.

## COMPREHENSIVE PLANS

Future land use plans are developed to communicate the community's vision for how an area will evolve over time. The Saint Paul 2040 Comprehensive Plan encourages the continuance of the highly diverse land use pattern that exists today. Immediately around the 14th St station, the designation is Downtown, which is one of the mixed-use categories. As the oldest developed part of Saint Paul, it continues to have the greatest employment and housing density.

Also within the station area are Civic and Institutional, Mixed Use, and Urban Neighborhood designations. There is a small portion of the half-mile buffer from the station that includes area used for industrial but it is inaccessible due to the highway structure that surrounds it. Civic and Institutional land use includes buildings and open space for major institutional campuses. Mixed-Use areas are primarily along thoroughfares well-served by transit. The main distinguishing characteristic is a balance of jobs and housing within walking distance of one another. Urban Neighborhoods are primarily residential areas with a range of housing types.

The Capitol Area Architectural and Planning Board (CAAPB) also has a 2040 Comprehensive Plan that shapes what occurs in a portion of the station area. For the Capitol Heights neighborhood, the plan notes that new development should be sensitive to the existing scale and character. This plan focuses on the most notable features of the area and considers



### Planned Bicycle Network

- Separated Bikeways & Paths
- On-Street Bicycle Lane
- ... Bicycle Boulevard
- - - Shared Lane
- - - Bikeway for further study
- 14th St Station

Figure 2.8 Saint Paul Bicycle Plan Excerpt

likely future development that will impact the neighborhood, including the new Bronze Line BRT service.

# ENGAGEMENT PHASES

## PHASE 1

### Themes and Asset Identification

- Introduce SAWG to station area planning and the Bronze Line.
- Identify community assets in the station area.
- Develop station area goals and ETOD themes.

#### **Engagement Methods:**

- SAWG summit and meeting #1
- SCEPP meetings
- Online engagement
- Pop-up events

#### **Key Themes:**

##### *Transportation Infrastructure and Maintenance:*

- There is a desire for improved maintenance and upkeep of bicycle and pedestrian infrastructure, including snow and trash removal at stations.
- There is a desire for accessible, walkable connections around the station areas.

##### *Amenities and Services:*

- There is a desire for more parks and recreational activities within the station area.
- There is an identified need for smaller-scale grocery stores with an emphasis on healthy food offerings.
- There is a desire for more seating and covered shelters at station locations.

##### *Public Safety:*

- There are concerns about safety and security, with an expressed desire for improved lighting throughout the station areas.

- Input gathered in Phase 1 was used to draft the goals and equitable transit-oriented development themes, which guided the development of recommended policies, improvements, and opportunities.

## PHASE 2

### Goals and Actions

- Refine the station area ETOD themes and goals identified during Phase 1.
- Identify physical improvements, policies, and programs that support station area goals and themes of equitable transit-oriented development.

#### **Engagement Methods:**

- SAWG meeting #2
- SCEPP meetings
- Pop-up events

#### **Key Themes:**

- Traffic control and streetscape improvements are needed to make the area more accessible. Improvements to sidewalk infrastructure with a focus on accessibility, ease, and comfort of travel for seniors and disabled individuals is a priority in the station area.
- Ideas were shared regarding green space management and involving the community in the maintenance of public spaces.
- There are significant concerns about cleanliness and personal safety at transit stations. There is a need for improved lighting at stations and adequate facilities for waiting passengers.
- There is a need for smaller-scale grocery stores with healthy food options, as well as a need for policies to support local retail and provisioning of basic services in the area around the future 14th St Station.

- The input from Phase 2 was used to refine the policies, improvements, and opportunities identified under each station area plan goal.



## PHASE 3

### Prioritization of Policies

- Refine policies, improvements, and opportunities.
- Prioritize policies and needs identified in Phase 2.

#### Engagement Methods:

- SAWG meeting #3
- SCEPP meetings

#### Key Themes:

- Ideas to improve community spaces through new public green areas, support for food trucks and pop-up businesses near the station, and community-driven public art to differentiate station areas.
- Ideas to improve bike and pedestrian connectivity through infrastructure improvements (including improved street crossing treatments, neighborhood-scaled development, and multi-lingual wayfinding to connect to other modes of transit). Ideas for improved accessibility include bike/scooter share and free transit passes for youth and seniors.
- Ideas shared about adding security staff at stations, installing lighting at the station and along access routes for pedestrians, and ensuring snow and ice removal at and around the station.
- Support was identified for the creation of additional housing and alternative housing ownership models. Ideas to support property owners with reinvestment in building facades, maintenance, and modernization. Ideas about neighborhood-driven maintenance programs for parks and green spaces.
- Ideas expressed to create programs for mental health and dependency support and social engagement programs and activities for seniors and people with disabilities.
- Phase 3 input helped to prioritize the policies and needs identified in Phases 1 and 2 to address the goals.



Participants at the SAWG summit.



Handout for 14th St SAWG meeting #3.



Explaining an activity at SAWG meeting #3.

# SUPPORTING COMMUNITY NEEDS

Throughout the station area planning process, members of the community provided feedback on the ways in which their neighborhoods could be supported as the transit line is established. These needs center on quality of life issues involving housing, employment, health, social interaction, and the environment.

The policy and program items identified through the efforts of the 14th St Station Area Working Group are listed below, organized under the four Equitable Transit-Oriented Development (ETOD) themes. The items in **BOLD** were those ranked as being the most important policies or programs by those who participated in the work sessions. The items below do not include identified infrastructure improvements, which are described in Chapter 3 Future of the Station Area.

## ETOD THEME #1: ANTI-DISPLACEMENT, AFFORDABILITY, AND BUILDING WEALTH



- Support for property owners to reinvest in their homes' façade, complete maintenance, or modernize.
- Opportunities for alternative housing ownership models (land trusts or down payment assistance, for example).
- **Improved childcare access.**

## ETOD THEME #2: MENTAL HEALTH, WELLNESS, AND QUALITY OF LIFE



- Create neighborhood-led public art initiatives with local artists.
- Create a message board for community events and information.
- Create opportunities for elders to meet-ups.
- Annual accessibility audits of the station area.
- Improve maintenance and litter removal at the station.
- Ensure snow and ice removal along station access routes.
- Social engagement programs and activities for seniors and people with disabilities.
- Inter-generational activities and programs – mentoring, sports and fitness, language or culture events.
- **Mental health and dependency support.**

## ETOD THEME #3: SUPPORT LOCAL BUSINESSES AND WEALTH-BUILDING



- Support storefront façade improvements.
- **Support for temporary pop-up business, food trucks, and activities near the station.**
- Workforce training and workforce readiness.
- Public/private partnerships to support development of community services and businesses.
- Job fairs geared towards neighborhood residents.

## ETOD THEME #4: SUSTAINABILITY AND THE ENVIRONMENT



- Provide free passes for youth and seniors to access transit.
- Make bike-share or scooter-share accessible.
- **Provide more tailored on-demand transit services to support seniors and those with disabilities.**
- Provide end-of-trip facilities (secure bike racks, etc.) at destinations near the station.
- Creation of neighborhood-driven maintenance programs for parks and green spaces.

# FUTURE OF THE STATION AREA

## INTRODUCTION

The future 14th St station will provide an expanded transportation option for residents and visitors to the neighborhood. A set of policy, improvement, and opportunity recommendations have been developed to support the future use and success of the station area based on feedback collected from residents and stakeholders. These recommendations are organized throughout this chapter by the Goals (as identified in Chapter 1 - Goals). Note that recommendations specific to areas north of University Ave can be found in the Mt. Airy St / Capitol Heights Station Area Plan; recommendations specific to areas east of I-35E can be found in the Olive St and Cayuga St Stations Area Plan.

## STATION AREA RECOMMENDATIONS

The following terms are used to define the recommendations throughout this chapter:

### POLICIES

Recommendations related to a system of guidelines to assist with future decision-making.

### IMPROVEMENTS

Recommendations related to physical changes within the public realm of the station area, such as sidewalks, trails, and streetscape improvements.

### OPPORTUNITIES

Recommendations related to communication, placemaking, and creating identity within the station areas, such as wayfinding and public art.





# STATION AREA RECOMMENDATIONS

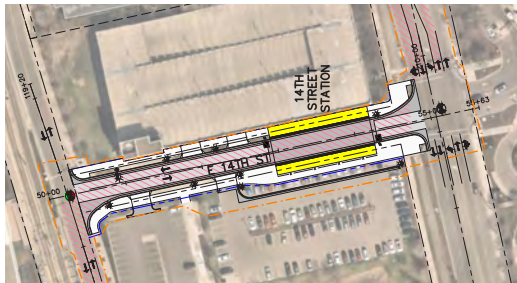
A set of recommendations, including policies, improvements, and opportunities have been developed for the 14th St station. See Figure 3.1 for the location of recommendations and big ideas. Below is an expanded legend of the symbols shown on the figures.

## KEY (FOR FIGURES)



### BRONZE LINE STATION LOCATION

The future 14th St station will be located along 14th St in between Robert St and Jackson St, with the northbound station located on the south and the southbound located on the west. See figure below for the 30% design plan for the 14th St station.



30% Design, 14th St Station. (2022)



### BRONZE LINE ROUTE

Future route of the Bronze Line BRT.



### PROPOSED STATION AREA PEDESTRIAN CONNECTION

Future sidewalks as recommended in this station area plan. See Goal #3 policies.



### PRIORITY WALKING INVESTMENTS PER SAINT PAUL PEDESTRIAN PLAN

Future sidewalks as recommended in the 2019 Saint Paul Pedestrian Plan.



### PROPOSED STATION AREA BIKEWAY

Future bikeways as recommended in this station area plan. See Goal #3 policies.



### SAINT PAUL BIKE PLAN RECOMMENDATIONS

Future bikeways as recommended in the 2024 Saint Paul Bicycle Plan.



### EXISTING BIKEWAY

Existing off-street trail or on-street bikeway (bike lane or shared lane).



### PROPOSED STATION AREA STREETScape IMPROVEMENTS

Roadway corridors that have been identified through this station area plan for future improvements such as pedestrian lighting and improved design for safety and placemaking. See Goal #2 policies.



### PROPOSED STATION AREA INTERSECTION OR CROSSING IMPROVEMENTS

Intersections identified for future improvements such as curb extensions, crosswalk markings, and other safety improvements. See Goal #4 policies.



### EXISTING GREEN SPACE AND CITY-OWNED PARKLAND

Land that is either currently designated as a park or currently used for recreation and gathering.



### PROPOSED STATION AREA GREEN SPACE

Areas proposed to be redeveloped or improved as future green spaces or parkland. See Goal #2 policies.



### DESTINATIONS AND LANDMARKS

Recognizable businesses, civic services, and parks that serve as station area land marks and destinations today.



### PROPOSED STATION AREA LOCATION FOR FUTURE PUBLIC ART

Areas identified for future public art locations. See Goal #2 policies.



### PROPOSED STATION AREA WAYFINDING

Areas identified for future wayfinding locations. See Goal #3 policies.



### PROPOSED STATION AREA PED/BIKE BRIDGE

Future bridge intended for pedestrian or bicycle use as recommended in this station area plan.



### CAAPB AREA

Proposed and existing green spaces, public art, and improvements shown within this area are guided by the 2040 Comprehensive Plan for the Capitol Area.



### EAST CAMPUS DESIGN FRAMEWORK STUDY AREA

Study area within the Capitol Area. See Chapter 5 for more details.



# GOAL #1: CREATE THRIVING NEIGHBORHOODS



The station areas are made up of distinct and unique neighborhoods that will continue to have a variety of housing types to suit the needs of residents today and into the future. These are neighborhoods where people will be able to live throughout varying stages of life, supporting a variety of household types and income levels. Destinations frequented by residents on a daily or weekly basis, such as grocery stores, will be located near the stations, and businesses will support residents and visitors using public transportation. The station areas are also destinations for places of employment and community services such as community centers, schools, places of worship, places to exercise, and places to receive healthcare. Thriving neighborhoods are resilient to a variety of risks over time. Managing stormwater through green infrastructure, supporting habitat for pollinator species and urban wildlife, and creating flexible spaces that adapt to our changing environment are examples of environmental resiliency.

The 14th St station area is comprised mostly of the institutional uses associated with the Capitol, as well as the Regions Hospital campus. Most of the policies are under the CAAPB jurisdiction. The Capitol Design Framework recommendations specifically apply only to the CAAPB area.

As shown in Table 3.1, the Real Estate Market and Housing Gap Analysis anticipates no industrial development and very little residential or commercial development.

EXPECTED DEVELOPMENT OR REDEVELOPMENT	AREA
Residential	10,000 SF (10 units)
Commercial	50,000 SF
Industrial	0 SF

Table 3.1 Expected Development from Real Estate Market and Housing Gap Analysis.

## 1.1 POLICIES TO CREATE THRIVING NEIGHBORHOODS

- 1.1.1 Due to the lack of housing in the station area, focus efforts on supporting the needs of those who work in the government and medical facilities that surround the station.
- 1.1.2 Encourage amenities that can be utilized by those visiting or working in the area throughout the day, such as convenience retail and food. Provide outdoor spaces that can be enjoyed throughout the year in a variety of seasonal conditions.
- 1.1.3 Create clear and convenient routes between the station and local destinations.



## CHARACTER AREAS

The land along the BRT line can be described in ways that generalize the historic built form and land uses while anticipating complementary future development. These character areas are supported by policies to guide the direction of change under the headings of Redevelopment, Built Form, and Parking and Circulation. The recommendations below reflect the visions of the existing Comprehensive Plan while addressing needs identified to help support transit within the station area.

For the 14th St station area, the character area is:

- Large-Scale Government and Medical Uses



Example of outdoor plaza space.

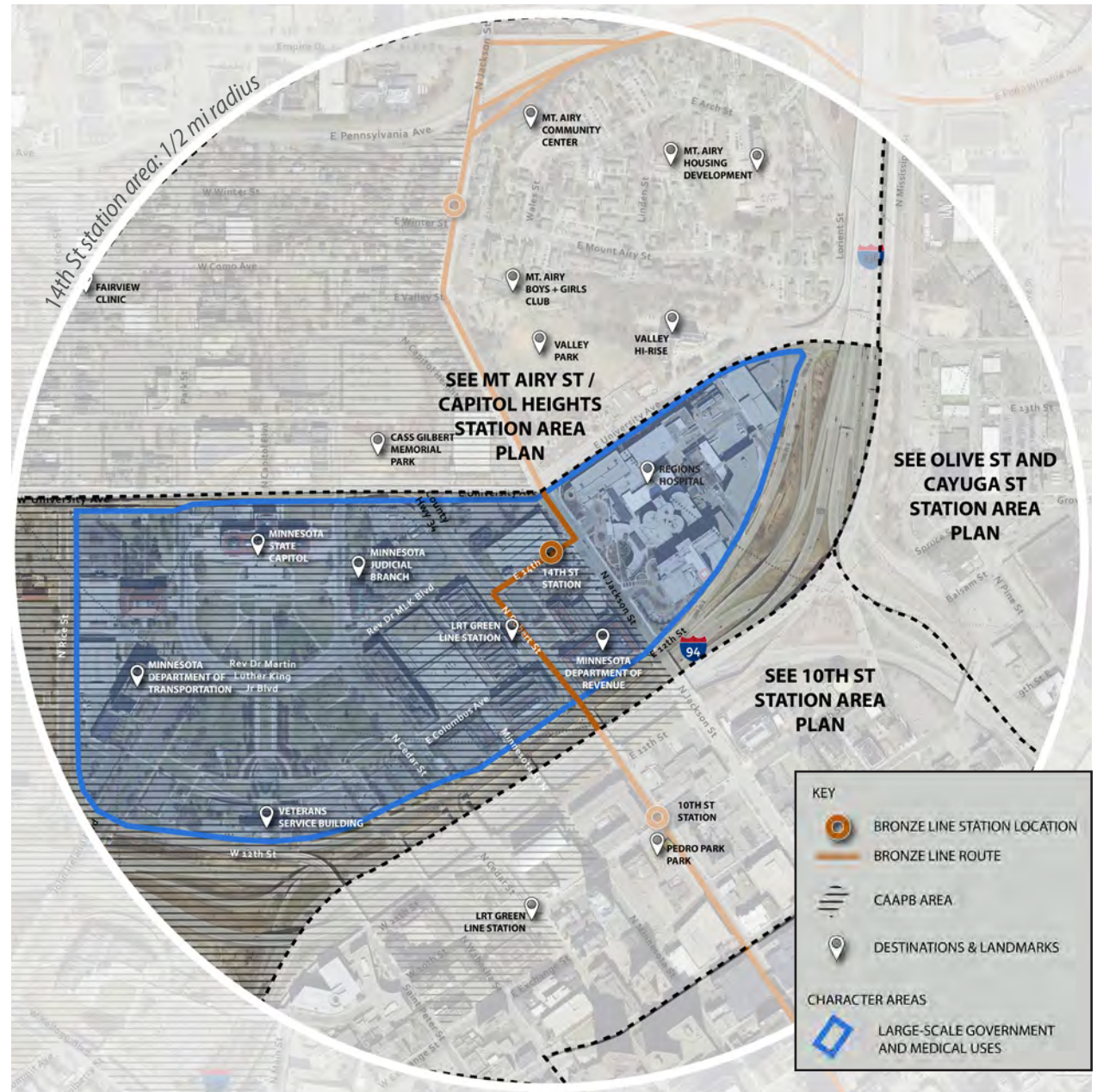


Figure 3.2 14th St Station Area Character Area.



