



COOK AVE

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.

GOAL #1: CREATE THRIVING NEIGHBORHOODS



GOAL #2: MAKE VIBRANT PUBLIC PLACES



GOAL #3: CONNECT PEOPLE AND PLACES



GOAL #4: PRIORITIZE SAFETY AND SECURITY



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

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.

CHAPTER 4: GETTING THERE

Chapter 4 summarizes the following strategies for implementing recommendations: Enhancing Mobility in Station Areas; Supporting Neighborhood Infill; Engaging with Diverse Communities; 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.

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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SCALE OF STATION AREA PLANNING

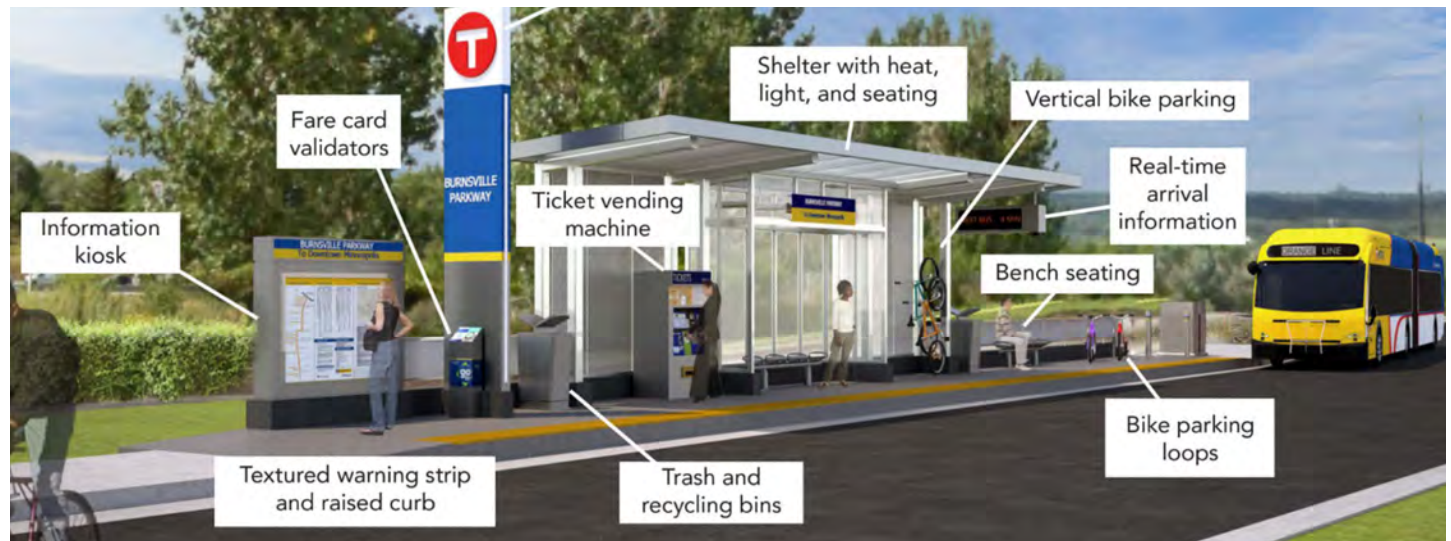
Each station area plan is centered on one or two Bronze Line stations and extends into the surrounding neighborhood approximately one half of a mile. This distance represents an approximate 10-minute walk for most able-bodied people and is likely the reach for most future users of the station. The set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

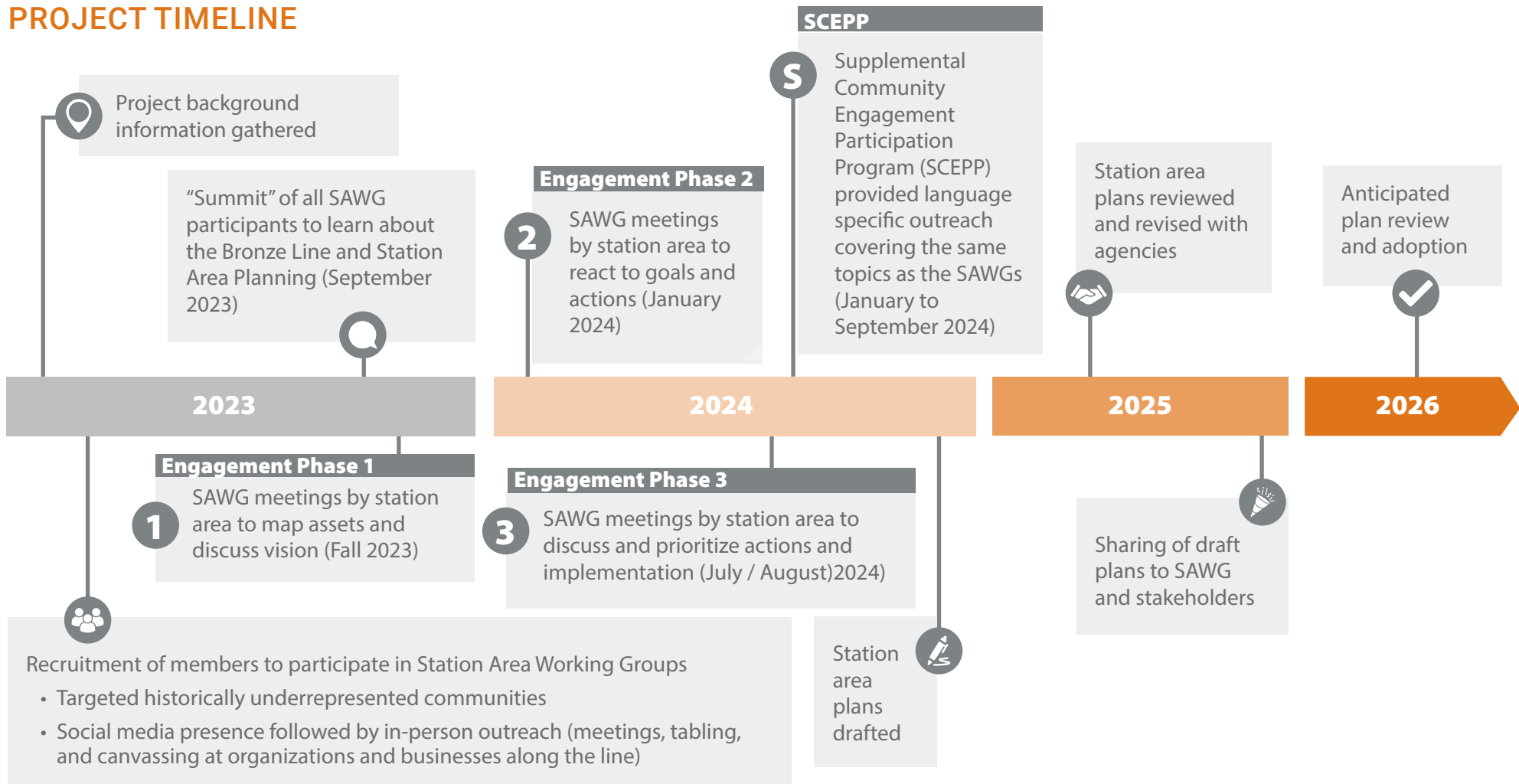


Figure 1.2 Project Timeline



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

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.

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.



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.

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

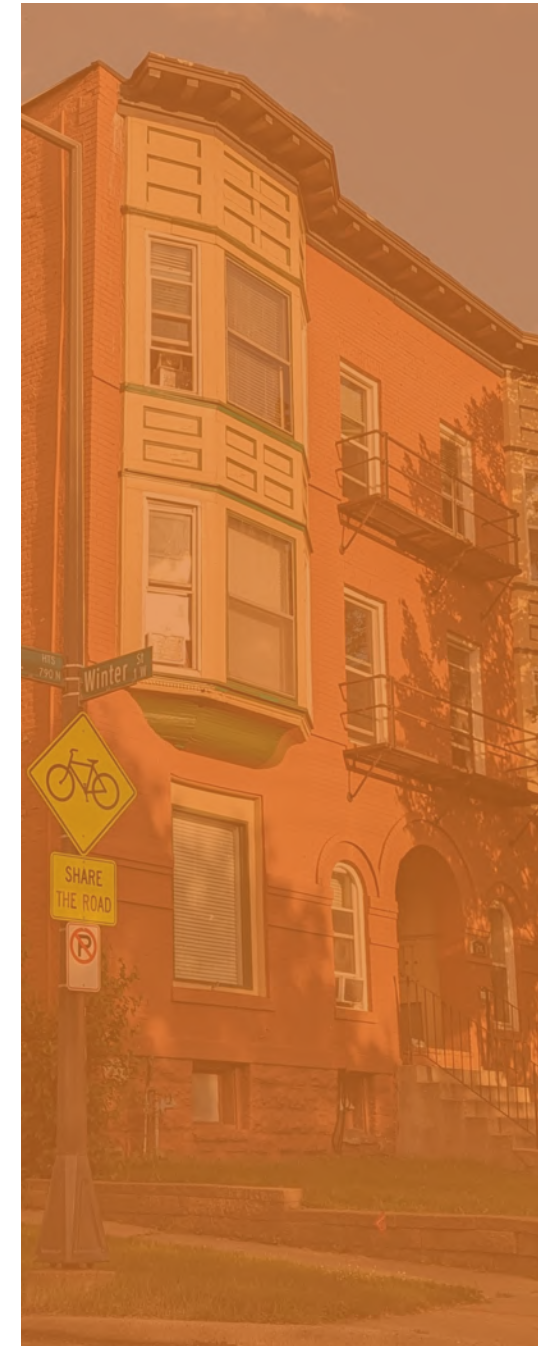
The following station area goals were developed based on feedback gathered during the SAWG summit, which included representatives from all station areas, and confirmed during the first phase of community engagement by the individual SAWGs. They were also informed through a baseline understanding of the 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



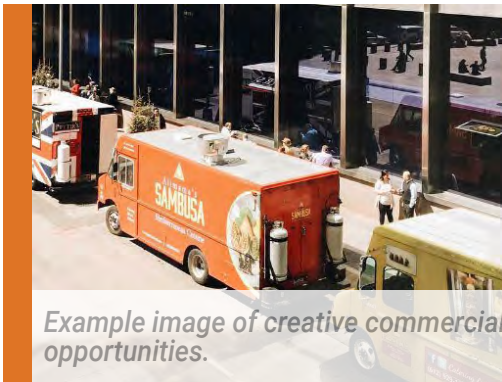
Example image of placemaking.