## 1.2 POLICIES FOR LARGE-SCALE GOVERNMENT AND MEDICAL USES

The station area is currently predominantly large-scale government and medical uses. While housing has been suggested, it has not yet been specifically proposed. A number of buildings and offices associated with the Capitol, as well as the Capitol building and the Mall itself, make up the western portion of the station area. A handful of large parking ramps and other surface lots provide parking for those working in or visiting the buildings surrounding the Capitol. A significant amount of public green space lies south of the Capitol and in a handful of other locations in the surrounding blocks. The Metro Green Line cuts through the station area with a stop at the Robert St Station. The medical campus of Regions Hospital lies to the east of Jackson St and makes up the entire eastern portion of the station area.



Figure 3.3 Large Scale Government and Medical Uses Character Area.

### 1.2.1 Redevelopment

- Implement the vision for outlined in the 2040 Comprehensive Plan for the Capital Area (2021) and the Capitol Mall Design Framework (2024) to continue to enhance the Capitol campus and surrounding blocks of institutional uses.
- Build from the future Robert St Station Plaza development concept proposed in the Capitol Mall Framework to help create an active and engaging space for BRT and LRT riders. See Chapter 5 for more detailed exploration of this area as part of the East Campus Design Framework.



Example of outdoor plaza space.

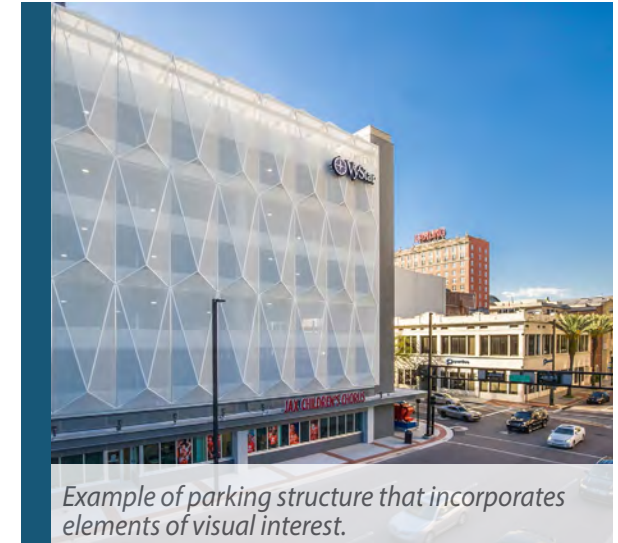


### 1.2.2 The Built Form

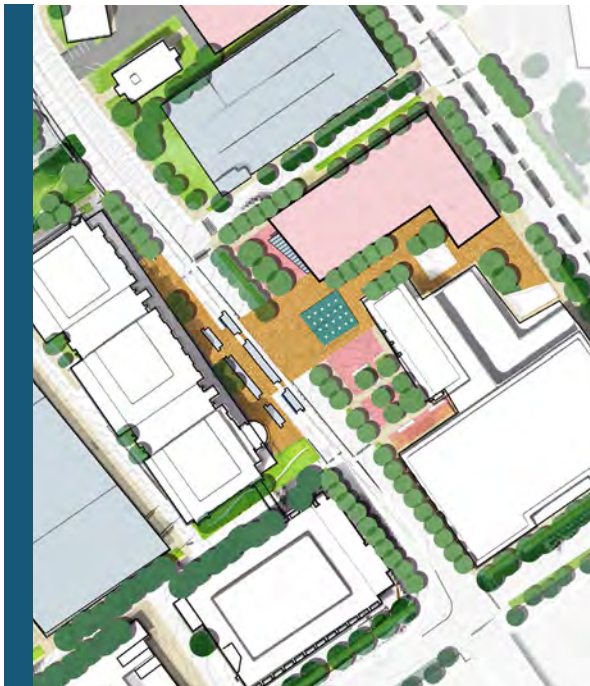
- a. Prohibit blank walls fronting any public street or right of way.

### 1.2.3 Circulation and Parking

- a. Parking ramps are encouraged over surface parking and should incorporate elements of visual interest along pedestrian-oriented frontages on public streets.
- b. If utilized, surface parking should be directed behind or to the side of buildings and landscape buffers or screening utilized to minimize impacts on pedestrians. Shared parking arrangements should be encouraged to reduce the overall amount of parking in the station area.
- c. Strengthen pedestrian and bicycle networks by filling sidewalk gaps, widening sidewalks, and constructing bicycle infrastructure.
- d. Enhance wayfinding to guide pedestrians between the BRT station, the LRT station, and the Capitol Mall area.



*Example of parking structure that incorporates elements of visual interest.*



*Concept plan of Robert St Station Plaza from Capitol Mall Design Framework.*



*Capitol Mall Design Framework plan by Sasaki.*



## GOAL #2: MAKE VIBRANT PUBLIC PLACES



The station areas will be vibrant, activated places where art, cultural history, and community identity are apparent, authentic, and visible. Parks, green spaces and gathering spaces will provide places to sit and gather with shade, views, and recreational amenities that support the health of residents and foster strong relationships throughout the neighborhood.

These policies support recommendations provided in the Capitol Mall Design Framework (CMDf) and apply to the CAAPB area. They are further explored in Chapter 5: East Campus Design Framework.

### 2.1 PUBLIC SPACE IMPROVEMENTS

#### 2.1.1 Robert St Station Plaza:

- Incorporate a water feature and other engaging elements to create an inviting public space.

#### 2.1.2 Cass Gilbert Memorial Park:

- Include inter-generational play areas to foster community engagement and cater to all age groups.

#### 2.1.3 Parking lot conversion at 12th St and John Ireland Blvd to native prairie or open space.

#### 2.1.4 Parking lot conversion at 12th St and Cedar St to Visitor Amenity Building and plaza space.

#### 2.1.5 Renovations at Rice St and University Ave as part of future Mobility Hub.

### 2.2 PUBLIC REALM IMPROVEMENTS

#### 2.2.1 Implement a road diet on Cedar St to support one lane in each direction.

- Incorporate a robust tree canopy integrated with a linear stormwater management system to provide shade and manage runoff effectively.

#### 2.2.2 Convert Rev. Dr. Martin Luther King Jr. Blvd into a Community Shared Street, a street that becomes a shared community space through its priority on pedestrians, bicyclists, and plantings to create a strong promenade.

- Continue streetscape improvements to Robert St and LRT Station, including enhancement of the tree canopy.

#### 2.2.3 14th St Streetscape Improvements:

- Incorporate a robust tree canopy integrated with a linear stormwater management system to provide shade and manage runoff effectively.
- Extend the design to create a cohesive experience, ensuring the connection to the future Robert St Station Plaza from the Green Line Station feels unified and integrated with surrounding streetscape improvements.



Cass Gilbert Memorial Park Concept Plan from Capitol Mall Design Framework.

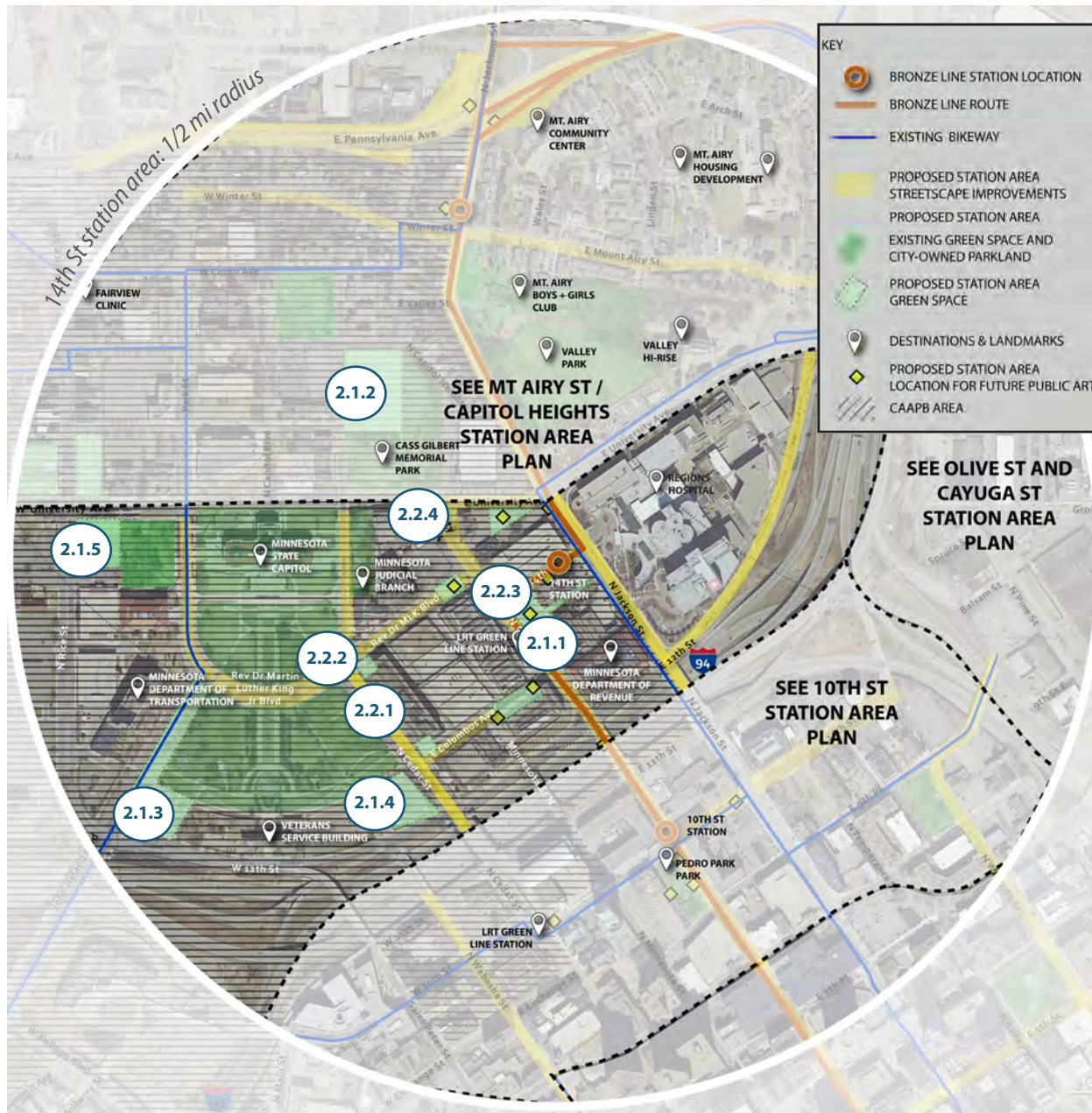


Figure 3.4 Public Spaces, Art, and Streetscape, 14th St Station Area.

## 2.2.4 Robert St (north of MLK Jr Blvd) and University Ave to Jackson St streetscape improvements:

- Implement pedestrian-scaled streetscape improvements to create a welcoming and accessible environment around the future redevelopment site.
- Establish continuous shade and tree canopy per CAAPB policy on major walking routes near transit.
- Install railings and/or traction surfaces on the steep sidewalk along University Avenue towards Jackson St to ensure pedestrian safety and accessibility.
- Relocate utility lines underground to improve aesthetics and eliminate overhead obstructions.

## 2.2.5 Columbus Ave Streetscape Improvements:

- Incorporate tree canopy into the boulevard to enhance the pedestrian experience.

## 2.3 PUBLIC ART OPPORTUNITIES

### 2.3.1 Explore potential public art locations as shown on Figure 3.4.

- Generally, these would be implemented with a future redevelopment site or streetscape improvement area. The City of Saint Paul has an ordinance and policy related to the funding and process for public art on City-owned property. Ramsey County, private land owners, and local agencies are potential project leads for public art initiatives outside of City-owned property. The CAAPB's 2040 Comprehensive Plan has specific guidance for future public art locations in the CAAPB area.



## GOAL #3:CONNECT PEOPLE AND PLACES



The station areas will be places where people can easily and comfortably walk, bike, and take public transit, whether going short or long distances. Public transit will be a viable, reliable, and preferred option for getting around. Sidewalks, streets, trails, and intersections will be designed for people of all ages and abilities.

These policies support recommendations provided in the Capitol Mall Design Framework (CMDf) and apply to the CAAPB area.

### 3.1 NETWORK IMPROVEMENTS

#### 3.1.1 Explore ways to improve access for pedestrians through Green Line LRT Station.

- Update signage to provide clear and intuitive wayfinding for station users.
- Use pavement color changes or reflective thermoplastic markings to clearly delineate paths through the station, enhancing safety and ease of navigation for pedestrians and cyclists.

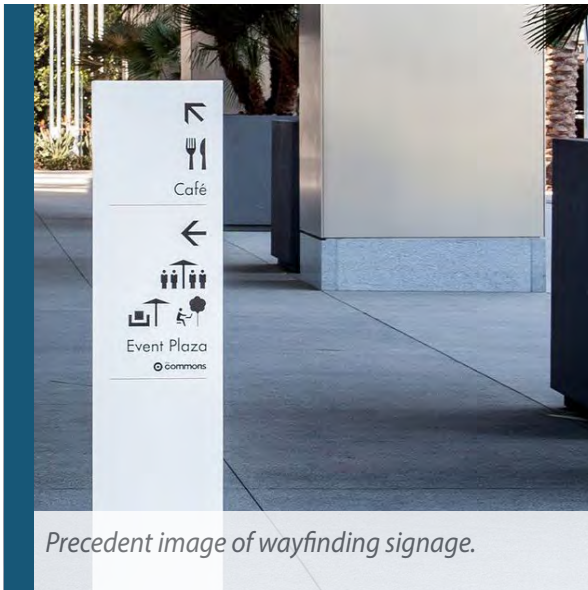
#### 3.1.2 Create sidewalk connections along 12th St and Robert St.

- Develop sidewalk connections in alignment with the Saint Paul Pedestrian Plan to ensure safe and accessible pathways.
- Assess proximity to active Green Line rail lines and design accordingly to maintain pedestrian safety and compliance with regulations.

### 3.2 WAYFINDING OPPORTUNITIES

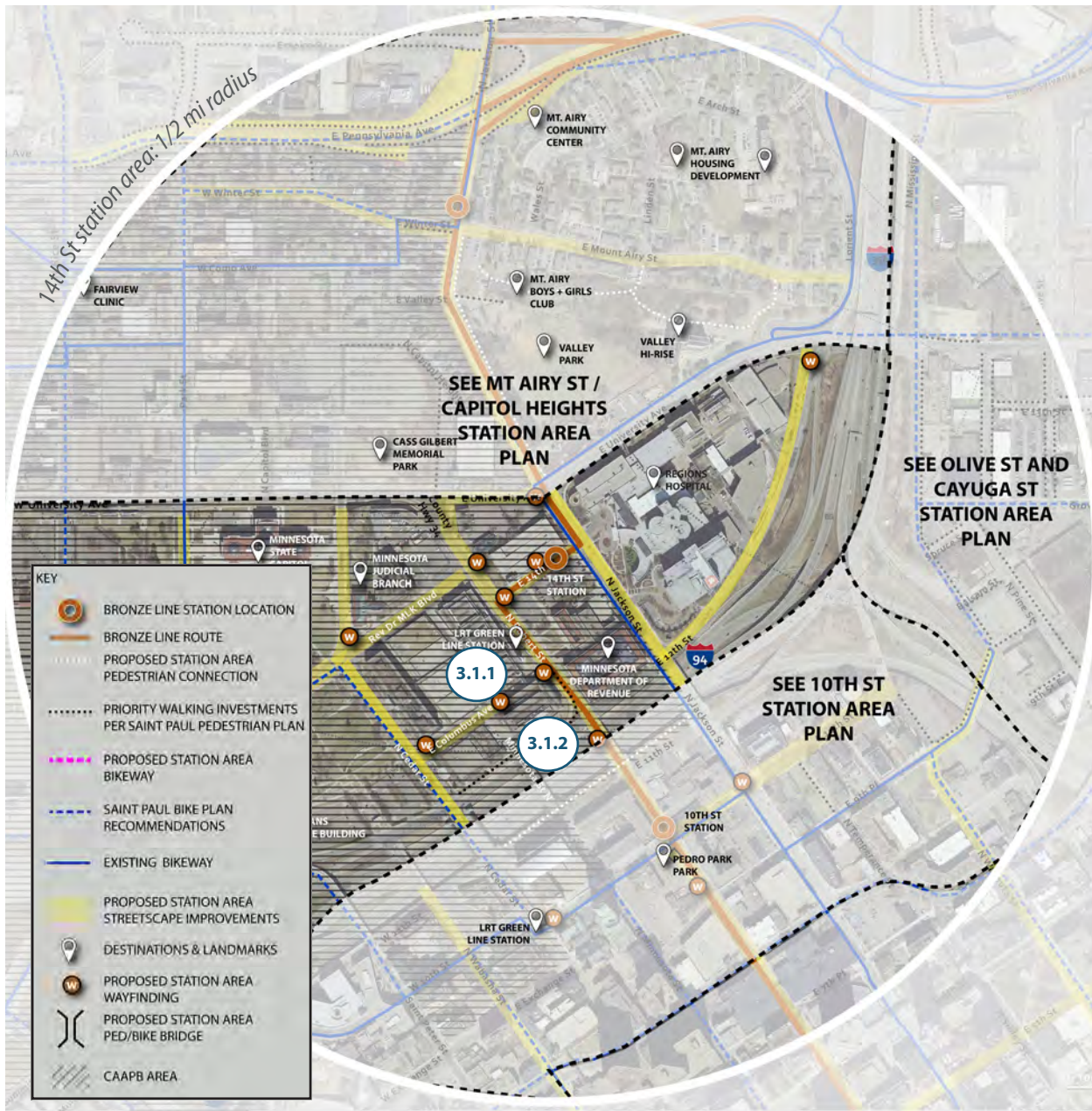
#### 3.2.1 Directing transit users to the Bronze Line station at 14th St is the priority of the wayfinding opportunity locations shown on Figure 3.5, and is a response to ideas collected through community engagement. Bronze Line wayfinding design, installation, and maintenance will need Metro Transit to lead the effort.

- Suggested locations for directional wayfinding to direct transit users to the 14th St Station include:
  - Robert St / Green Line Station
  - University Ave and Jackson St
  - Cedar St and Rev Dr MLK Jr Blvd
  - Cedar St and Columbus Ave
- Additional wayfinding locations are intended to direct pedestrians and bicyclists to areas within the Capitol Mall.
- Suggested languages for wayfinding translation:
  - Dakota
  - Hmong
  - Karen
  - Ojibwe
  - Somali
  - Spanish



Precedent image of wayfinding signage.





### 3.3 AMENITY POLICIES

These policies support recommendations provided in the Capitol Mall Design Framework (CMDf). Amenity Policies are to be employed throughout the station area.

**3.3.1 Implement clear, direct signage with concise text and symbols for easy navigation. Place at key decision points to guide visitors.**

**3.3.2 Incorporate primary wayfinding maps at entry points with interactive/digital options to encourage users to explore the areas and plan tours.**

**3.3.3 Ensure adequate lighting in pathways and event areas. Adjust lighting for safety, ambiance, and event-specific needs.**

**3.3.4 Ensure a current or future bike share program is accessible and visible to people in the area and provide secure racks near entry points and popular areas.**

**3.3.5 Install interactive kiosks with real-time event info and maps. Ensure user-friendly design.**

**3.3.6 Provide comfortable, accessible seating throughout the station area, including flexible options for events and areas for relaxation.**

Figure 3.5 Wayfinding, Network and Streetscape Improvements, 14th St Station Area.

## GOAL #4: PRIORITIZE SAFETY AND SECURITY



The station areas will be places where safety and security is a priority. Community-based approaches to security are unique and will be defined by each neighborhood. People of all ages and abilities will feel comfortable using public transit, walking, and biking throughout the day and all seasons.

### 4.1 LIGHTING IMPROVEMENTS

**4.1.1 Lighting considerations include spacing, pole height, illumination levels, and security measures to avoid copper wire theft. The following streets are recommended for updated lighting to increase safety for pedestrians within the station area and encourage use of transit in the evenings:**

- 12th St along Regions Hospital
- Robert St / University Ave
- Jackson St
- Additional lighting along Rev. Dr. Martin Luther King Jr. Blvd and Columbus Ave are shown in Chapter 5: East Campus Design Framework. This lighting should be incorporated per CAAPB guidelines.



*Light fixtures are typically the lantern-style shown here with high hand holes to prevent wire theft.*

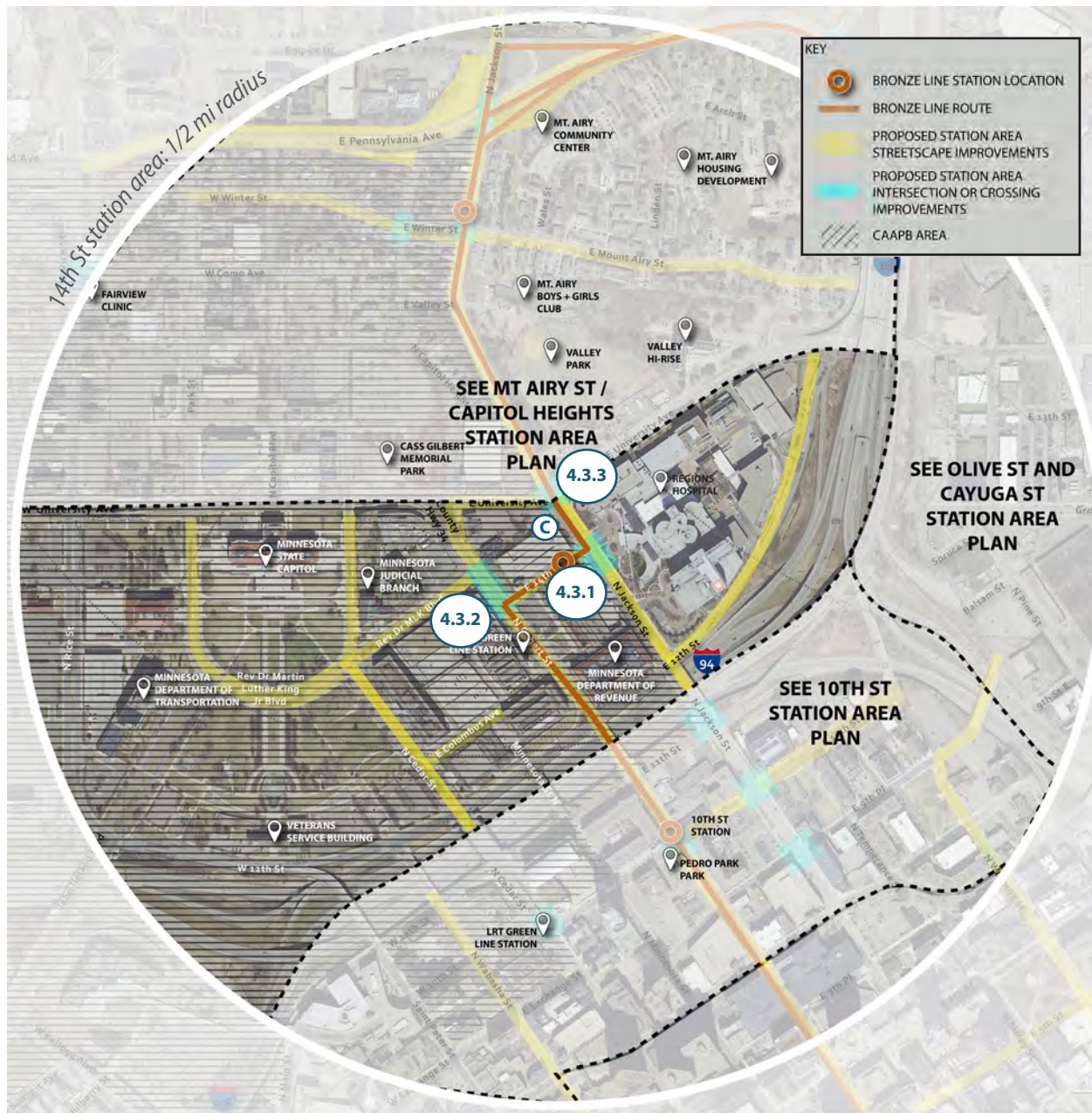


*Precedent image of lighting at transit station, Cincinnati, OH.*



*Precedent image of lighting designed to increase safety for pedestrians.*





## 4.2 SAFETY POLICIES

Safety was a key concern raised through community engagement, particularly regarding LRT stations and high-traffic crossings. Addressing these concerns is a top priority in the station area's design.

**4.2.1 Utilize public space activation as a strategy to improve public safety and security, as outlined in the CMDF.**

#### 4.2.2 Incorporate lighting to enhance walkability, visibility, and safety, particularly after hours.



## INTERSECTION IMPROVEMENTS

- Intersection improvements are recommended to increase safety and comfort for pedestrians, bicyclists, and those with disabilities at key intersections within the station area. These improvements aim to increase visibility for all modes of traffic at an intersection through increased lighting, upgraded signals, high visibility crosswalk markings, and curb extensions that decrease the crossing distances for people crossing roadways.
- Table 3.2 lists each intersection improvement area along with issues and concerns that have been identified by the project team as part of this planning process.
- Pages 39 - 42 include the *Bronze Line Station Area Plan Intersection Countermeasures Toolkit*. This toolkit is intended to define and pair typical safety issues at intersections with potential countermeasures to be explored. The toolkit applies to all Bronze Line Station areas within the City of Saint Paul.

Table 3.2 Intersections and Issues/Concerns at 14th St Station Area.

	LOCATION	ISSUES / CONCERNS
4.3.1	14th St and Jackson St	<ul style="list-style-type: none"> <li>• Crosswalks are conventional transverse markings*</li> <li>• Signal pole in northeast corner may block pedestrian access route</li> </ul>
4.3.2	14th St and Robert St	<ul style="list-style-type: none"> <li>• Crosswalks are conventional transverse markings*</li> </ul>
4.3.3	University Ave and Jackson St	<ul style="list-style-type: none"> <li>• Corner radii are very large, encouraging turning at high speeds</li> <li>• Crosswalks are conventional transverse markings*</li> </ul>

\*Contact Public Works to obtain policy on crosswalk markings when considering marked crosswalks.

## BRONZE LINE STATION AREA PLAN INTERSECTION COUNTERMEASURES TOOLKIT

During the process of observing, documenting, and analyzing the roadway intersections in Bronze Line station areas, it became apparent that many of the same observations were being made throughout the corridor. The Station Area Plan Intersection Countermeasures Toolkit was developed as a way to communicate potential treatments and countermeasures that could be explored to address issues.

The toolkit contains a set of definitions and accompanying example images, along with a table that ties common issues with an explanation of potential safety risks and countermeasures that can be taken. The list is not exhaustive, and is intended to serve as a starting point for future study.

The Bronze Line Station Area Plan Intersection Countermeasures Toolkit applies to Bronze Line station areas within the City of Saint Paul. As subsequent station areas are planned beyond the City's limits, additions or amendments will be made to this toolkit.

For all recommendations, further design and analysis by the City of Saint Paul and Ramsey County staff is needed to understand the feasibility of each.

## DEFINITIONS AND EXAMPLES



### ART CROSSWALKS

Also called decorative crosswalks, art crosswalks are marked pedestrian crossings that include an artistic element, such as murals, patterns and colors. Often created through community partnerships, they provide aesthetic enhancements to pedestrian crossings.



### CURB EXTENSIONS

Also known as curb bump-outs or bulb-outs, curb extensions narrow the roadway at intersections and mid-block crosswalks to shorten crossing distance for pedestrians and can make space for other amenities such as vegetation or transit stops.



### CURB RAMPS

Curb ramps are transitions between the sidewalks and street crossings that cut through or is built up to the curb. Curb ramps can be perpendicular or parallel, or a combination of parallel and perpendicular ramps.



### DIRECTIONAL CURB RAMPS

A type of curb ramp where the ramps are aligned with the direction of travel / crossing.



### HIGH-VISIBILITY CROSSWALKS

Pavement marking patterns (i.e., bar pairs, continental, ladder) at crosswalks that are visible to both the driver and pedestrian from farther away.



### LANE CONVERSION

Also referred to as a road diet, this form of design transformation reduces the number of lanes on a corridor. This can lead to crash reduction and potential safety improvements for pedestrians, cyclists, and transit users.



### LEADING PEDESTRIAN INTERVAL (LPI)

A form of signal priority that gives pedestrians a head start when entering the intersection to reduce the time pedestrians are in conflict with turning traffic.

# BRONZE LINE STATION AREA PLAN INTERSECTION COUNTERMEASURES TOOLKIT

## DEFINITIONS AND EXAMPLES (CONTINUED)



### MODERNIZED PEDESTRIAN SIGNALIZATION

Refers to a set of comprehensive pedestrian signal improvements including longer walk times, LPIs, and accessible push buttons.



### PEDESTRIAN HYBRID BEACON (PHB)

Traffic control device designed to help pedestrians safely cross higher-speed roadways at midblock crossings and uncontrolled intersections.



### SEPARATED BIKEWAY INTERSECTIONS

Various methods of providing physical separation between bicyclists and motor vehicle traffic further into the intersection, allowing bicyclists to cross more safely.



### PEDESTRIAN RECALL

Pedestrian phase is automatically activated every cycle, as opposed to being manually triggered by a push button.