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.



Example image of creative commercial opportunities.



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.



Example image of community-supported land management.



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 contributes 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 station area today.

EXISTING NEIGHBORHOOD CONTEXT

The Cook Ave Station Area predominately consists of residential and commercial uses, with some recreational and open space amenities laced throughout the area. Anchoring the center of the station area is Hmong Village, a shopping center which features more than 15 restaurants, 10 produce vendors, and more than 100 merchandise stores. Hmong Village also has an urgent care clinic and a Department of Motor Vehicles (DMV) office. South of Hmong Village along the south side of Phalen Blvd and along the railroad tracks are industries and employers.

The western portion of the station area overlaps with the Payne-Phalen neighborhood and is predominately single-family with a few small multi-family residential units mixed in. Similarly, the eastern side of the station area is also residential. The area is mostly single-family housing with a greater number of higher-density multi-family residential buildings.

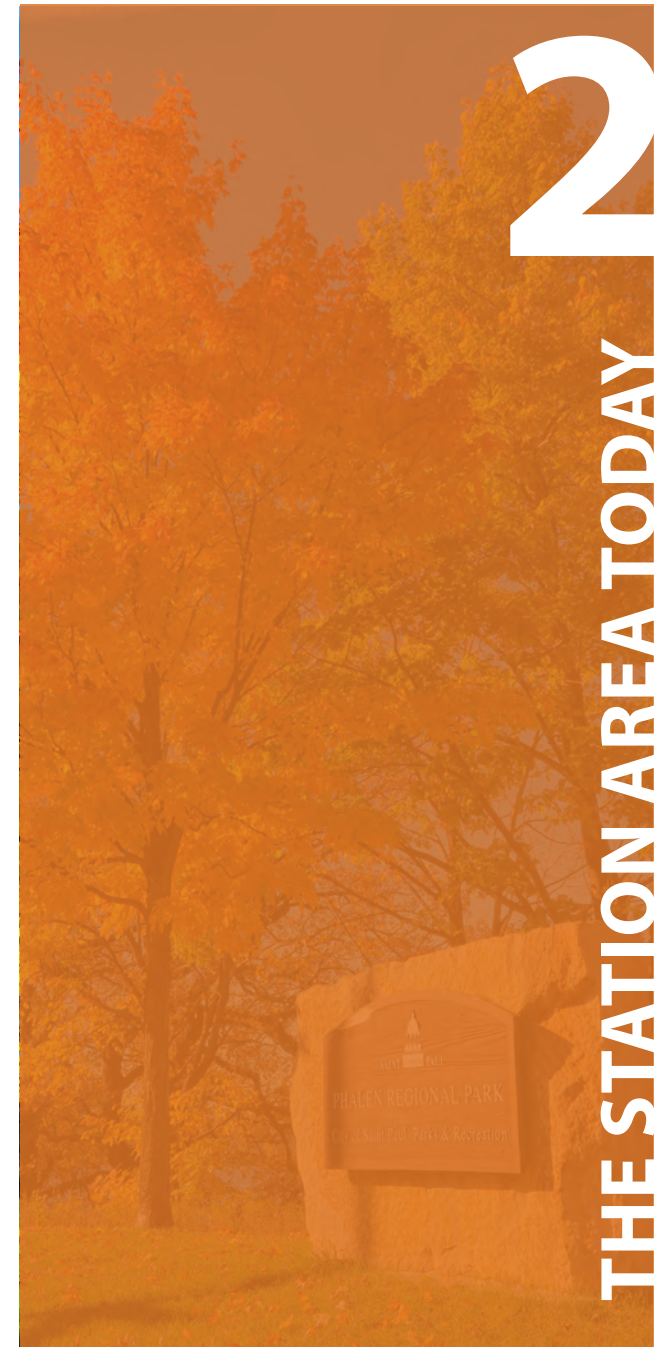
The northeastern part of the station area includes commercial, employment, and higher-density residential. One of the larger employers in this area is the Bureau of Criminal Apprehension. There are also several grocery stores and restaurants in this portion of the site, as well as a new multi-family building.



Phalen Regional Park is in the station area.



A mix of residential and commercial uses.



The Cook Ave station area is located on Phalen Blvd where Cook Ave ends. It extends approximately one-half mile in every direction. Major natural and recreational features in this station area include the Duluth and Case Rec Center, Ames Lake Park, and the southern portion of Phalen Regional Park.

The City of Saint Paul Comprehensive Plan designates a neighborhood node centered on the intersection of Cook Ave and Phalen Blvd. The node's boundary is hereby interpreted to extend to the station area boundary.

A neighborhood node is a compact, mixed-use area serving the neighborhood's daily needs by having shops, services, employment, and neighborhood-scale civic and institutional uses.

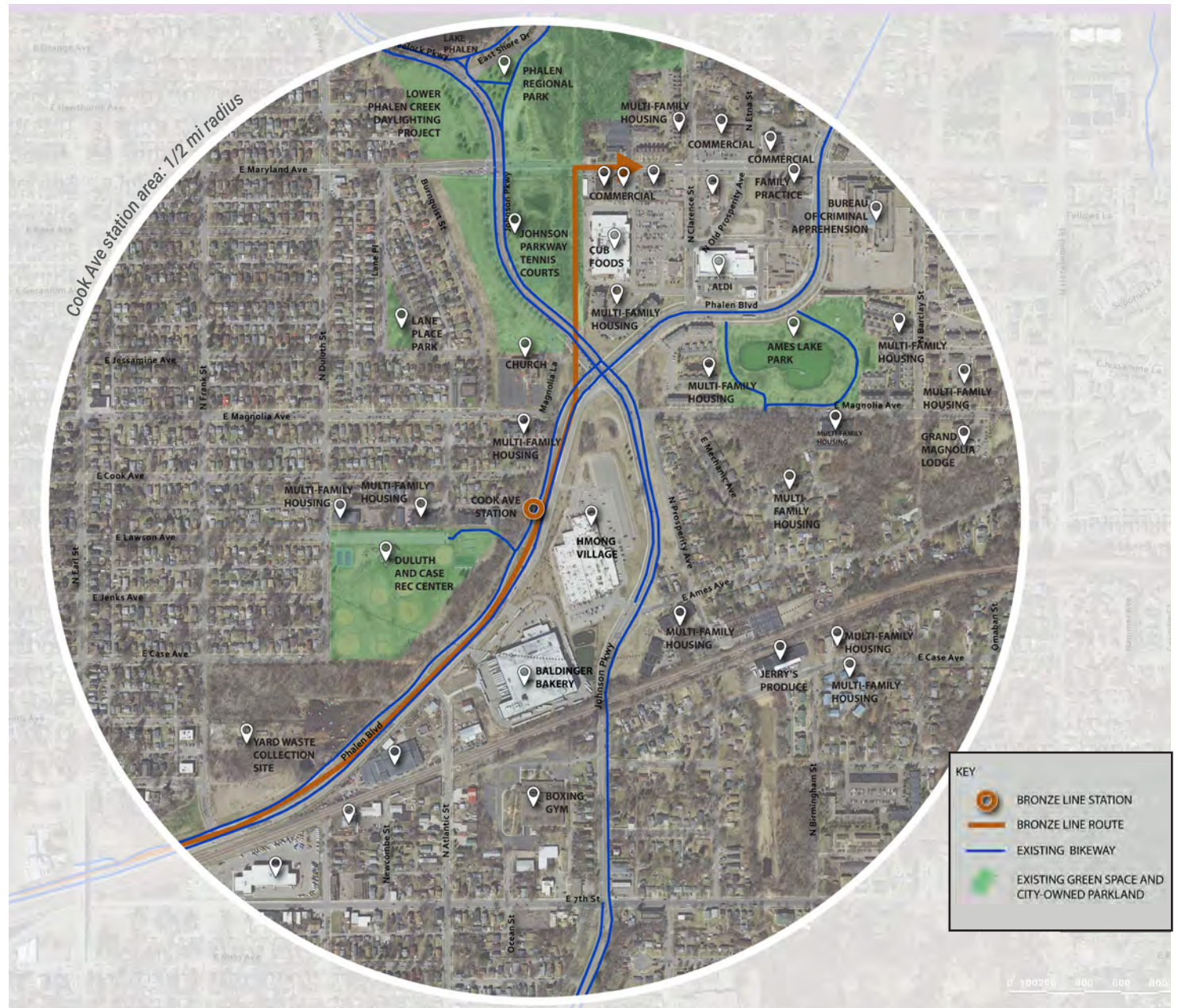


Figure 2.1 Cook Ave Station Area.



Existing multi-family units along a trail.



A park, recreational, and preserve area lies to the north of Phalen Blvd.



Hmong Village is an existing commercial use.

There are several recreational and natural resource amenities in the station area. The Duluth and Case Rec Center is located to the west of the station. North of the station at the edge of the station area is Phalen Regional Park.

A park, recreational, and preserve area lies on the north side of Phalen Blvd, with the Bruce Vento Regional Trail and the Phalen Creek Daylighting project. Johnson Parkway is a

segment of the Grand Round scenic parkway system that includes a shared use path (SUP), park, recreational and preserve area.

Ames Lake Park is to the northeast of the station. This lake has benches and a small walking pier for residents. The shared use path around the lake is commonly used by bicyclists, walkers, and runners.

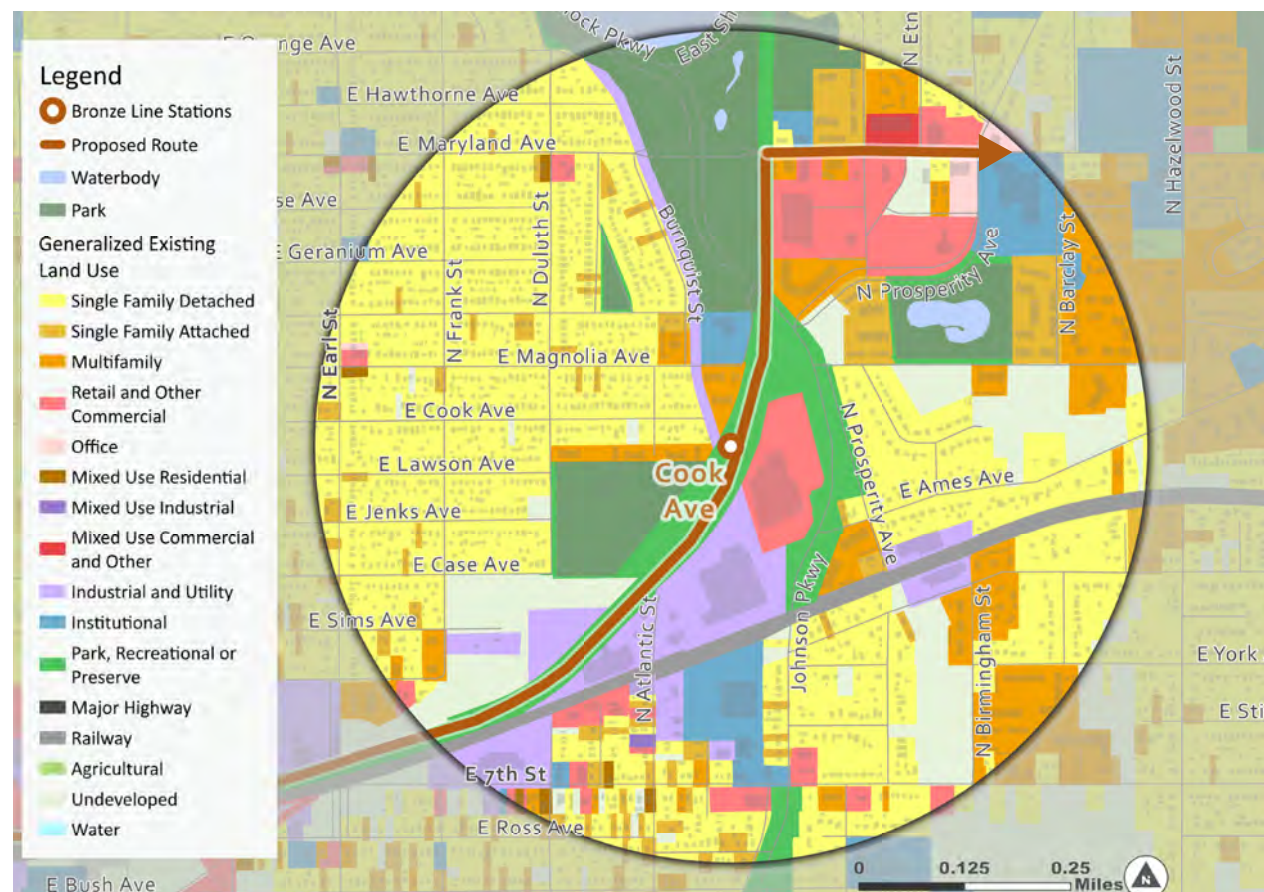


Figure 2.2 Existing Land Use, Cook Ave Station Area

STREETSCAPE

Streetscape elements play an important part in the level of comfort for active transportation users. The primary access roads in this area, Phalen Blvd and Johnson Pkwy, both bisect this station area. Phalen Blvd has planted medians and a shared use path on the west side that is separated from the road by a wide buffer. Johnson Pkwy, a segment of the Grand Round, has some areas with medians and is lined with sidewalks on both sides and a two-way separated bikeway on the east side.

The residential streetscape in the Cook station area generally contributes to the lower-stress environment for pedestrians. There are existing sidewalks along most residential roads in the station area. Existing facilities include continuous sidewalks, street trees, vegetation, and streetlights. The sidewalks vary in width and levels of maintenance and crossing improvements.



Existing Johnson Pkwy streetscape.

PEDESTRIAN AND BICYCLE INFRASTRUCTURE

Streets within the station area are largely low-stress for pedestrians (Figure 2.3) due to the presence of sidewalks and shared use paths.

Phalen Blvd and Johnson Pkwy, which are the primary access roads in this area, provide low-stress connections for both pedestrians and bicyclists.

While intersections within the residential areas do not present an apparent safety issue, the crossing conditions along Phalen Blvd and Johnson Pkwy tend to be higher stress.

Like the pedestrian level of traffic stress (LTS), bicycle LTS is influenced by road characteristics

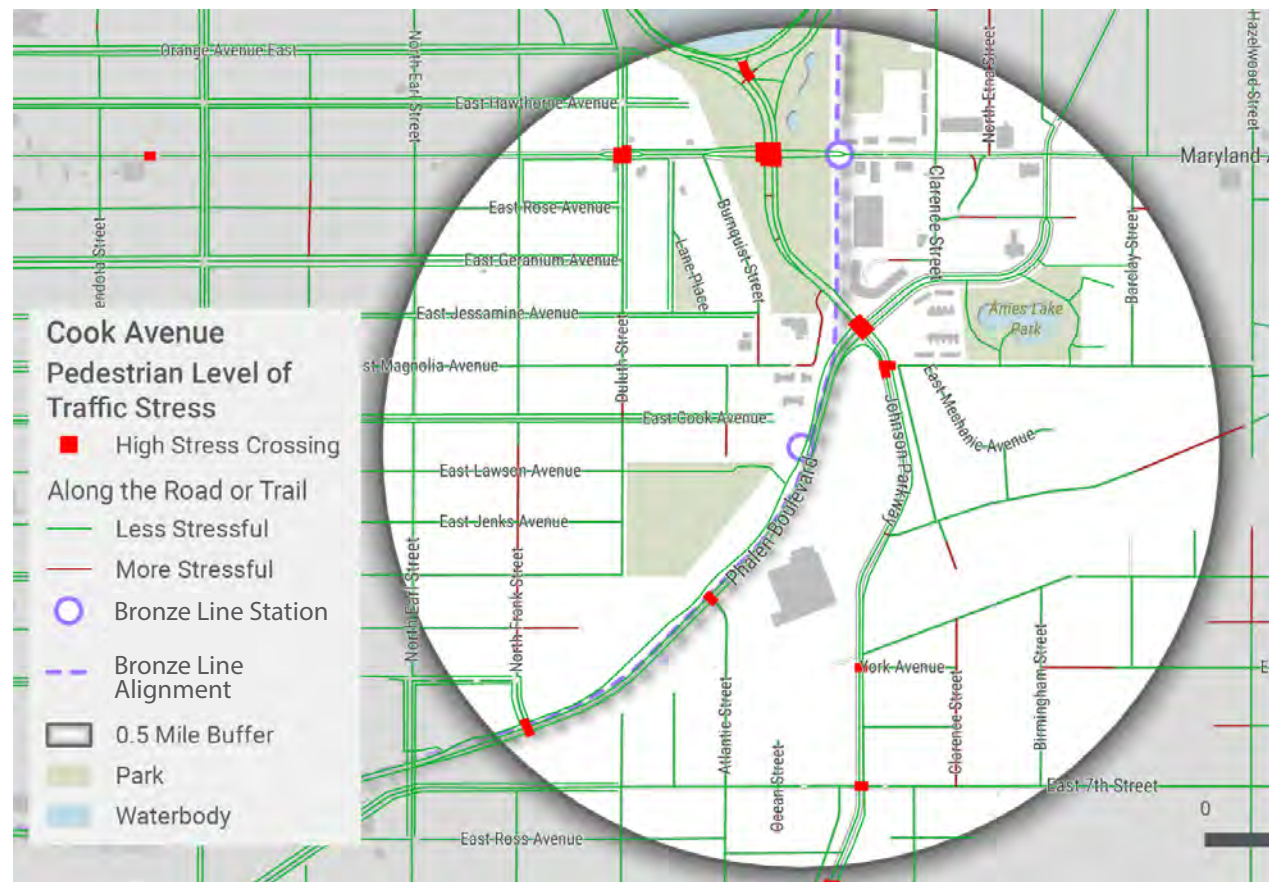


Figure 2.3 Cook Ave Station Pedestrian Level of Traffic Stress (2022 data).