### RAISED CROSSINGS

Ramped speed tables that elevate the pedestrian crossing closer to the level of the sidewalk; this reduces motor vehicle speed limits and enhances pedestrian safety/comfort.



### STORMWATER FACILITY

Elements such as swales, rain gardens, stormwater planters, permeable pavements, or other facility that can be incorporated into intersections/ right-of-ways to manage and/or treat runoff.



### MEDIAN CROSSING ISLAND

Protected island centered on a crossing to facilitate safe crossings and reduce exposure to traffic.



### RECTANGULAR RAPID FLASHING BEACON (RRFB)

Rectangular Rapid Flashing Beacons (RRFB) are a type of active warning beacon that uses rapid, irregular flashes to alert motorists to yield to pedestrians and bicyclists at crossings/intersections.



### TACTILE WARNING PLATES / DETECTABLE WARNING SURFACES (DWS)

Detectable warning surface installed at the edge of pedestrian right-of-way/ intersections to indicate the boundary between pedestrian and vehicular routes.



### PEDESTRIAN SIGNAL HEADS

Pedestrian signal heads are used to provide traffic signals that exclusively control pedestrian traffic.



### MODIFIED SLIP LANE

Right turn slip lanes can be modified to allow truck movements while minimizing turning speeds. This avoids large radii on corners for truck movements.



# BRONZE LINE STATION AREA PLAN INTERSECTION COUNTERMEASURES TOOLKIT

## COUNTERMEASURE TOOLKIT

ISSUE	EXPLANATION OF ISSUE	POTENTIAL COUNTERMEASURE
Conventional/ Transverse or Missing Crosswalk Markings	<ul style="list-style-type: none"> <li>Transverse crosswalk markings are more easily missed by drivers than high-visibility crosswalk markings.</li> <li>Motorists who do not notice pedestrians may strike them.</li> </ul>	<ul style="list-style-type: none"> <li>High-visibility crosswalk markings, consistent with the Saint Paul Public Works crosswalk marking policy.</li> <li>Art crosswalks (where connection to adjacent public spaces is desired).</li> </ul>
Non-compliant or Missing Curb Ramps or Detectable Warning Surfaces (DWS)	<ul style="list-style-type: none"> <li>The Pedestrian Right-of-Way Guidelines (PROWAG) are the most up-to-date national regulations on accommodating users with disabilities in the public right-of-way. Compliance with the Americans with Disabilities Act should be assumed to comply with PROWAG.</li> <li>Non-compliant infrastructure puts users who rely on detectable warnings and curb ramps at risk of injury and creates discomfort for most users.</li> </ul>	<ul style="list-style-type: none"> <li>Install or reinstall compliant directional curb ramps and/or DWS as needed.</li> <li>Widen narrow refuge medians to ADA minimum width.</li> </ul>
Missing and/ or Obstructed Pedestrian Access Route	<ul style="list-style-type: none"> <li>Where pedestrian access routes or sidewalks are missing, or obstructed (not ADA-compliant), mobility is decreased and pedestrians may walk in roadway or on boulevard.</li> </ul>	<ul style="list-style-type: none"> <li>Remove obstacles, including relocating bus stop facilities, signs, poles, or other obstructions.</li> <li>Sidewalk installation.</li> <li>Reconstruct noncompliant pedestrian access routes.</li> </ul>
Long Crossing Distances	<ul style="list-style-type: none"> <li>Longer crossing distances increase pedestrian exposure to conflicting traffic.</li> <li>At uncontrolled locations it can be difficult to safely cross several lanes of fast-moving traffic.</li> </ul>	<ul style="list-style-type: none"> <li>Curb extensions.</li> <li>Pedestrian refuge islands/medians.</li> <li>Reduce and/or narrow motor vehicle travel, turning and parking lanes.</li> <li>Pedestrian Hybrid Beacons (PHBs), generally at mid-block locations.</li> </ul>
Wide Corner Radius	<ul style="list-style-type: none"> <li>Wide corner radii lengthen pedestrian crossings and allow vehicles to turn at higher speeds, increasing the potential of serious collisions.</li> </ul>	<ul style="list-style-type: none"> <li>Curb extension.</li> <li>Reduce corner radii.</li> <li>Add directional curb ramps.</li> <li>Add truck apron or pillow.</li> </ul>
Right Turn Slip Lane	<ul style="list-style-type: none"> <li>Slip lanes have all of the downsides of wide corner radii while often allowing turning vehicles to avoid stopping or significantly slowing, increasing the potential for collisions.</li> </ul>	<ul style="list-style-type: none"> <li>Remove slip lanes.</li> <li>Curb extension.</li> <li>Add directional curb ramps.</li> <li>Install modified slip lane.</li> <li>Add raised pedestrian crossing.</li> </ul>

# BRONZE LINE STATION AREA PLAN INTERSECTION COUNTERMEASURES TOOLKIT

## COUNTERMEASURE TOOLKIT (CONTINUED)

ISSUE	EXPLANATION OF ISSUE	POTENTIAL COUNTERMEASURE
Drainage Issues	<ul style="list-style-type: none"> <li>Poor drainage can lead to puddles at curb ramps, either soaking pedestrians or forcing them to use another route.</li> </ul>	<ul style="list-style-type: none"> <li>Reconstruction or installation of new drainage facilities at areas of concern.</li> <li>Reconstruction of area of concern to provide positive drainage to nearest collection point.</li> </ul>
No Pedestrian Signal Head and/or Accessible Pedestrian Signal (APS)	<ul style="list-style-type: none"> <li>At stoplights without pedestrian signals, pedestrians try to cross with a green light, but take much longer to clear the intersection on a yellow than vehicles potentially exposing them to conflicting traffic with a green light.</li> <li>Intersections and crossings are especially difficult for people with vision impairments, and APS systems enable these people to cross much more safely.</li> </ul>	<ul style="list-style-type: none"> <li>Install pedestrian signal head and/or accessible pedestrian signal.</li> </ul>
Crosswalk Lighting	<ul style="list-style-type: none"> <li>Lighting increases pedestrian visibility at night.</li> <li>Drivers will not stop for a pedestrian they do not notice.</li> <li>Lighting increases the perception of pedestrian personal safety at night.</li> </ul>	<ul style="list-style-type: none"> <li>Install lighting that provides high positive contrast of pedestrians at all crosswalks.</li> </ul>
Wide, Straight, and/or Under-parked Roads	<ul style="list-style-type: none"> <li>Wide and straight car lanes encourage speeding.</li> <li>Under-parked streets can effectively widen adjacent travel lanes, even when the adjacent travel lane is narrow, encouraging speeding.</li> </ul>	<ul style="list-style-type: none"> <li>Reduce and/or narrow motor vehicle travel, turning and parking lanes.</li> <li>Install curb extensions.</li> <li>Install vertical deflection to slow speeds: <ul style="list-style-type: none"> <li>Speed humps/cushions/tables.</li> <li>Raised crossings.</li> <li>Raised intersections.</li> </ul> </li> <li>Install horizontal deflection to slow speeds: <ul style="list-style-type: none"> <li>Chicanes.</li> <li>Pedestrian refuge medians.</li> <li>Traffic circles.</li> </ul> </li> </ul>
Wayfinding/ Signage/ Pavement Markings	<ul style="list-style-type: none"> <li>Lack of clear wayfinding, signage and pavement markings may cause confusion while traveling within the station area and to the BRT station.</li> </ul>	<ul style="list-style-type: none"> <li>Install wayfinding signs.</li> <li>Install uniform pavement markings, signs, and traffic control devices.</li> </ul>

# GETTING THERE

## INTRODUCTION

The station area plan identifies a set of policies, improvements, and opportunities intended to support the successful implementation of the Bronze Line BRT by increasing ridership by connecting people to the stations and supporting transit oriented development throughout the surrounding neighborhoods. Implementation strategies should center racial and economic equity by prioritizing investments that benefit low-income renters, people with disabilities, and transit-dependent residents and workers in the station areas. A clear implementation plan is key to advancing the policies, improvements, and opportunities identified in the planning process.

Implementation of the public improvements and private development opportunities identified for each station area is likely to occur over several years, depending on demand and need, available funding sources, and market conditions. The public sector is expected to play a primary role implementing physical improvements and policy and regulatory initiatives. The private sector is expected to lead the way in the development and redevelopment of transit-oriented uses near the stations. Implementation of public infrastructure and policies that support transit-oriented development may play a key role in catalyzing development interest near the transit stations.

## STRATEGIES FOR IMPLEMENTATION

The following five strategies will be necessary for implementing the station area plan:



### ENHANCING MOBILITY IN STATION AREAS

In addition to allowing people to easily and safely move through the station area to reach their transit stop, enhancing mobility involves improving access between work, services, home, and leisure destinations. This includes filling local and regional gaps in the bicycle and pedestrian network and ensuring routes are designed to provide safe and comfortable travel throughout the year that meets or exceeds ADA standards. Travel Demand Management (TDM) strategies can reduce trips by car to the station area. For example, creating mixed use nodes that provide multiple neighborhood destinations allows for a reduction in trips by car, while also promoting social interactions and a more lively streetscape.





## ADDRESSING THE BARRIERS TO TRANSIT

Improving access to transit involves more than just removing physical barriers. In order to be successful, a holistic approach that addresses a wide range of other needs must be pursued. Through interactions with members of the Station Area Working Group, a number of needs were identified that could be supported by project partners to help improve the lives of those who live, work, and get their daily needs met near the transit station.

### METROPOLITAN COUNCIL (METRO TRANSIT)

- Expanded fare reduction opportunities for youth and seniors
- Tailored on-demand transit services to support seniors and those with disabilities
- Security at stations

### RAMSEY COUNTY

- Storefront façade improvements
- Workforce training and workforce readiness
- Mental health and dependency support

### BUSINESS COMMUNITY

- Bike racks and other end-of-trip facilities at destinations near the station
- Job fairs geared towards neighborhood residents
- Improved access to childcare
- Public/private partnerships to support development of services and businesses

### HOUSING ADVOCATES

- Reinvestment programs for home façades and modernization
- Alternative housing ownership models for home buyers

### NEIGHBORHOOD ORGANIZATIONS

- Community message board for events and information
- Social engagement programs and activities for seniors and people with disabilities
- Inter-generational activities, programs, and events



## SUPPORTING NEIGHBORHOOD INFILL

As the transit line is established, there will be opportunities to increase the density and intensity of development within the station area by supporting neighborhood infill of vacant or underutilized lots. Creating additional housing for new residents or commercial spaces for businesses adds to the number of potential transit users. When located close to the station location, the new development generates activity and potential commercial options for those taking transit. A more complete streetscape that fills gaps created by vacant properties, surface parking lots, and small buildings on large lots is a more inviting environment for those walking or biking. Public sector investment may be needed to catalyze infill and redevelopment, particularly to address challenges with site assembly and clean up.



## ASSURING COMMUNITY BENEFITS

The Bronze Line BRT corridor has a number of racially and ethnically diverse communities along its length. As policies, improvements, and opportunities are implemented, it will be important to continue to engage with these communities to ensure their needs are being met. There is the potential for gentrification and displacement of low-income individuals, families, and small businesses as property values rise as a result of development. Those who wish to stay and contribute to and benefit from its revitalization must have the option to do so.



## DEVELOPING GRADUALLY

The recommendations contained in the station area plan are concepts that show what might be possible, and are a demonstration of how the goals and ETOD themes created during the planning process could be utilized to guide development within the station area. They are examples of how the plan may potentially be implemented; other actions that are consistent with the community goals are also possible.

Although listed in this document, the realization of these recommendations is dependent on public investment for physical improvements or on collaboration with private developers or property owners. Until changes are made to current zoning or other regulations guiding development, private property may continue its existing use as long as it meets applicable standards and conditions.

The full development potential of each station area will only be met over a long period of time. Given that the market may not be ready to support full implementation in the short term, the City may find it beneficial to support incremental development that can be a stepping stone towards long-term implementation of the station area plan and a fully realized transit-supportive environment.



## CULTIVATING PARTNERSHIPS

Meeting the long-term objectives of the Bronze Line BRT station area plans will require coordination with the following agencies (but not limited to):

- CAAPB
- Saint Paul Planning and Economic Development
- Metropolitan Council/Metro Transit
- Saint Paul Parks and Recreation
- Ramsey County
- Saint Paul Public Works
- MnDOT
- Saint Paul Public Housing Authority
- Community-based organizations



Public art installed at the intersection of University Ave and Jackson St.

## PUBLIC ART IN SAINT PAUL

The City of Saint Paul Public Art Ordinance mandates that capital projects funded by eligible sources that result in a property operated by the City shall dedicate one (1) percent of eligible project funds for public art. One half (1/2) of one (1) percent of the total Capital Improvement Budget for such projects shall be appropriated to support maintenance and restoration of the City's public art collection. The Public Art Ordinance also states that artists shall be involved in the "design, implementation and integration of art in public projects." The City of Saint Paul also has a Public Art Ideas List (PAIL) that is available as a resource for visualizing different types of public art that could be applicable to a specific project area.

Proposed public art locations shown in Figure 3.7 and listed under Goal #2 are located on a combination of City-owned and County-owned properties, as well as a location associated with the future 14th St Bronze Line Station (within the right-of-way). The Saint Paul Public Art Ordinance applies to locations within the City's right-of-way or on City property. For future projects located on Ramsey County right-of-way or on private parcels, it is recommended that a similar process be taken to allocate funding for capital improvements, ongoing maintenance, and inclusion of a public artist early in the design process.

For more information, see: <https://www.stpaul.gov/departments/planning-and-economic-development/public-art-ordinance-program>



## PREPARING FOR IMPLEMENTATION

The tables below and on the following pages summarize the recommendations by goal identified in the Future of the Station Area chapter to position them for action as time and resources allow. Each recommendation has the type and sub-type identified (for example, an Improvement related to the Pedestrian Network), as well as potential project partners who might be called upon to support implementation. **The City of Saint Paul and the CAAPB are not listed as project partners as the station area plans were created for their use.** The tables then draw connections to other plans where the policy or a similar recommendation is included to better coordinate future actions. A timeframe for implementation is identified, detailing whether a project is ongoing, short-term (less than five years), or long-term (more than five years). The final column on the right describes next (or first) steps to be taken towards implementing the improvement, policy or opportunity.

### GOAL #1: CREATE THRIVING NEIGHBORHOODS



#	RECOMMENDATION	TYPE (IMPROVEMENT, POLICY, OR OPPORTUNITY)	PROJECT PARTNERS	SUPPORTING PLANS	TIMEFRAME	NEXT STEPS
1.1.1 to 1.1.3	Explore opportunities to support workers in the area, encourage convenience retail and food access, along with outdoor spaces and convenient routes to/from the station.	Policies to Create Thriving Neighborhoods	Business Owners, Regions Hospital, Local Non-Profit Organizations, State of MN	2040 Comprehensive Plan for the Capitol Area / CMDF, Ramsey County Economic Competitiveness and Inclusion Plan	Ongoing	Encourage development and redevelopment that adds amenities for those visiting or working, such as convenience retail and food, as well as outdoor spaces.
1.2.1 to 1.2.3	Implement redevelopment, built form, parking and circulation policies for Large Scale Government and Medical Uses Character Area.	Policies for Large Scale Government and Medical Uses	Regions Hospital, Ramsey County, State of MN	2040 Comprehensive Plan for the Capitol Area / CMDF	Ongoing	Update Saint Paul and CAAPB Comprehensive Plans and zoning codes as needed to reflect character area policies.

Table 4.1 Implementation - Goal #1: Create Thriving Neighborhoods.