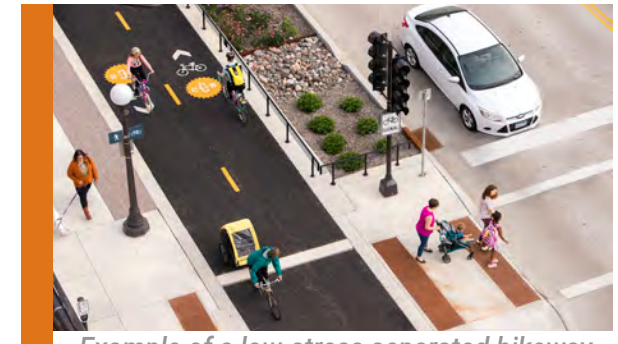
and will impact the accessibility of the station for many local users.

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.

Figure 2.4 indicates that the existing Phalen Blvd and Johnson Pkwy facilities create low-stress environments for bicyclists. Most of the residential roads are medium-stress as they do not have separated bicycle facilities but are low-speed and low-volume.



Example of a high-stress bikeway.



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

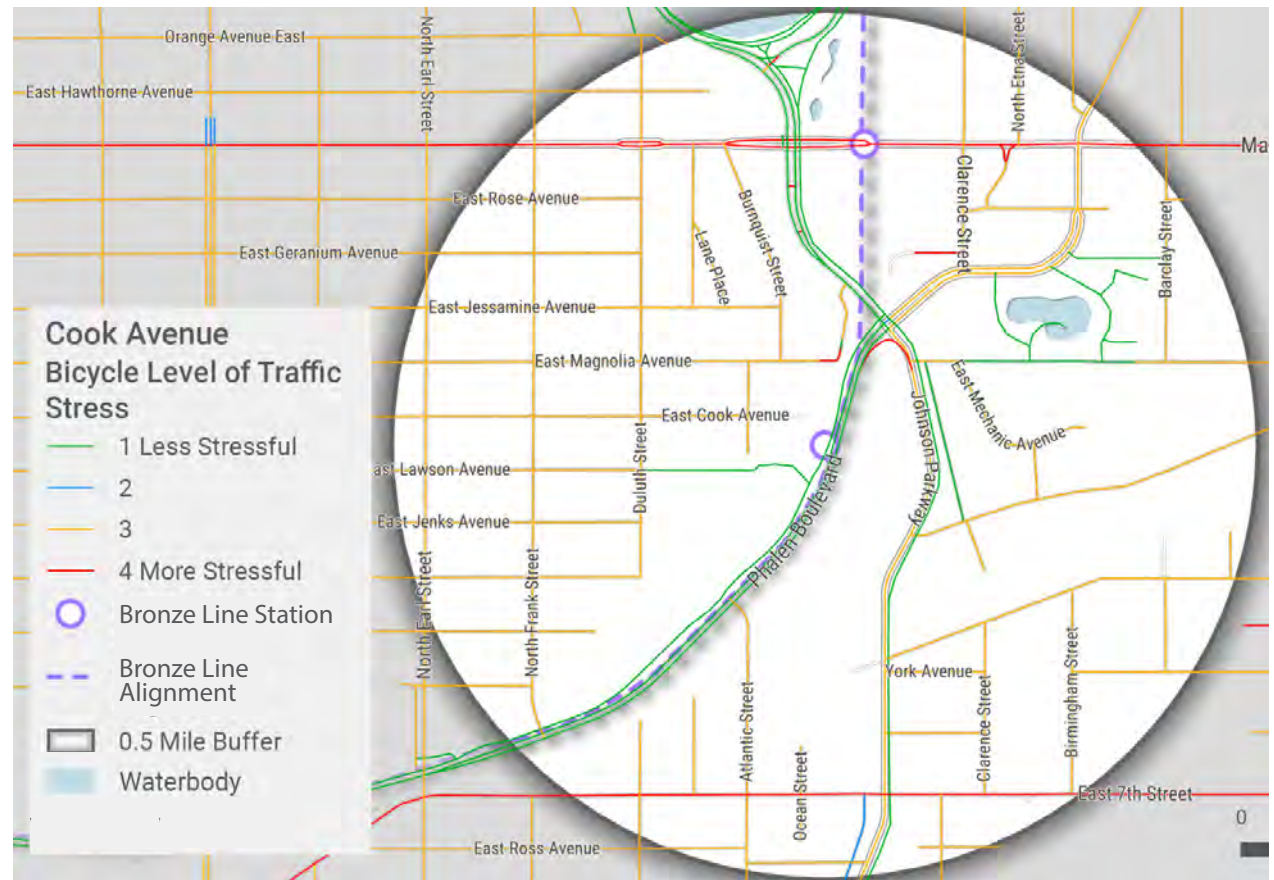


Figure 2.4 Cook Ave Station Bicycle Level of Traffic Stress (2022 data).

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.



Low traffic residential streets with existing sidewalks create low-stress pedestrian environments.



Multilingual signage contributes to a safer pedestrian environment.

Figure 2.5 shows the one-mile bikeshed analysis area, including direct low-stress bicycle connections to the station in blue. It should be noted that this data was generated prior to completion of Johnson Pkwy facilities. The additional of those facilities change the area along Johnson Pkwy from red (Existing High-Stress Bikeshed) to Blue (Existing Low-Stress Bikeshed).

The neighborhood to the east of the station lacks regional connections and provides few through streets for bicyclists and is indicated as a high-stress bikeshed area.

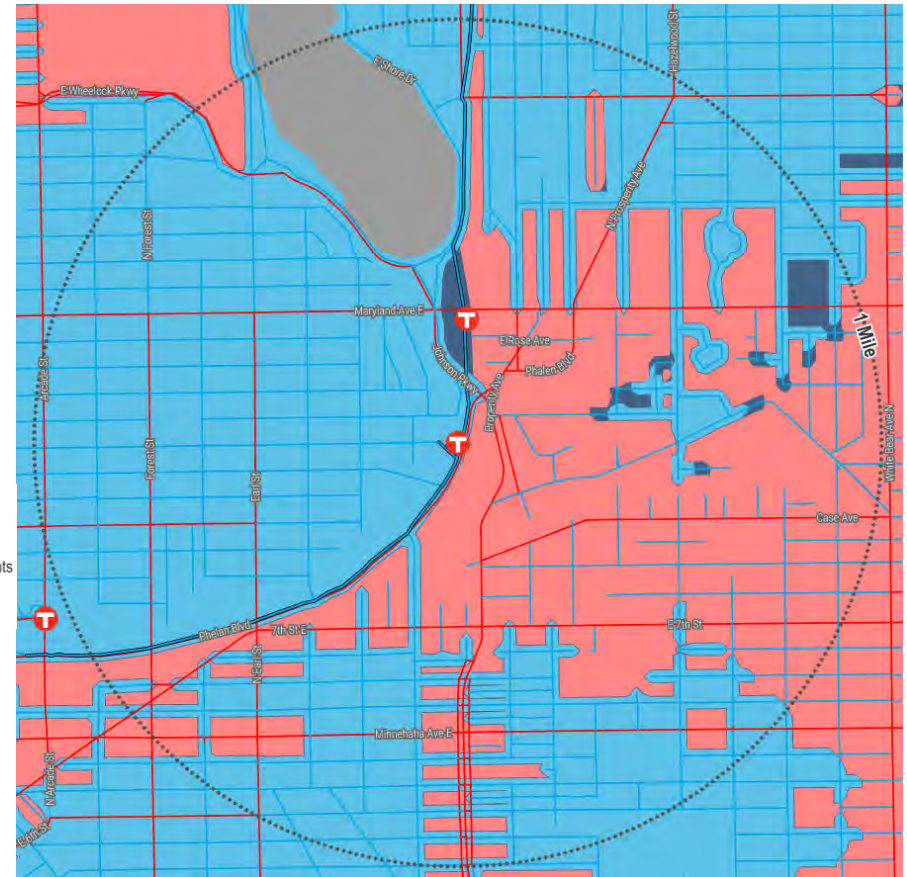
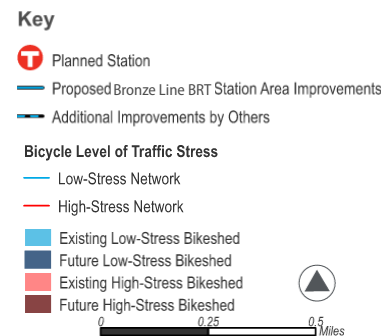


Figure 2.5 Cook Ave Station Bikeshed Analysis (2019).

MISSING LINKS AND BARRIERS TO ACCESS

When discussing challenges related to movement through the station area, the participants in the Cook Ave Station Area Working Group stated that getting to the station from the east is not very easy or direct due to the station's location across Phalen Blvd from Hmong Village, which is a large parcel of land with no public walking or biking connections through the property. Attendees also mentioned that speeding on Phalen Blvd is a problem so there is a concern about crossing it to reach the station.

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 5,052 and there were 1,556 households. This area has experienced a 14% population increase since 2010. There is an average household size of 3.22, which has increased from 3.03 since the 2010 census. This is significantly higher than the average household size of Saint Paul (2.49).

PEOPLE WITH DISABILITIES

Within this area, 34% of households have at least one household member who has a disability. This is higher than for Saint Paul as a whole where 25% of households have a member with a disability. 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, Asians made up the largest racial group (41%), followed by Whites (24%), Black/African Americans (17%), and American Indian/Alaska Natives (2%). People identifying as other or two or more races made up 17% of the area's population. 16% 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 one indicates that everyone in the population has different characteristics.

The Cook Ave station area has a DI of 0.806, which is higher than the City of Saint Paul as a whole (0.740). This indicates a high degree of diversity and a higher likelihood that two people chosen at random from this area will be from different racial groups.

HOMEOWNERSHIP

In the Cook station area, there is small majority renter occupied housing (53%). This is the same rate as the City of Saint Paul as a whole (53%). Homeownership rates are at 47% in this station area.



AVERAGE HOUSEHOLD SIZE
(Esri 2022 Estimates)



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



DIVERSITY INDEX (Esri 2022 Estimates)

VEHICLE OWNERSHIP

Vehicle ownership in the Cook Ave station area is higher than throughout the City of Saint Paul. Around 24% of Saint Paul households do not have a personal vehicle, while only 19% of households in the Cook Ave area do not own a personal vehicle.

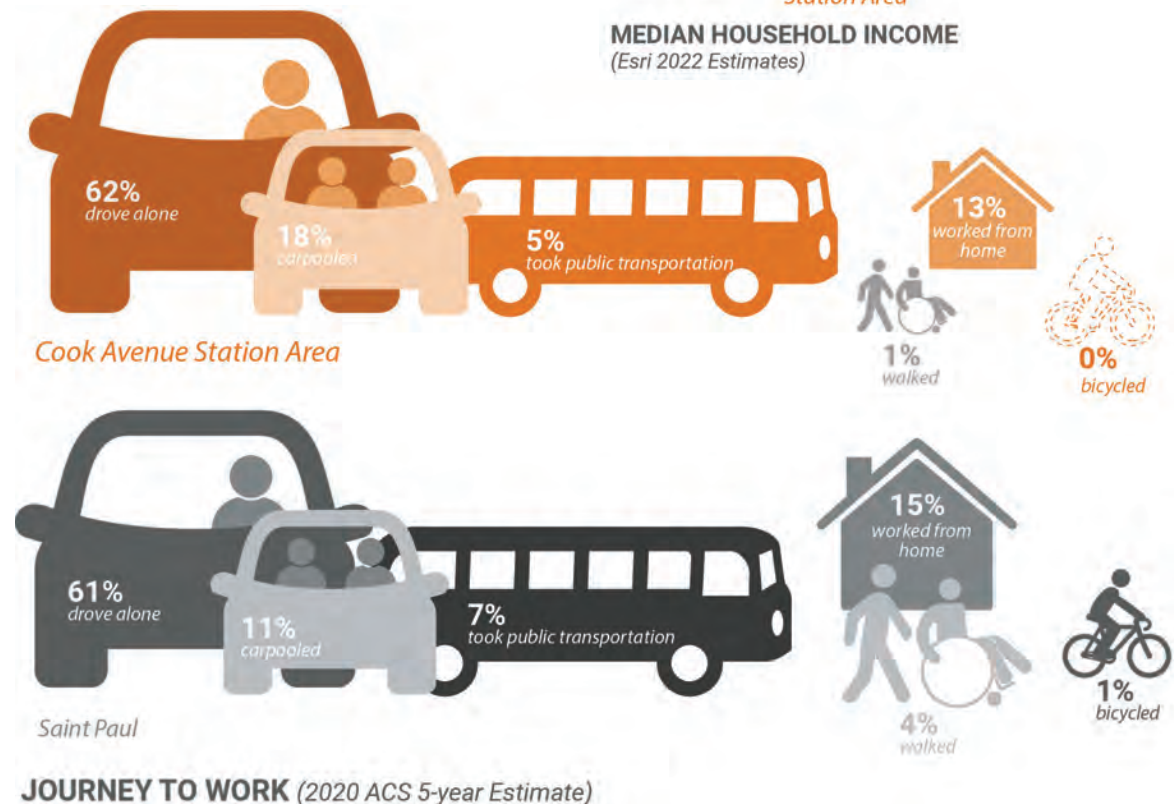
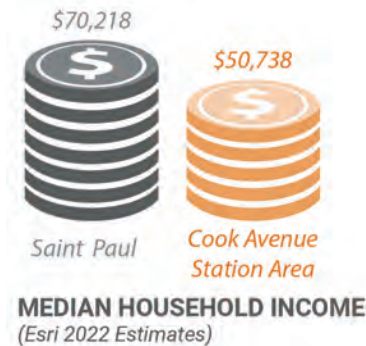
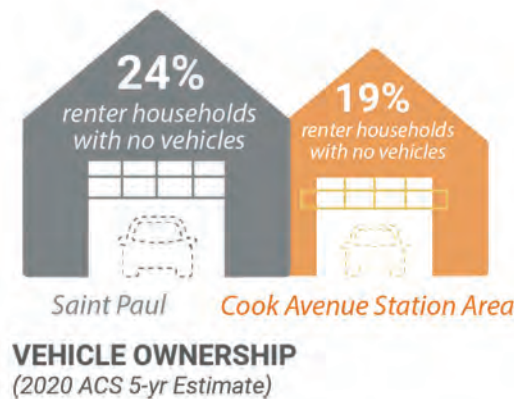
INCOME

This area has a greater proportion of low-income households than the City of Saint Paul as a whole. 23% of households fell below the poverty line according to the 2022 American Community Survey, and 17% of households received some form of public assistance income. The median household income is \$50,738, which is less than the median household income for Saint Paul as a whole (\$70,218).

JOURNEY TO WORK

In the Cook Ave station area, most people (62%) drive alone to work. This is slightly more than Saint Paul as a whole, where 61% of people drive alone to work. Of those not driving alone, more people carpooled or worked from home, and fewer people took public transportation or walked, as compared to the City of Saint Paul. The data collection period spans pre- and post-pandemic, so these patterns may be evolving.

At last count (2021 Census On the Map data), 1,138 people who lived outside of the station area came to this area for work, and almost double that number of people (2,037) lived in this area but worked elsewhere. Only 25 people both lived and worked in this area.



Lower incomes and high public assistance rates, high prevalence of people with disabilities, and high racial diversity highlight the need for transit investments in the Cook Ave station area to make accessible, reliable, and inclusive neighborhoods while maintaining affordable housing and safeguarding from displacement.

MARKET CONDITIONS

The Cook Ave station area is predominately residential, with just over 50% of all parcels being residential uses. Residential uses are the greatest share of the market, meaning the largest proportion of the total value of land is in residential uses. (Figure 2.7).

Commercial and industrial property sales fluctuated from 2017-2022, but showed a slight overall upward trend, with increasing sales in 2022 indicating a recovering and growing market. Price per square foot hit its lowest point in 2018, before increasing to being on par with the Saint Paul citywide average.

After a lull in 2020, sales volume of commercial and industrial property sales saw an increase once the price per square foot reached the citywide average. Price per square foot of leased buildings in the station area fluctuated above and below the citywide average.

A lack of available station area-specific transaction data makes a market saturation analysis unreliable for for-sale commercial and industrial properties in the Cook Ave station area. However, data on leased properties indicates high demand. The number of months for-lease commercial and industrial properties remained on the market was consistently below the citywide average, indicating high demand.

Single-family detached housing is the most common type of residential unit in the Cook Ave station area, with just over 50% of all residential units falling in this category. Around a third of all housing units are three-bedroom units and 51%

of residential units are owner-occupied. Across the station area, there is a residential vacancy rate of 9.1%.

While the station area is currently not as attractive to large-scale, market-rate developers, mid-scale, mission-driven developers and affordable housing developers like the station area due to its mix of residential and local-serving commercial retail uses, green space, services such as education and childcare, and employment opportunities. All developers cited

future transit connections as an attractive future amenity. Large-scale, market-rate developers did indicate that as redevelopment trends continue, the area will be able to support market-rate, new construction.

The Cook Ave station area has a mismatch between low-wage jobs available as compared to low-income households, with an overall average deficit of 794 low-wage jobs available. This means there are more low-income households in the station area than there are low-wage jobs.