## GOAL #2: MAKE VIBRANT PLACES



#	RECOMMENDATION	TYPE (IMPROVEMENT, POLICY, OR OPPORTUNITY)	PROJECT PARTNERS	SUPPORTING PLANS	TIMEFRAME	NEXT STEPS
2.1.1	Explore incorporation of a water feature and other elements at the Robert St Station Plaza.	Public Space Improvement	State of MN	2040 Comprehensive Plan for the Capitol Area / CMDF	Short-term	Conduct feasibility study and preliminary design.
2.1.2	Include inter-generational play areas at Cass Gilbert Memorial Park.	Public Space Improvement	State of MN	2040 Comprehensive Plan for the Capitol Area / CMDF	Short-term	Conduct feasibility study and preliminary design.
2.1.3	Parking lot conversion at 12th St and John Ireland Blvd to future native prairie / open space.	Public Space Improvement	State of MN	2040 Comprehensive Plan for the Capitol Area / CMDF	Long-term	Conduct feasibility study and preliminary design.
2.1.4	Parking lot conversion at 12th St and Cedar St to Visitor Amenity Building and plaza space.	Public Space Improvement	State of MN	2040 Comprehensive Plan for the Capitol Area / CMDF	Long-term	Conduct feasibility study and preliminary design.
2.1.5	Renovations at Rice St and University Ave as part of future Mobility Hub.	Public Space Improvement	Metro Transit, Ramsey County, MnDOT, State of MN	2040 Comprehensive Plan for the Capitol Area / CMDF	Short-term	Conduct feasibility study and preliminary design in partnership with Metro Transit.
2.2.1	Explore a road diet on Cedar St to support one lane in each direction per CMDF.	Public Realm Improvement		2040 Comprehensive Plan for the Capitol Area / CMDF	Long-term	Conduct feasibility study and preliminary design.

Table 4.2 Implementation - Goal #2: Make Vibrant Public Places.



## GOAL #2: MAKE VIBRANT PLACES



#	RECOMMENDATION	TYPE (IMPROVEMENT, POLICY, OR OPPORTUNITY)	PROJECT PARTNERS	SUPPORTING PLANS	TIMEFRAME	NEXT STEPS
2.2.2	Convert Rev. Dr. Martin Luther King Jr. Blvd into a Community Shared Street.	Public Realm Improvement	State of MN	2040 Comprehensive Plan for the Capitol Area / CMDF	Long-term	Conduct feasibility study and preliminary design.
2.2.3	14th St streetscape improvements to incorporate tree canopy, stormwater management, and create a cohesive transit experience.	Public Realm Improvement	Metro Transit, Ramsey County, Capitol Region Watershed	2040 Comprehensive Plan for the Capitol Area / CMDF	Long-term	Conduct feasibility study and preliminary design.
2.2.4	Robert St (north of MLK Jr. Blvd) and University Ave to Jackson St streetscape improvements.	Public Realm Improvement	Ramsey County, Metro Transit	2040 Comprehensive Plan for the Capitol Area / CMDF	Long-term	Conduct feasibility study and preliminary design.
2.2.5	Columbus Ave Streetscape Improvements.	Public Realm Improvement		2040 Comprehensive Plan for the Capitol Area / CMDF	Long-term	Conduct feasibility study and preliminary design.
2.3.1	Explore public art at identified locations throughout the station area.	Public Art Opportunities	Ramsey County, Private Business and Property Owners, Metro Transit, State of MN	2040 Comprehensive Plan for the Capitol Area / CMDF	Short-term	Integrate a public art process into public redevelopment and streetscape projects.

Table 4.3 Implementation - Goal #2: Make Vibrant Public Places (continued).

## GOAL #3: CONNECT PEOPLE AND PLACES



#	RECOMMENDATION	TYPE (IMPROVEMENT, POLICY, OR OPPORTUNITY)	PROJECT PARTNERS	SUPPORTING PLANS	TIMEFRAME	NEXT STEPS
3.1.1	Explore ways to improve access for pedestrians through the Green Line LRT Station	Network Improvement	Metro Transit, Ramsey County	City of Saint Paul Bicycle Plan, City of Saint Paul Pedestrian Plan	Short-term	Consider features as part of future feasibility study and integrate into preliminary design.
3.1.2	Create sidewalk connections along 12th St and Robert St.	Network Improvement	Metro Transit, Ramsey County	City of Saint Paul Pedestrian Plan, 2040 Comprehensive Plan for the Capitol Area / CMDF	Long-term	Consider features as part of future feasibility study and integrate into preliminary design.
3.2.1	Install directional wayfinding to direct transit users to/from the 14th St station at identified locations and in suggested languages.	Wayfinding Opportunities	Metro Transit, Ramsey County, State of MN, FRAYEO, Urban Village		Short-term	Integrate wayfinding into final design of the 14th St station.
3.3.1	Implement clear, direct signage at key decision points to guide visitors.	Amenity Policies		2040 Comprehensive Plan for the Capitol Area / CMDF	Ongoing	Integrate into preliminary design in partnership with Metro Transit.
3.3.2	Incorporate primary wayfinding maps at entry points with interactive/digital options.	Amenity Policies		2040 Comprehensive Plan for the Capitol Area / CMDF	Ongoing	Integrate into preliminary design.

Table 4.4 Implementation - Goal #3: Connect People and Places.

## GOAL #3: CONNECT PEOPLE AND PLACES



#	RECOMMENDATION	TYPE (IMPROVEMENT, POLICY, OR OPPORTUNITY)	PROJECT PARTNERS	SUPPORTING PLANS	TIMEFRAME	NEXT STEPS
3.3.3	Ensure adequate lighting in pathways and event areas. Adjust lighting for safety, ambiance and event-specific needs.	Amenity Policies		2040 Comprehensive Plan for the Capitol Area / CMDF	Ongoing	Integrate into preliminary design.
3.3.4	Set up bike rental stations and secure racks at entry points and popular areas.	Amenity Policies	State of MN	2040 Comprehensive Plan for the Capitol Area / CMDF	Ongoing	Integrate into preliminary design.
3.3.5	Install interactive kiosks with real-time event info and maps. Ensure user-friendly design.	Amenity Policies	State of MN	2040 Comprehensive Plan for the Capitol Area / CMDF	Ongoing	Integrate into preliminary design.
3.3.6	Provide comfortable, accessible seating throughout the station area.	Amenity Policies		2040 Comprehensive Plan for the Capitol Area / CMDF	Ongoing	Integrate into preliminary design.

Table 4.5 Implementation - Goal #3: Connect People and Places (continued).



## GOAL #4: PRIORITIZE SAFETY AND SECURITY



#	RECOMMENDATION	TYPE (IMPROVEMENT, POLICY, OR OPPORTUNITY)	PROJECT PARTNERS	SUPPORTING PLANS	TIMEFRAME	NEXT STEPS
4.1.1	Update lighting on identified City of Saint Paul streets on page 36 (12th St along Regions Hospital, Jackson St.)	Lighting Improvement	MnDOT, Ramsey County	City of Saint Paul Bicycle Plan, City of Saint Paul Pedestrian Plan	Short-term	Seek funding for lighting improvements.
4.1.2	Update lighting on Robert St / University Ave.	Lighting Improvement	Ramsey County		Short-term	Integrate lighting into design of future streetscape.
4.2.1	Utilize public space activation as a strategy to improve public safety and security, as outlined in the CMDF.	Safety Policies		2040 Comprehensive Plan for the Capitol Area / CMDF	Ongoing	Evaluate programming and events for public safety.
4.2.2	Incorporate lighting and a tree canopy to enhance walkability, visibility, and safety, particularly after hours.	Safety Policies	Ramsey County, State of MN	2040 Comprehensive Plan for the Capitol Area / CMDF	Ongoing	Integrate into preliminary design.
4.3.1	Explore intersection improvements at 14th St and Jackson St.	Intersection Improvements	Metro Transit, Ramsey County		Short-term	Integrate improvements into final design for the 14th St station.
4.3.2	Explore intersection improvements at 14th St and Robert St.	Intersection Improvements	Metro Transit, Ramsey County		Short-term	Integrate improvements into final design for the 14th St station.
4.3.3	Explore intersection improvements at University Ave and Jackson St.	Intersection Improvements	Metro Transit, Ramsey County		Long-term	Conduct analysis, seek funding for project.

Table 4.6 Implementation - Goal #4: Prioritize Safety and Security.



# EAST CAMPUS DESIGN FRAMEWORK

## INTRODUCTION

The process for developing the 14th St Bronze Line Station Area Plan included engagement and review with representatives of the Capitol Area Architectural Planning Board (CAAPB). After initial review of chapters 1 - 4 of this document, it was evident that further concept exploration within a smaller study area located in the 14th St Station Area, building directly from the Capitol Mall Design Framework (CMDf), could leverage previous planning work to bolster aligned goals and implementation. The smaller study area, bounded by Cedar St to the west, University Ave to the north, Jackson St to the east, and 12th St to the south, is known as the East Campus. This chapter is intended to serve as a stand-alone concept exploration of the East Campus, combining the goals, policies, and improvements outlined within the earlier chapters of the Station Area Plan with the ideas set forth in the CMDf.

## EAST CAMPUS DESIGN FRAMEWORK

The following terms are used to define the components described and illustrated in the this chapter.

### FRAMEWORK

Overall frame of goals within the study area, defining primary and secondary circulation routes, future green spaces, development sites, arrival points, wayfinding, and public art locations.

### OBJECTIVES

Action-oriented statements that will support the framework goals.

### FOCUS AREAS

Sub-areas within the East Campus Design Framework study area.

### CONCEPTS

Illustrative plan and section drawings demonstrating the intent of the framework objectives and concept elements.

### CONCEPT ELEMENTS

The urban design components within the landscape that support the objectives and framework.

### RELEVANT INFORMATION

Reference information provided in recent plans and documents.

### PRECEDENTS

Example images of built projects in other locations that further demonstrate the intent of the framework objectives, or concept elements.





# EAST CAMPUS DESIGN FRAMEWORK

## EAST CAMPUS DESIGN FRAMEWORK OBJECTIVES

- Build from the 'Reinvigorate Nodes' concept from the CMDF by focusing on the arrival experience of transit users to both Bronze Line BRT and Green Line Stations.
- Enhance and build pedestrian and bicycle connections throughout East Campus.
- Explore alternative site arrangement, circulation patterns, and stormwater management on identified development sites (14th St / Robert St Plaza, Centennial Building Site, Norton Development Site).
- Integrate public art throughout.
- Expand green space, gathering spaces, and sight lines throughout the study area.
- Increase tree canopy wherever possible.
- Integrate seating, bike storage, lighting, and wayfinding throughout the East Campus.
- Decrease or eliminate surface parking where possible, and encourage transit or parking ramp options.

## REINVIGORATE NODES

### MATRIX

#### LOCATION

ROBERT STREET STATION PLAZA

#### TYPOLGY

Mixed-use district with Multi-modal mobility hub Urban Core

#### KIT OF PARTS



#### CHARACTERISTICS

- Office building campus with urban plazas and retail stores enhance walkability and vibrancy.
- Transit stations with kiosks and wayfinding systems help orient between stations.
- Pedestrian-friendly sidewalks with tree canopy provide comfort during the day and human-scaled lighting enhances walkability and safety after traditional working hours.



Figure 5.1 Excerpt from Capitol Mall Design Framework: Reinvigorate Nodes Matrix and Plan Diagram.



Figure 5.2 East Campus Design Framework Diagram.





# FOCUS AREAS

Within the East Campus Design Framework Study Area, six focus areas have been defined. These areas are explored in concept at the site-design scale within this chapter.

## 1 14TH ST DEVELOPMENT SITE

The 14th St Development Site is bounded by Jackson St, 14th St, and Robert St. Today it is a surface parking lot providing contract parking for state employees. A future building site, along with plaza and outdoor gathering spaces to support both the 14th St Station and the Robert St Station arrival points are explored in two concepts.



*14th St, view to the east with development site on the right.*

## 4 COLUMBUS AVE PEDESTRIAN PLAZA

The existing pedestrian plaza connecting Columbus Ave and Robert St has potential to be a gathering node and mobility hub for the area. The concept explores incremental design improvements to support pedestrians.



*Columbus Ave Pedestrian Plaza, view to the west.*

## 2 REV. DR. MARTIN LUTHER KING JR BLVD

The focus area encompassing Rev. Dr. Martin Luther King Jr. Blvd between Cedar St and Robert St has potential as an important link for pedestrians and bicyclists within the Capitol Mall area. The concept explores multi-modal circulation, as well as gathering and wayfinding.



*Rev. Dr. Martin Luther King Jr. Blvd, view to the west.*

## 5 NORTON DEVELOPMENT SITE

Two parcels owned by Regions Hospital make up this focus area. During the development of the Station Area plan, one building (the former Emma Norton Building) was demolished. Today, this site is primarily providing surface parking for Regions and state employees. The concept explores potential building footprints and enhanced pedestrian circulation.



*Norton Development site, view from University Ave looking to the southeast.*

## 3 COLUMBUS AVE

Today, the Columbus Ave corridor is designed for deliveries and utilitarian access to adjacent buildings. However, this street serves as a main pedestrian connection from the Capitol Mall and the Robert St Station. This concept explores improving the pedestrian realm while maintaining truck and vehicle access.



*Columbus Ave, view to the west.*

## 6 CENTENNIAL BUILDING SITE

The Centennial Building site is also being studied (separate from the station area plan effort) for future redevelopment. The concept for this focus area explores a building footprint that improves accessible entries and circulation for pedestrians.



*Cedar St, view south with the Centennial Building on the left.*



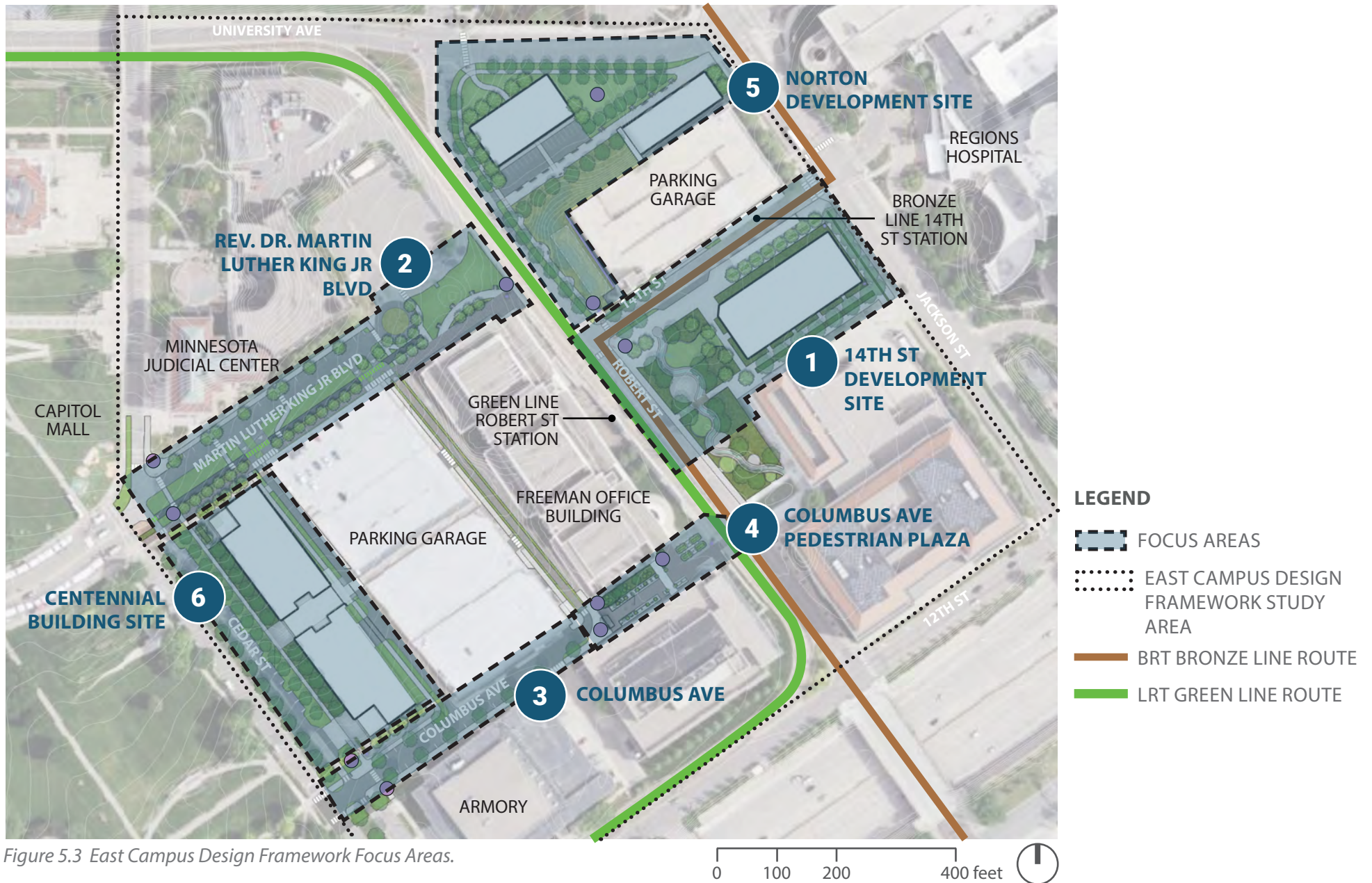


Figure 5.3 East Campus Design Framework Focus Areas.



# 1 14TH ST DEVELOPMENT AREA - CONCEPT 1

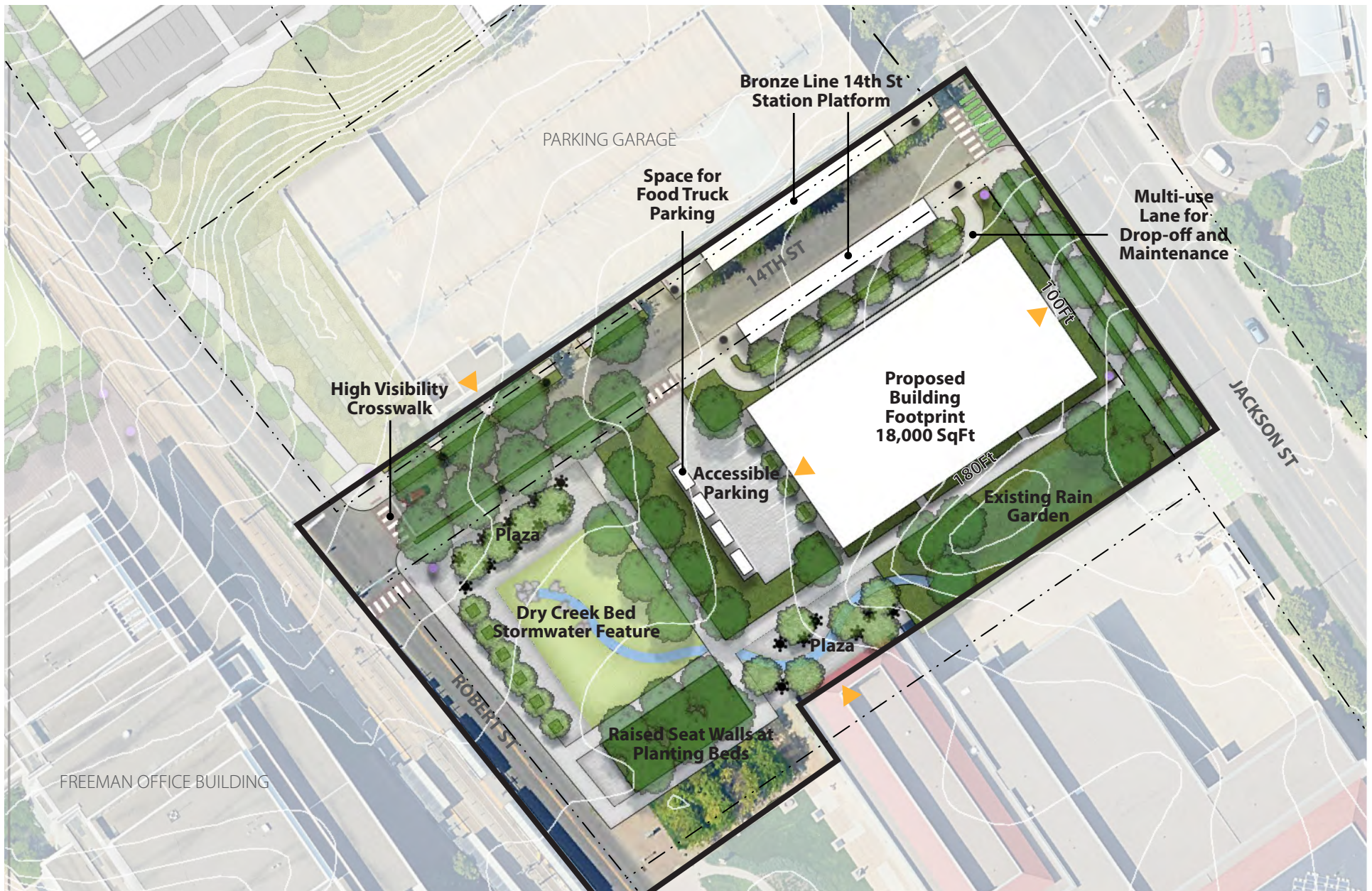


Figure 5.4 14th St Development Area - Concept 1.



## OBJECTIVES

- Preserve existing trees.
- Provide wayfinding at decision-points.
- Explore linear stormwater opportunity with interconnected tree grates.
- Allow for pedestrian circulation along all sides of the building.
- Access, loading, from 14th St, Jackson St  
Linear stormwater feature to connect along full east-west transverse.
- Provide tree cover, gathering space, and expanded pedestrian landing for large events at LRT/BRT stations.
- Provide amenities such as bike racks, seating, plantings, etc.

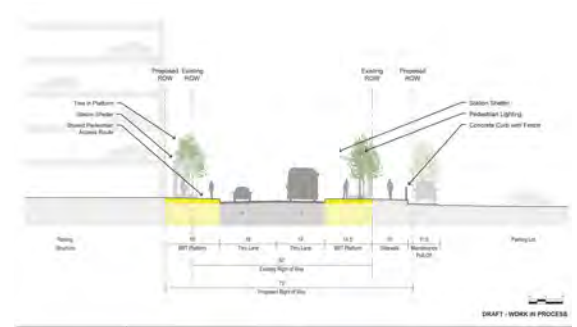
## CONCEPT ELEMENTS

- Proposed building sited on existing parking lot.
- Accessible entries on all sides of building.
- Accessible entry drop-off zone along 14th St - also used for maintenance drive for station.
- Plazas introduce a link to existing plazas to the southeast and also link to the Robert St LRT Station.
- High visibility crosswalks to the LRT station.
- Proposed dry creek bed for stormwater management that leads to existing rain garden.

## RELEVANT INFORMATION



Concept plan from Capitol Mall Design Framework.



Section of Bronze Line Station Bus Stop on 14th St.

## PRECEDENTS



Example of plaza seating.



Example of a linear planted plaza.



Example of planting bed seat walls.



# 1 14TH ST DEVELOPMENT AREA - CONCEPT 2

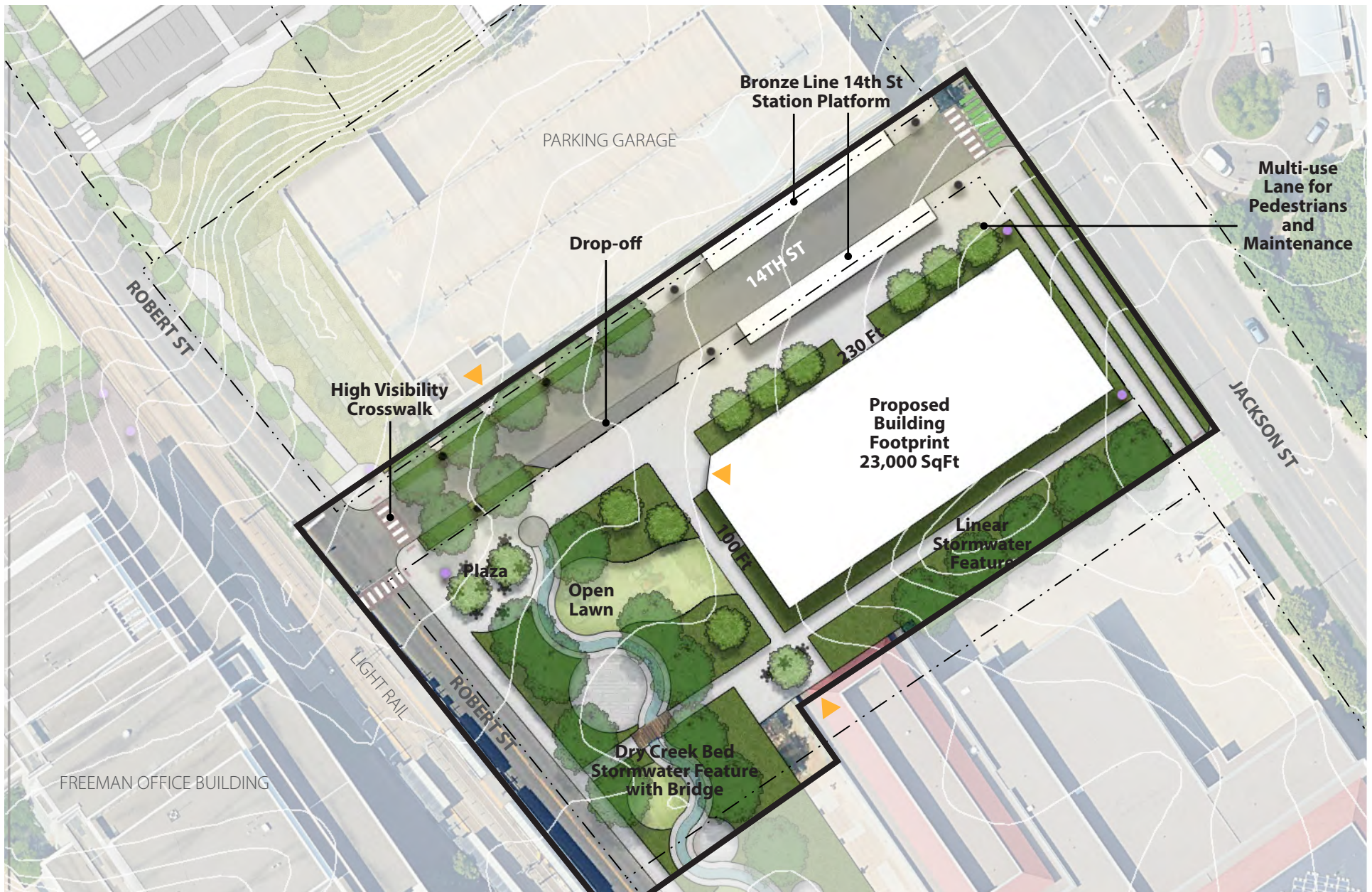


Figure 5.5 14th St Development Area - Concept 2.



## OBJECTIVES

- Preserve existing trees.
- Provide wayfinding at decision-points.
- Explore linear stormwater opportunity with interconnected tree grates.
- Allow for pedestrian circulation along all sides of the building.
- Access, loading, from 14th St, Jackson St Linear stormwater feature to connect along full east-west transverse.
- Provide tree cover, gathering space, and pedestrian landing for large events at LRT/BRT stations.
- Provide amenities such as bike racks, seating, plantings, etc.

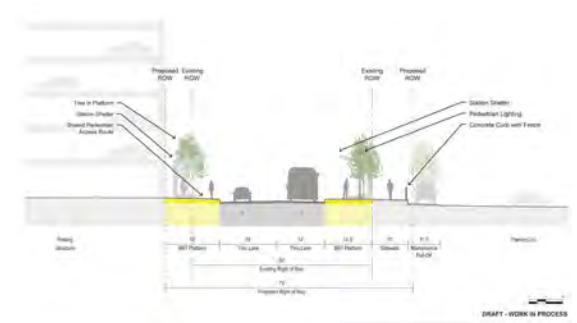
## CONCEPT ELEMENTS

- Proposed building located on existing parking lot, commercial use proposed at ground level.
- Accessible entries on east and south sides of building.
- Accessible entry drop-off zone along 14th St (per station design).
- Plazas introduced on southwest side of proposed building.
- High visibility crosswalks integrated into crossings to LRT station.
- Proposed dry creek bed for stormwater management to connect through existing plaza to the south.

## RELEVANT INFORMATION

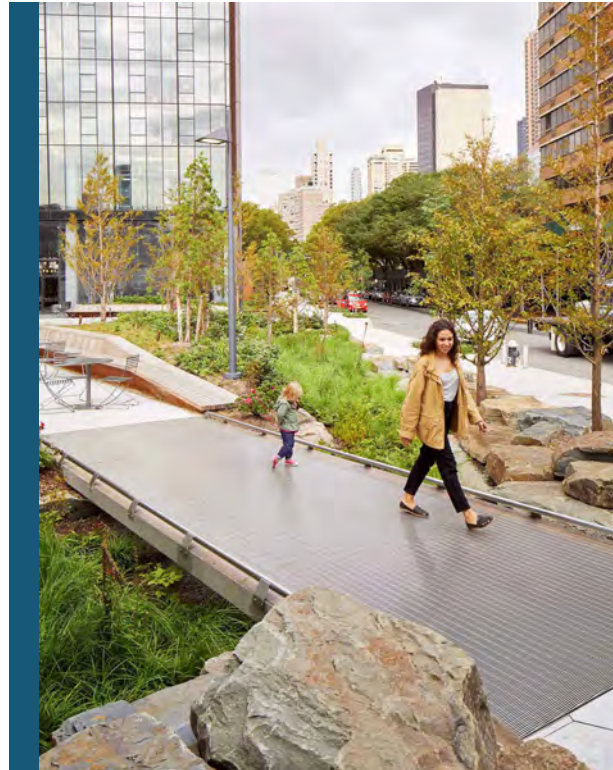


Concept plan from Capitol Mall Design Framework.



Section of Bronze Line Station Bus Stop on 14th St.

## PRECEDENT IMAGES



Example of stormwater bridge.



Example of linear stormwater planting.



Example of creek bed at a plaza.