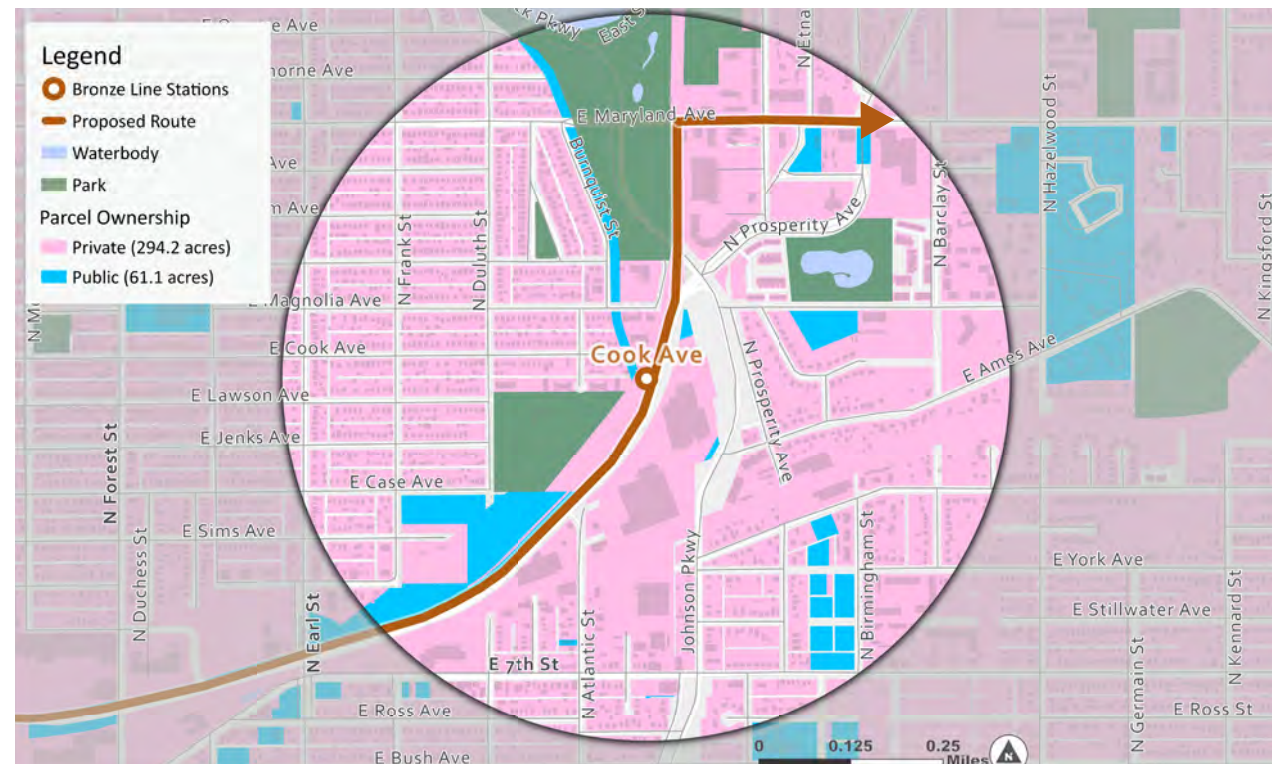
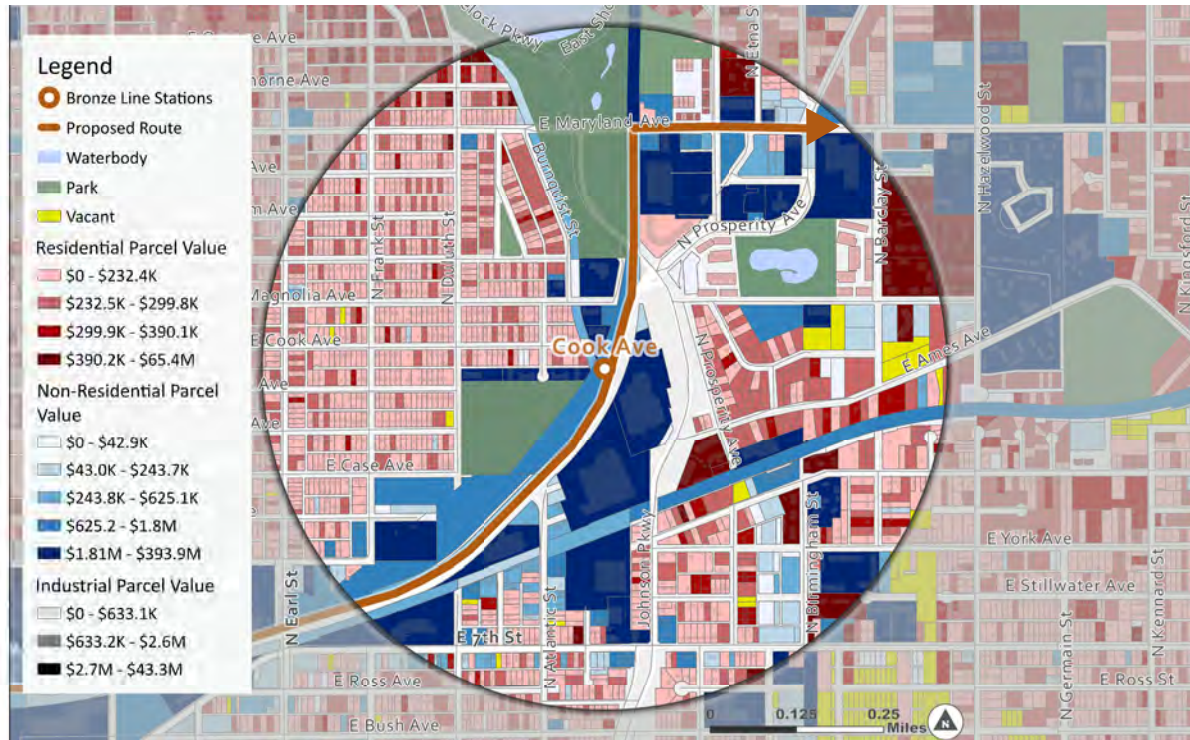


Figure 2.6 Parcel Ownership, Cook Ave Station Area.

KEY CONSIDERATIONS FOR MARKET INTERVENTION

- The Cook Ave station area exhibits the highest percentage of residential land uses across all of the station areas.
- There is an imbalance in the number of low wage jobs and low-income households, with an estimated 794 fewer low-wage jobs than people.
- There is a 9.1% vacant rate for housing in the station area.
- The majority of housing units in the Cook Avenue Station area are owner-occupied, comprising 50.6% of all housing units. This marks the highest percentage of owner-occupied units across all station areas.
- Commercial and industrial properties for sale or lease in the Cook Ave station area stayed on the market for six months in 2022 (Market Saturation Assessment) - the lowest of all station areas
- In 2023, the Cook Ave Station area had the lowest total estimated market value of industrial (\$26M) and non-residential buildings (\$193M) of all station areas.
- The station area has the lowest percentage of office space among all station areas.



Cook Ave Station Area Parcel Values (as shown on Figure 2.7)

- Total Residential Value: \$340.2M
- Non-Residential Value: \$192.9M
- Industrial Value: \$26.0M
- Vacant Land Value: \$710K

Figure 2.7 Estimated Market Value, Cook Ave Station Area, 2023.

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 (2016)
- Saint Paul Public Art Ordinance Program
- 2017 Lower Phalen Creek Daylighting Feasibility Study
- 2020 Phalen Creek Daylighting Improvements Technical Memorandum
- 2011 Phalen-Keller Regional Park Master Plan Amendment
- 2024 Phalen-Keller Regional Park Long Range Plan Amendment
- District 5 Payne-Phalen Neighborhood Plan
- District 4 Dayton's Bluff Neighborhood Plan
- District 2 Greater East Side District Plan
- Phalen Corridor Development Strategy

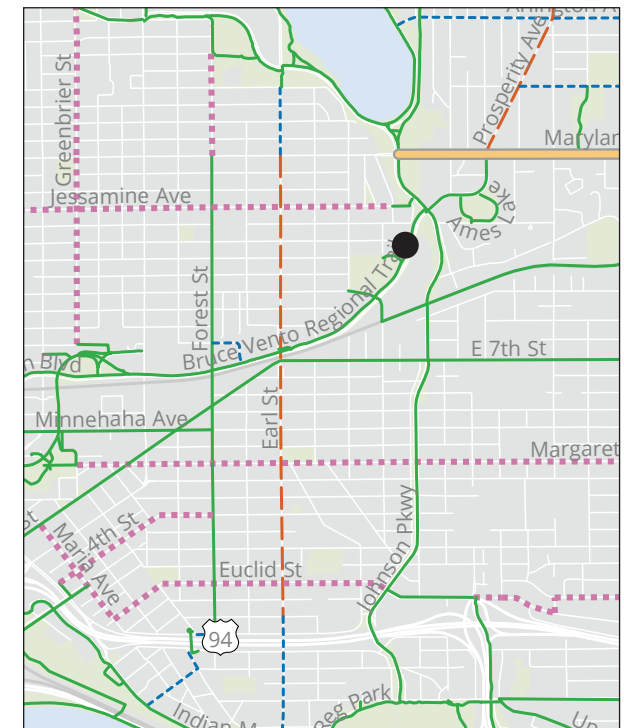
NEIGHBORHOOD PLANS

There are several existing small area plans for the neighborhoods that overlap the Cook Ave station area. These plans both emphasize the importance of livable neighborhoods through improved bicycle and pedestrian connectivity, maintenance and creation of green space, and public safety.

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 continues the highly diverse land use pattern that exists today. Most of the land in the Cook Avenue Station area is designated as Urban Neighborhood. The central spine of the station area is designated as Major Park and Open Space. Between Phalen Blvd and Johnson Pkwy and along Johnson Parkway to Lake Phalen Regional Park is designated Industrial. The northeast portion of the station area by the shopping center and in the southern portion along E 7th St is designed Mixed Use.

The Cook Ave station is designated as a Neighborhood Node. These nodes are intended as a compact, mixed-use area which serves the neighborhood's daily needs by having shops, services, recreational facilities, employment, and neighborhood-scale civic and institutional uses.



Planned Bicycle Network

- Separated Bikeways & Paths
- - - On-Street Bicycle Lane
- ... Bicycle Boulevard
- - - Shared Lane
- Bikeway for further study
- Cook Ave Station
- Parks

Figure 2.8 Saint Paul Bicycle Plan excerpt.

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 connections, both for pedestrian access and for added transit connections. Improved pedestrian crossings along Phalen Blvd and other major streets are needed.
- There is need for better maintenance and snow removal to ensure year-round safety and accessibility.

Amenities and Services:

- There is a desire for more parking at Hmong Village and for more services such as grocery stores, clinics, and libraries.
- There is an interest in increased preservation of natural areas, woodlands, and prairie and in the creation of wildlife corridors to support urban wildlife.
- There is a need for more investment in recreation and improvements to the recreation center.