## 2 REV. DR. MARTIN LUTHER KING JR. BLVD

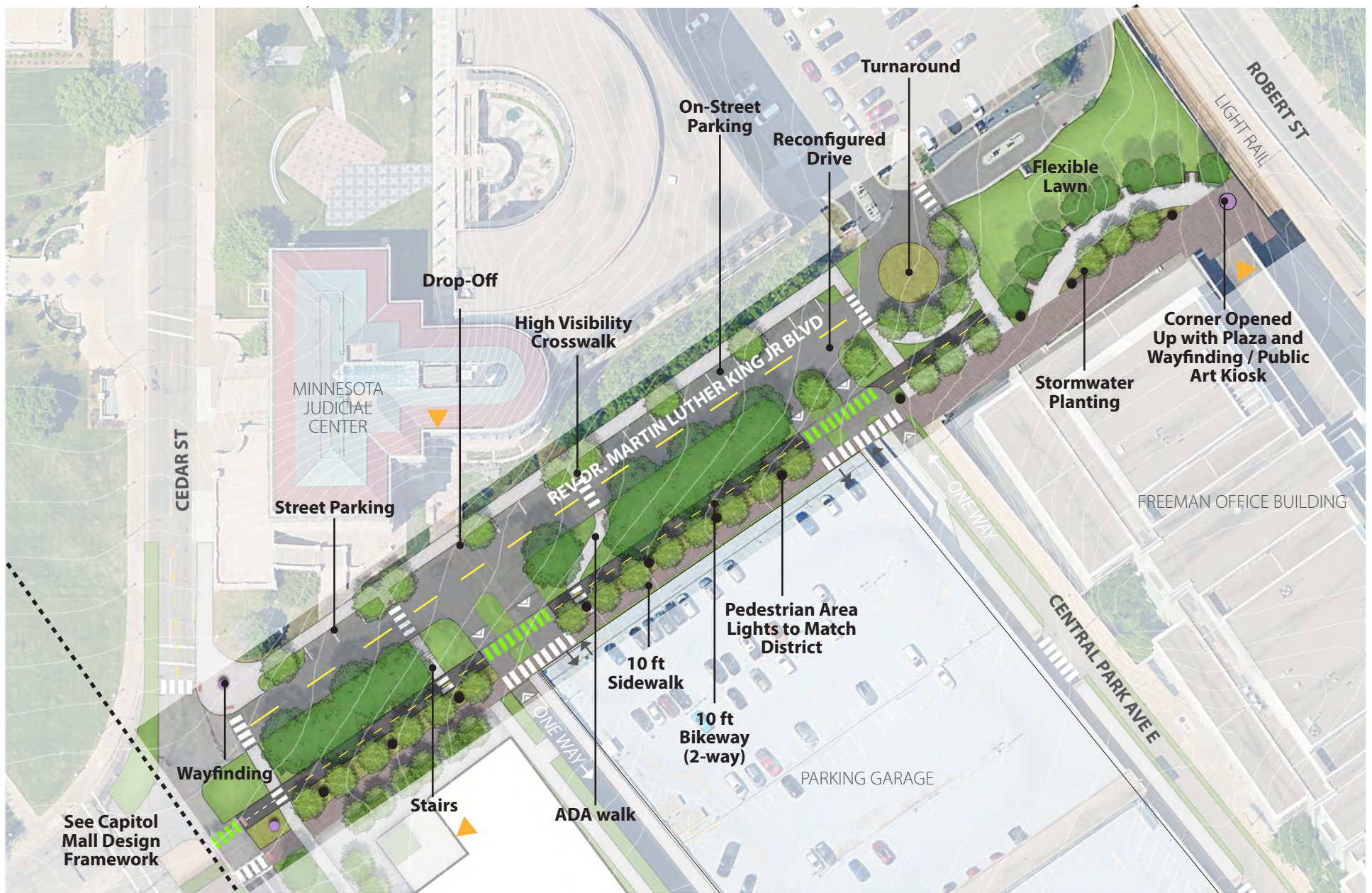


Figure 5.6 Rev. Dr. Martin Luther King Jr. Blvd Concept.



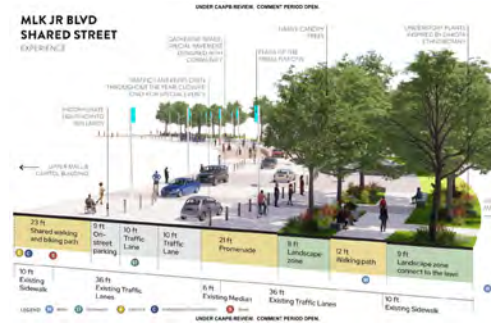
## OBJECTIVES

- Explore creating a dedicated pedestrian- and bike-friendly corridor.
- Continue shared street design elements from CMDf plan for Martin Luther King Jr Blvd to Robert St
- Enhance visibility at crosswalks.
- Enhance wayfinding for pedestrian-scale experience.
- Preserve existing mature trees. Increase tree canopy throughout the area.

## CONCEPT ELEMENTS

- On-street parking reduced to the north side of Rev. Dr. Martin Luther King Jr. Blvd.
- Two-way vehicle drive lanes consolidated to north side of existing boulevard.
- Future parking strategy should align with the CAAPB Comprehensive Plan.
- South vehicle drive converted to pedestrian and bike traffic only.
- 10-ft sidewalk (widened from existing) along south side of boulevard (aligns with walking path as shown in CMDf for MLK Jr Blvd Shared Street).
- 10-ft bikeway (2-way) introduced in parallel to walking path (aligns with promenade as shown in CMDf for MLK Jr Blvd Shared Street).
- Linear stormwater planting between bikeway and sidewalk.
- Flexible lawn and seating added near Freeman Office building at end of Rev. Dr. Martin Luther King Jr. Blvd.
- Pedestrian walkway widened and opened up at corner of Rev. Dr. Martin Luther King Jr. Blvd. and Robert St.
- High visibility crosswalks added to road and driveway crossings.
- Mid-block crossing between parking garage and primary Minnesota Judicial Center entry widened and graded for ADA access (further site design needed to confirm feasibility).

## RELEVANT INFORMATION



Section of Martin Luther King Jr Blvd from Capitol Mall Design Framework.



Concept plan from Capitol Mall Design Framework.

## PRECEDENT IMAGES



Example of seating outside Freeman building.



Example of boulevard layout.



Example of flexible, open space.



Examples of wayfinding.

EXISTING CONDITION

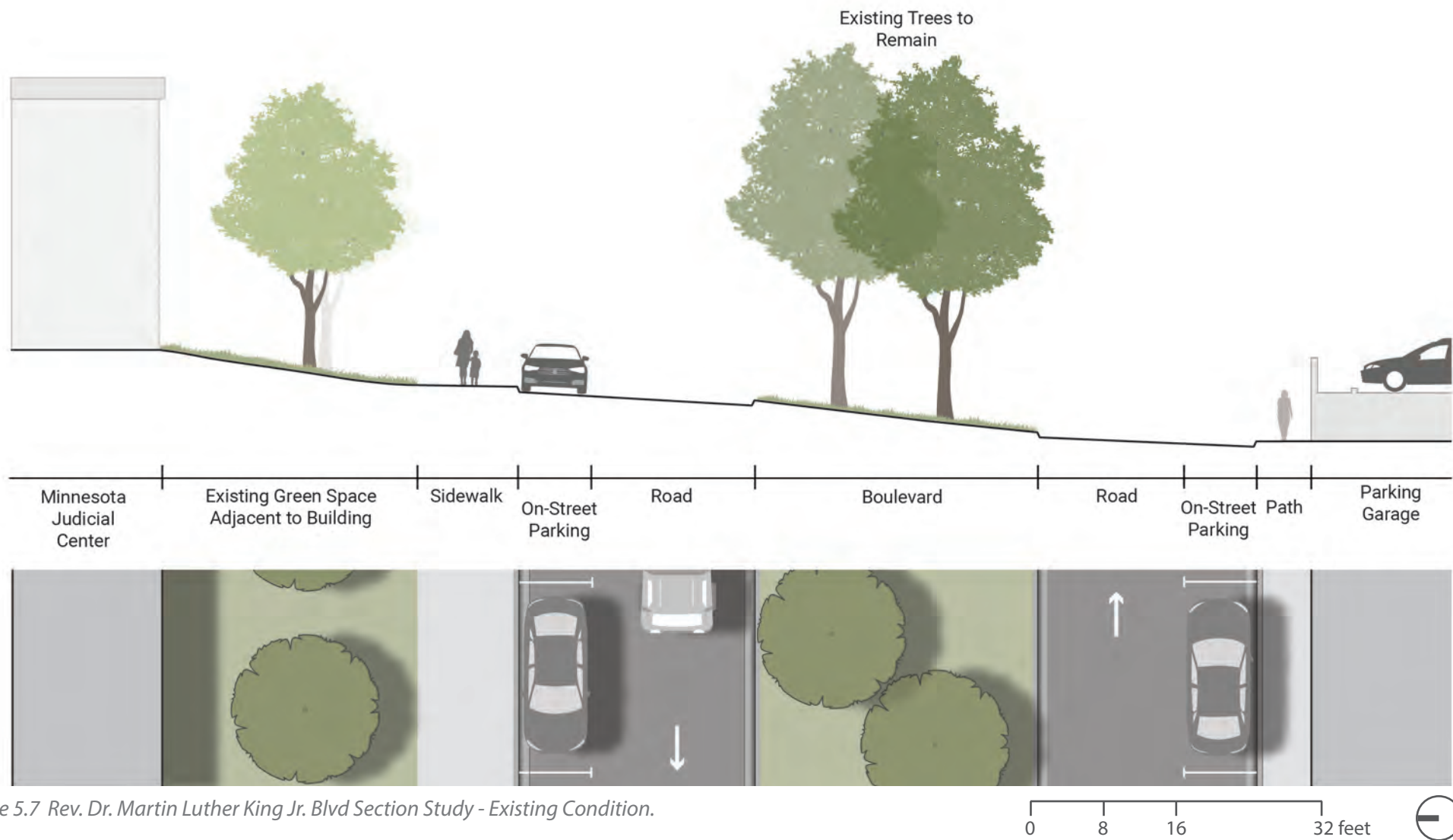


Figure 5.7 Rev. Dr. Martin Luther King Jr. Blvd Section Study - Existing Condition.



CONCEPT EXPLORATION



Figure 5.8 Rev. Dr. Martin Luther King Jr. Blvd Section Study - Concept.

### 3 COLUMBUS AVE

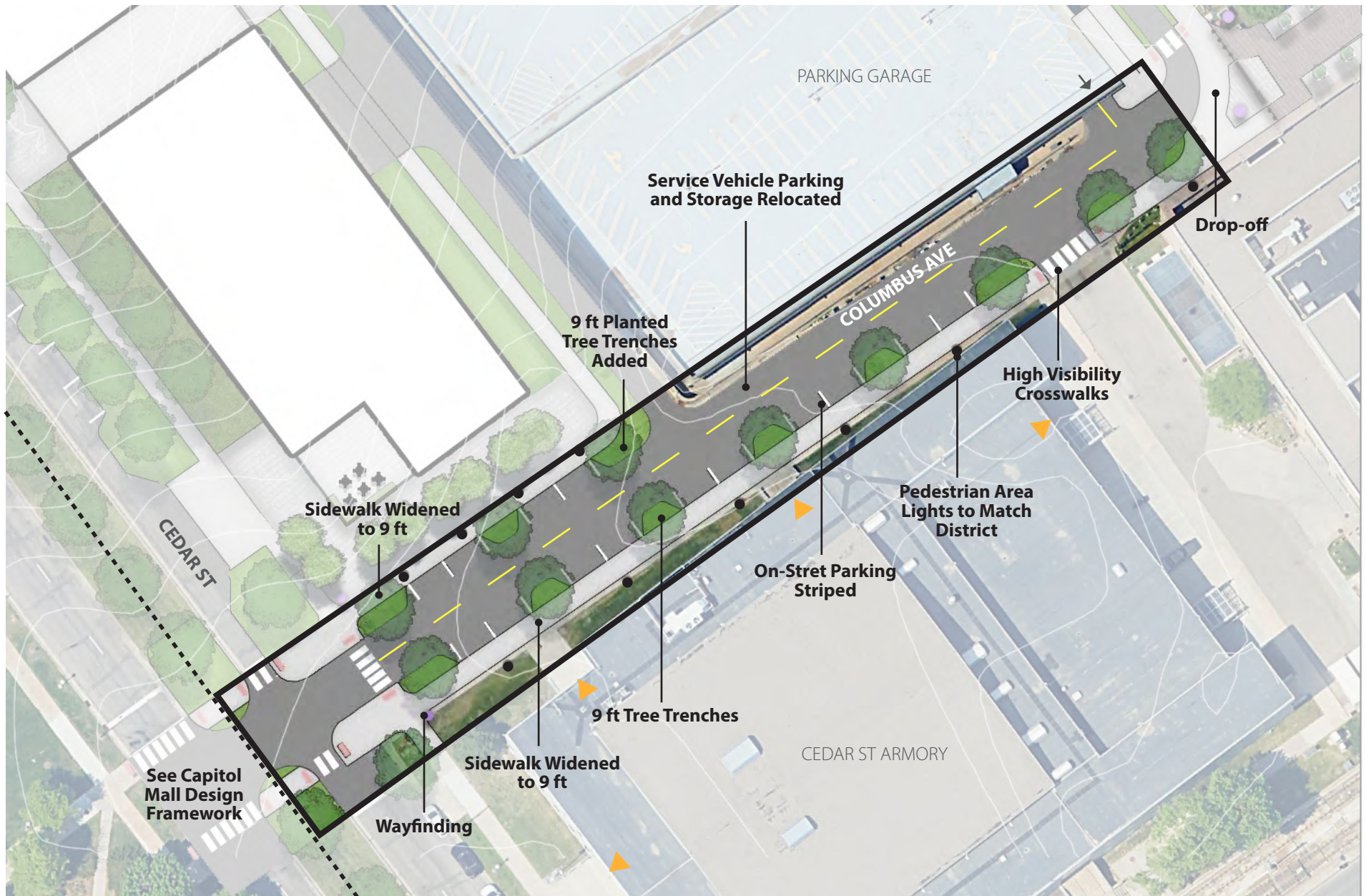


Figure 5.9 Columbus Ave Concept



## OBJECTIVES

- Align crosswalks at Cedar St.
- Add high-visibility markings at all crosswalks.
- Add wayfinding / vertical element at Columbus Ave and Cedar St.
- Add street trees along Columbus Ave.
- Add lighting and streetscape amenities where possible.

## CONCEPT ELEMENTS

- Columbus Ave vehicle travel lanes reduced in width to allow for a wider sidewalk and a more continuous pedestrian experience.
- Trees, boulevard, and street parking added as a buffer between pedestrians and traffic.
- High visibility crosswalk markings to be installed in all directions at Cedar St and Columbus Ave.