Public Safety:

- There is a desire for better lighting and safety throughout the area.

- 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:

- Emphasis on the importance of maintaining green spaces, preserving natural areas, and concerns over lack of current upkeep and trash management in the area. Stated need for connecting and protecting habitats through initiatives like dark sky lighting and the Lower Phalen Creek Daylighting Project.
- Concerns over impact of adding dedicated bus lanes on green space, tree preservation, and pedestrian safety. Desire for transit to be made more appealing for riders and the provision of free bus access for youth.
- Safety concerns around vehicle speeds, dangerous pedestrian crossings, and inadequate lighting. Desire for traffic calming measures to enhance safety, especially if bike lanes are added.
- Need for more resources for the unhoused and interest in creating cultural grant and career pathways programs to support community engagement and economic uplift.

- 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:

- There is a strong desire for creating, improving, and preserving large green spaces throughout the station area, with maintaining current green spaces a critical need and implementing the Lower Phalen Creek Daylighting Project a high priority.
- Participants stated a need for pedestrian connections between the Cook Ave station and Johnson Pkwy and improved intersections and pedestrian crossings throughout the station area. Need for wayfinding in multiple languages.
- Lighting along pedestrian routes around the station is needed. An accessibility audit, improved maintenance, and litter removal were also cited as ways to improve station area safety.
- A need for housing was identified, with emphasis placed on development that fits in with the surrounding area and serves the community.
- Support for workforce training and readiness programs in accessible community locations, intergenerational opportunities, and support for additional commercial uses in redevelopment projects.
- 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 Cook Ave 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 Cook Ave 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, 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.
- **Provide more tailored on-demand service for service for seniors and people with disabilities.**

FUTURE OF THE STATION AREA

INTRODUCTION

The future Cook Ave station will serve to 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 additional recommendations specific to areas east and north of the Bronze Line known route (Maryland Ave east of Johnson Pkwy and Phalen Blvd north of Johnson Pkwy) will be planned as part of future station area planning when the next station locations and routing is finalized.

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 Cook Ave 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 Cook Ave Station will be sited on a separate BRT guideway west of Phalen Blvd and located east of the Duluth and Case Rec Center and across from the Hmong Village commercial site.



Cook Ave BRT station design. (2023)



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 BICYCLE PLAN RECOMMENDATIONS

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



EXISTING BIKEWAY

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



PROPOSED STATION AREA STREETScape IMPROVEMENTS

Roadway corridors that have been identified for future urban design 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 as future green spaces. See Goal #2 policies.



DESTINATIONS AND LANDMARKS

Recognizable businesses, civic services, and green spaces that serve as land marks and destinations within the station area 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.

BIG IDEAS

The policies that are proposed in the Cook Ave station area are driven primarily by a few larger proposed ideas that support multiple identified goals. See Figure 3.1 for locations.

Ⓐ ENHANCE STREETSCAPES AND GREEN SPACES LINKING TO THE STATION

- The Cook Ave station is uniquely located at the edge of the Payne-Phalen and Greater Eastside neighborhoods, with close proximity to the Duluth and Case Rec Center, Phalen Regional Park, and Ames Lake Park. These existing park spaces can be further linked through restoration of green spaces adjacent to the future BRT Guideway, as well as through public-private partnerships with adjacent property owners to create a neighborhood-scale connected network of resilient landscapes that enhance the experience for all transportation users throughout the area.

Ⓑ FOCUS ON MULTI-MODAL CONNECTIVITY

- The larger regional network of bikeways Phalen Blvd (Bruce Vento Regional Trail) and Johnson Pkwy (Grand Round) intersect just north of the future Cook Ave Station. Neighborhood links from the residential areas, along with links from the commercial area will support the larger network.
- Pedestrian connectivity with proposed sidewalks through Hmong Village, across Phalen Blvd, and throughout the Lower Phalen Creek Daylighting Project site will promote station connections to larger neighborhood landmarks.

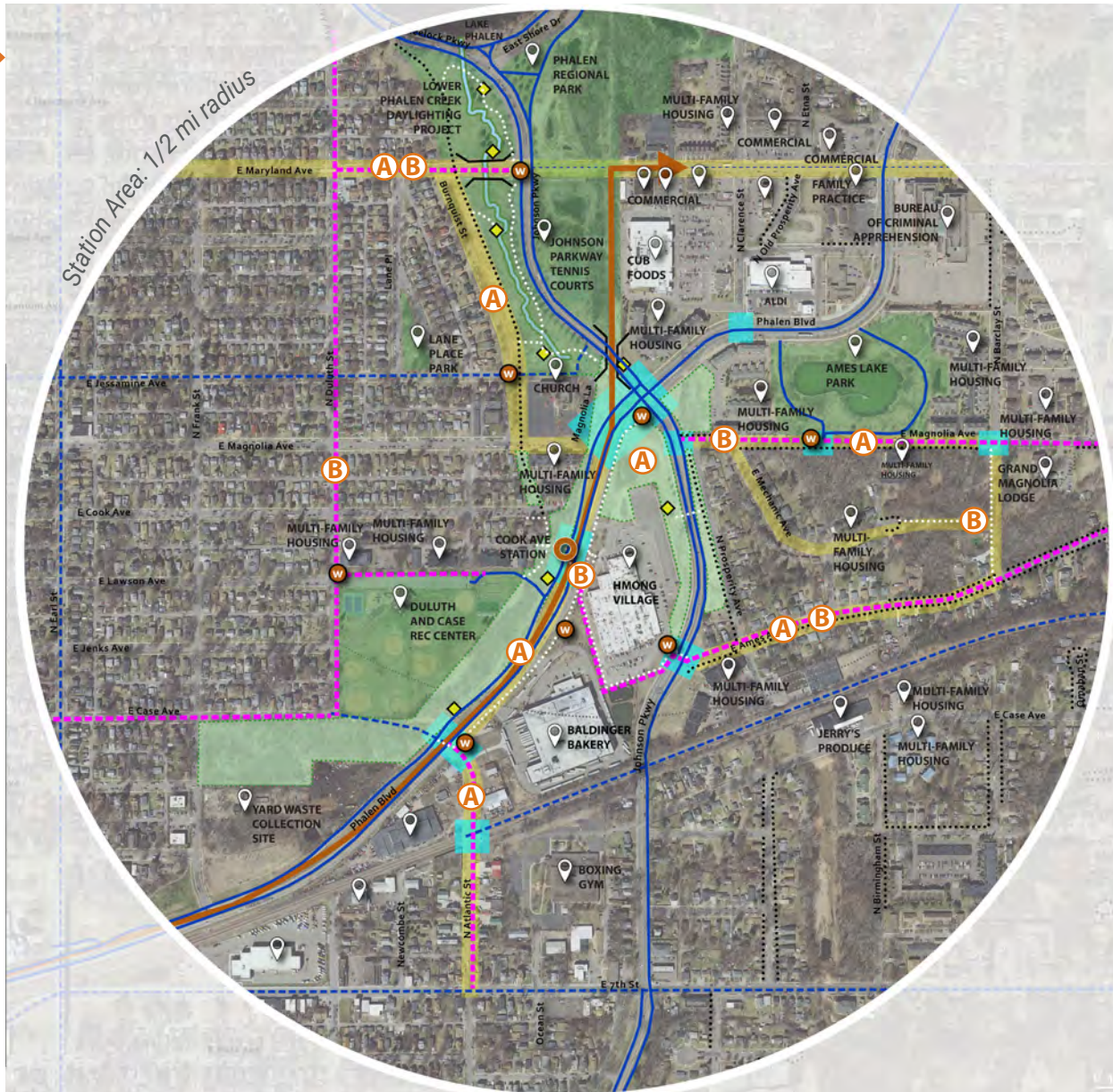


Figure 3.1 Recommendations and Big Ideas, Cook Ave Station Area.

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.

EXPECTED DEVELOPMENT OR REDEVELOPMENT	AREA
Residential	45,000 SF (45 units)
Commercial	50,000 SF
Industrial	0 SF

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

Phalen Blvd and Johnson Pkwy wind north / south across the station area and divide it in two. The west half is made up of low-density residential neighborhoods, and includes the Duluth and Case Rec Center and a large county-owned yard waste collection site. Residential neighborhoods to the east contain many multi-family buildings. Larger commercial properties are located near the railroad corridor. The Hmong Village Shopping Center is across Phalen Blvd from the future station. Near Maryland Ave, a mixed-use node includes shopping, restaurants, and apartments. Green space that is anticipated to incorporate the Lower Phalen Creek Daylighting Project stretches south from Lake Phalen.

As shown in Table 3.1, the Real Estate Market and Housing Gap Analysis indicates that residential and commercial will continue to see some infill and redevelopment.

1.1 POLICIES TO CREATE THRIVING NEIGHBORHOODS

- 1.1.1 Explore opportunities to increase the diversity of housing types to support residents through all stages of the lives and to provide opportunities for individuals to work and live in the station area. Housing should be targeted towards 30 to 50% of area median income (AMI) and family-sized units to serve diverse household types.**
- 1.1.2 Ensure there are comfortable 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 Cook Ave Station Area, the character areas are:

- Supportive Residential Neighborhoods
- Job-Centered Railroad Corridor
- Active Mixed-Use Neighborhood



Example of a mixed-use development with grocery and residential units.