### PRECEDENT IMAGE



*Examples of buffered sidewalk with a boulevard, trees and on-street parking.*



## 4 COLUMBUS AVE PEDESTRIAN PLAZA

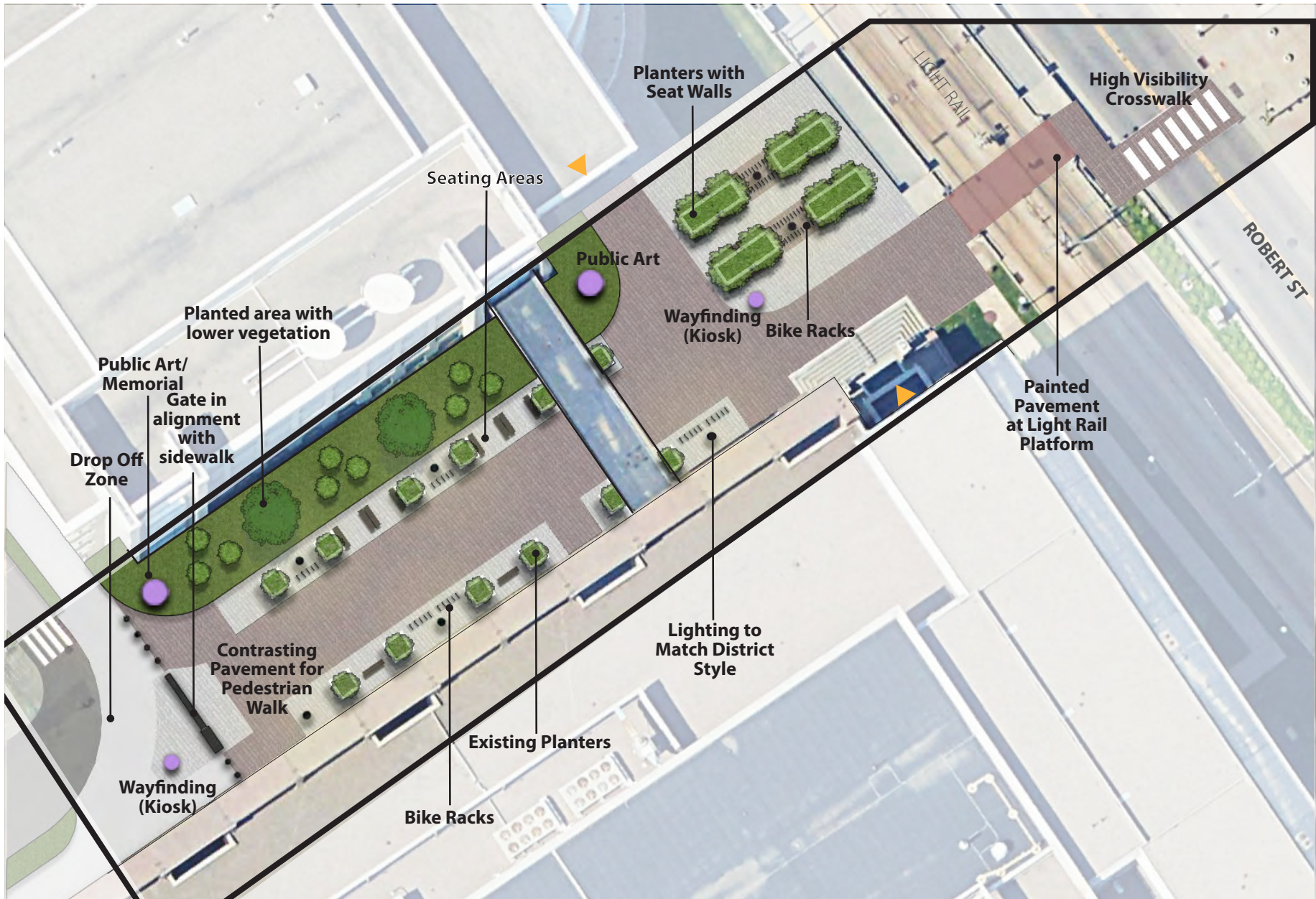


Figure 5.10 Columbus Ave Pedestrian Plaza Concept.



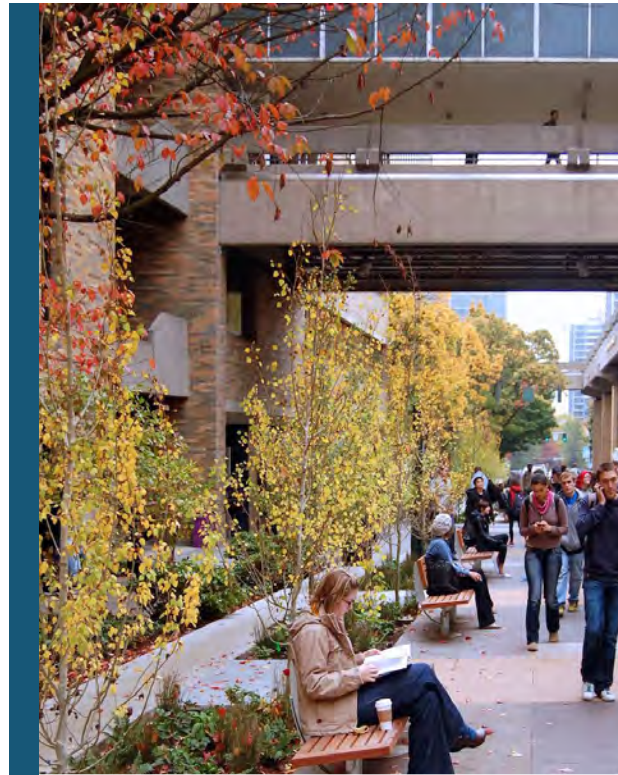
## OBJECTIVES

- Enhance the pedestrian experience to be consistent, legible, and comfortable throughout the entire space.
- Enhance visibility and wayfinding to the LRT station.
- Refresh plaza design elements.
- Align pedestrian path, crosswalk to edge of station.
- Enhance crosswalk markings, surface, and texture to carry through pedestrian way.

## CONCEPT ELEMENTS

- Pedestrian corridor widened to provide a more direct path to public transit.
- Existing planters used to define spaces for seating and bike racks.
- Trees along north side of pedestrian mall replaced with species that provide more visibility, such as a columnar maple or oak.
- Planters with seat walls introduced outside Freeman Office Building to articulate the entry and provide seating opportunities.
- Move 'Paid Fare Zone' signs to a 90-degree position as one enters the station platform.
- 'Lighter' streetscape design elements within the plaza to open up views.
- Wayfinding kiosks at both ends of the plaza with directional arrows to destinations and a map of the area.

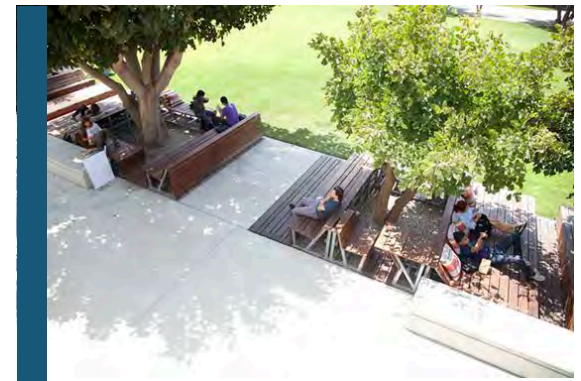
## PRECEDENT IMAGES



*Example of pedestrian mall.*



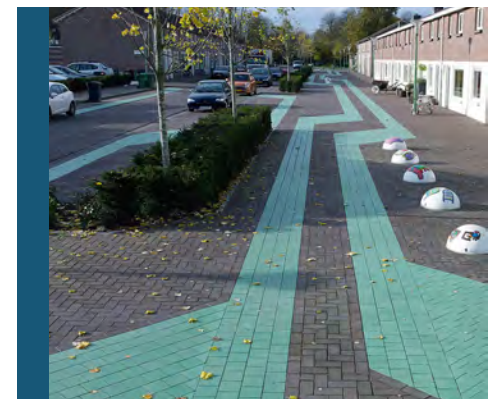
*Example of pedestrian mall*



*Example of seating along the sides of walkway.*



*Examples of wayfinding kiosks.*



*Example of wayfinding on the ground.*



## 5 NORTON DEVELOPMENT SITE



Figure 5.11 Norton Development Site Concept.



## OBJECTIVES

- Explore new site layout to accommodate future redevelopment within non-state owned parcels.
- Introduce drive access off of Robert St.
- Connect pedestrians to the parking garage.
- Enhance pedestrian experience along University Ave.
- Create safe and easy pedestrian connections to transit.
- Maximize 24 hour use of parking ramp: explore agreement with State parking ramp for surplus daytime or evening/overnight parking.

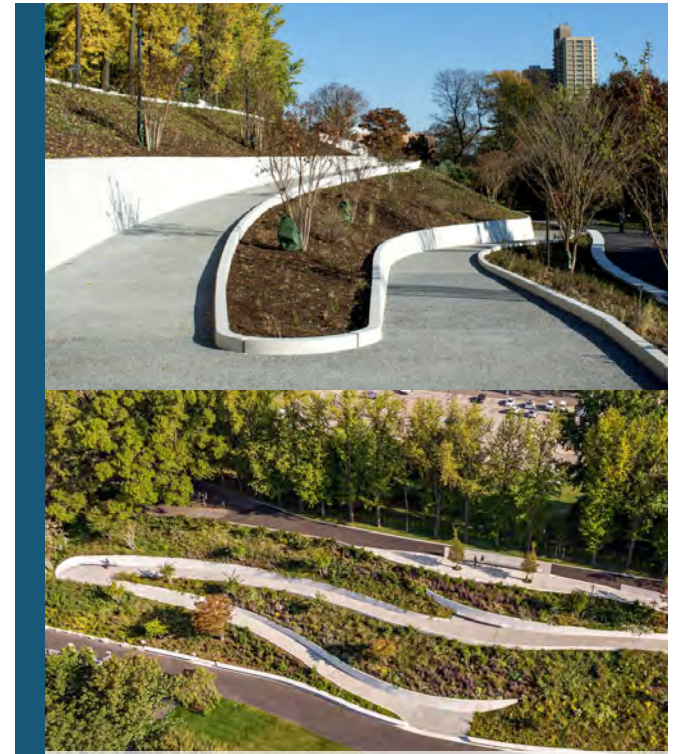
## CONCEPT ELEMENTS

- Two building footprints proposed (upper and lower levels of site). An additional building footprint explored to the southwest of the parking garage.
- Limited parking proposed at west building with entry off Robert St.
- Sidewalk with seating proposed between the buildings to move pedestrians across the site.
- Descending stormwater feature and path proposed on west side of existing parking garage.
- Sidewalk on north side of site moved away from road and widened, with a planted buffer added, and power lines buried.
- High-visibility crosswalk markings added.

## PRECEDENT IMAGES



*Example of wide sidewalk with amenities between buildings.*



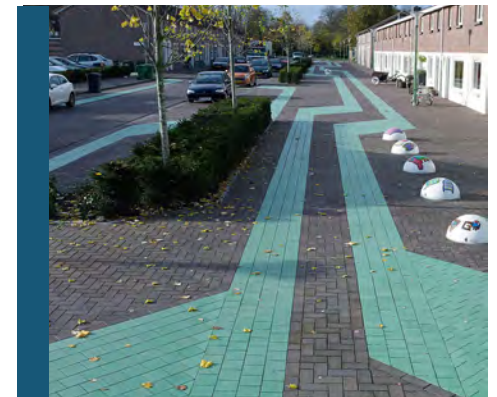
*Example of sculptural sloped walk through planting.*



*Example of beacon.*



*Example of beacon.*



*Example of wayfinding on the ground.*



## 6 CENTENNIAL BUILDING SITE

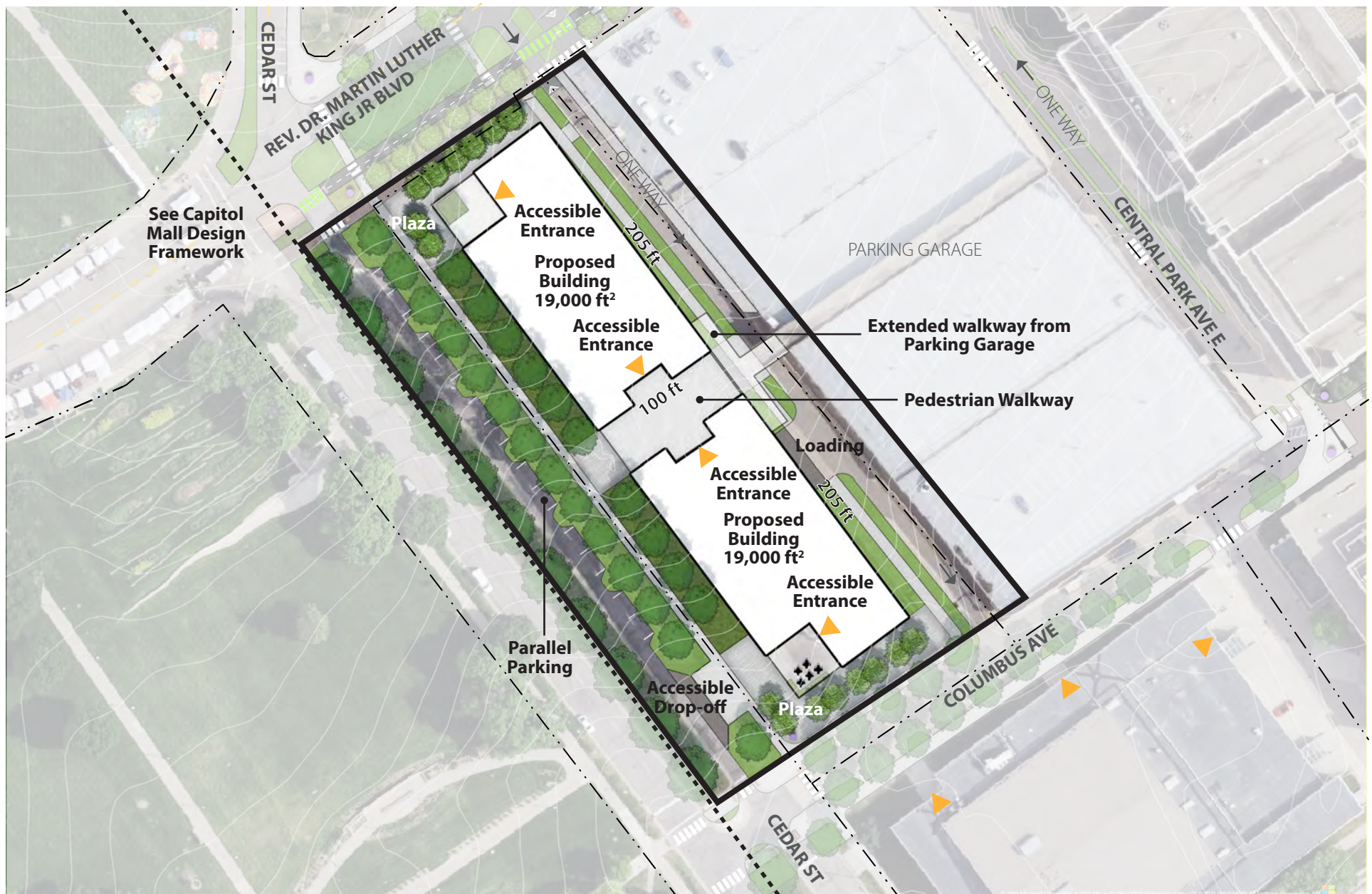


Figure 5.12 Centennial Building Site Concept.



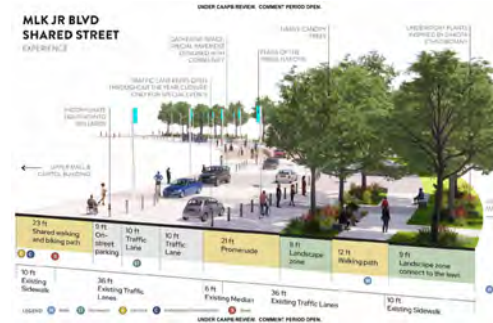
## OBJECTIVES

- Explore redevelopment that allows for more visibility at edges of site for viewsheds to/from the Capitol Mall.
- Ensure there is an ADA accessible entry at all ground levels that connect to street on steep sloping site.
- Explore relocating loading zone off of Columbus Ave to allow for more pedestrian access.
- Maintain civic land use and building facade along Cedar St - through reuse of existing building or redevelopment of new building.

## CONCEPT ELEMENTS

- Two building footprints proposed, potentially connected at upper stories via a skyway.
- Entries to buildings along Cedar St at all levels and a tunnel via central vertical circulation core that retains formal sheltered entry addressing the Capitol Mall towards Cedar St.
- Corner entries should establish accessible building entries for 'street front' uses at ground level, such as a cafeteria, cafe, childcare, visitor information, or for promoting public safety presence.
- Corner plazas to open up viewsheds at north and south corners at Cedar St.
- Accessible entries off plazas proposed at north and south ends of buildings.
- Cedar St reduced to one lane in each direction and street parking removed, as illustrated in the Capitol Mall Design Framework.
- Trees added to boulevard, as illustrated in Capitol Mall Design Framework.

## RELEVANT INFORMATION



Section of Martin Luther King Jr Blvd from Capitol Mall Design Framework.



Concept plan from Capitol Mall Design Framework.

## PRECEDENT IMAGES



Example of covered notched building entry.



Example of plaza seating.