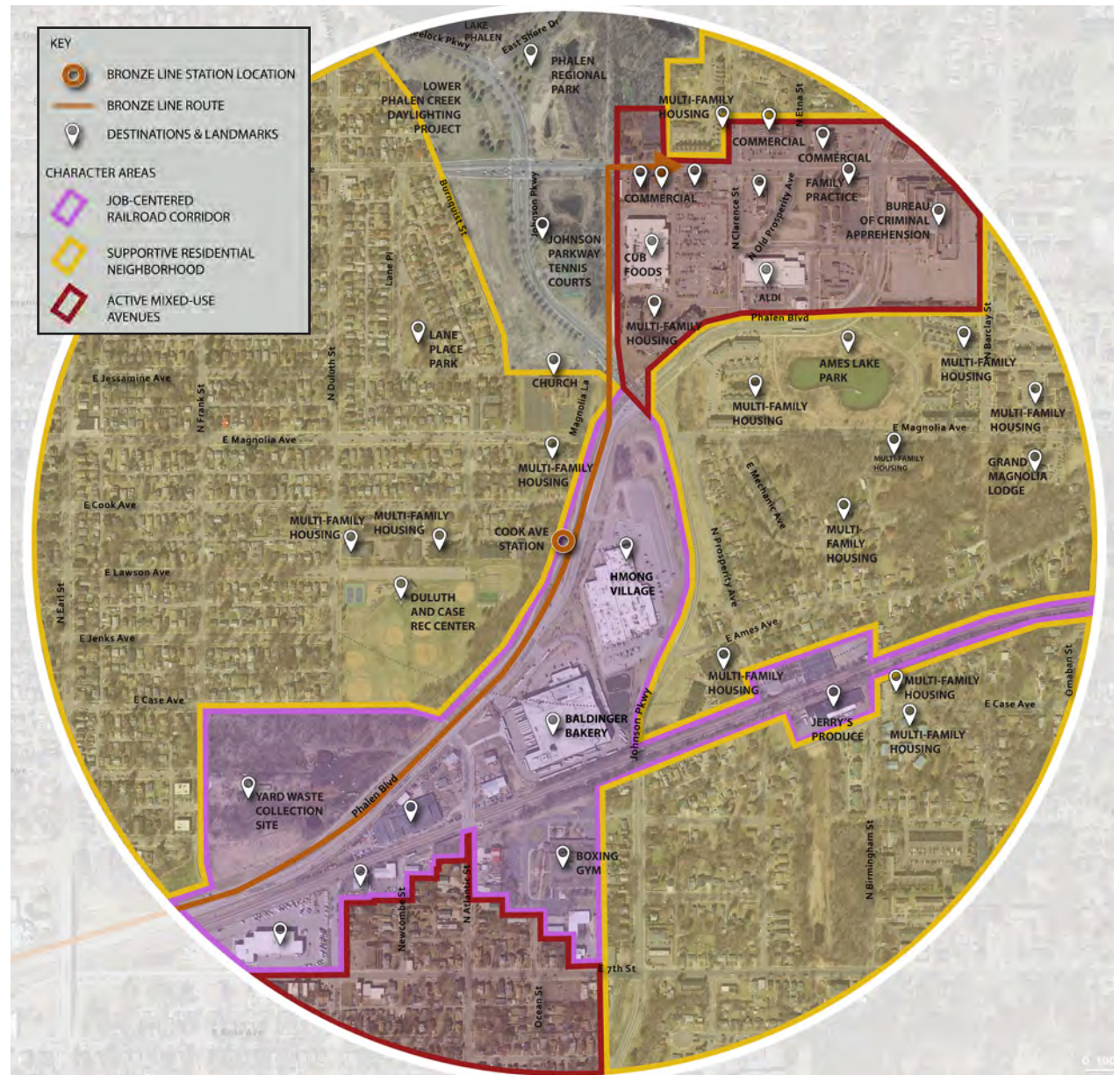


Figure 3.2 Cook Ave Station Area Character Areas.

1.2 POLICIES FOR SUPPORTIVE RESIDENTIAL NEIGHBORHOODS

The areas west of Phalen Blvd and east of Johnson Pkwy are predominantly established residential neighborhoods with a variety of housing types – single-family homes, duplexes, townhomes, and small apartments. A handful of local commercial business and institutional uses are scattered in these areas at small nodes or located along their edges. Large-scale change is not expected in these neighborhoods, but targeted infill and redevelopment opportunities are likely to occur over time and would strengthen the transit-supportive conditions that currently exist.

1.2.1 Redevelopment

- Opportunities for targeted infill and redevelopment should be used to provide diverse housing options for potential new riders.

1.2.2 The Built Form

- Encourage reinvestment in existing properties to increase housing options and reinforce the existing neighborhood character.

- New residential development should observe the existing design elements, setbacks, relationships to the street, and building forms (massing, roof lines, windows, etc.) of the surrounding neighborhood.

- Buildings should help define a walkable, pedestrian-friendly environment with frontages that may include shallow front yards, entrances with human-scaled elements like porches, stoops, entries, and balconies oriented toward the street.

1.2.3 Circulation and Parking

- Off-street parking should be located within a garage or to the side or rear of the principal structure.
- Continue the connected street pattern by extending Barclay St from Magnolia Ave to Ames Ave and Mechanic Ave to connect to Barclay St.
- Implement improvements at the intersection of Phalen Blvd and Johnson Pkwy to facilitate safe and comfortable access to the station.
- Establish new bikeways to help move residents through the station area and connect them with the businesses along the primary corridors.



Figure 3.3 Supportive Residential Neighborhoods Character Area.



Example of infill development that matches the existing roofline of the neighboring building.

1.3 POLICIES FOR JOB-CENTERED RAILROAD CORRIDOR

Larger light industrial and commercial businesses occupy properties along the railroad corridor, as well as smaller automotive and contractor operations along Newcomb St and Atlantic St. Hmong Village extends to the north and serves as a focal point for activity along Phalen Blvd.

1.3.1 Redevelopment

- As redevelopment occurs, encourage design elements and uses to help transition to residential areas.
- Encourage consolidation of small lots to allow for more efficient site plans with better separation and buffers from residential uses.

1.3.2 The Built Form

- Reduce large expanses of impervious coverage with landscaping and other green stormwater infrastructure.
- As redevelopment occurs, encourage design elements such as windows, doors, and architectural features along building facades to create a more pedestrian-friendly environment.

1.3.3 Circulation and Parking

- Where parking and loading areas are adjacent to residential properties, require screening to reduce visual and noise impacts.
- As redevelopment occurs, parking should be directed behind or to the side of building with landscape buffers to minimize impacts on pedestrians.

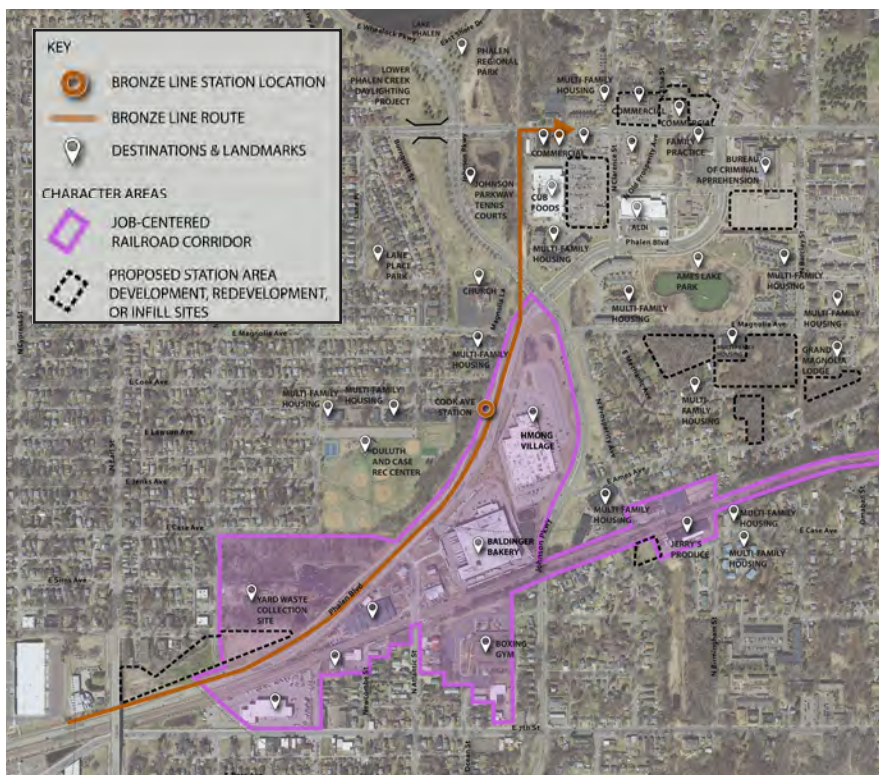


Figure 3.4 Job-Centered Railroad Corridor Character Areas.



Example image of a parking lot with screening along the edge.

1.4 POLICIES FOR ACTIVE MIXED-USE NEIGHBORHOODS

The neighborhood along Maryland Ave between Johnson Pkwy and Barclay St contains a number of commercial businesses, including grocery stores, restaurants, banks, and other retail, as well as the Bureau of Criminal Apprehension building. A new senior apartment joins an existing co-op providing housing within this area. The neighborhood along 7th St E, west of Johnson Pkwy, contains single-family residential and a number of commercial businesses and neighborhood-oriented services such as barber shops, small grocery stores, a funeral home, and social services.

1.4.1 Redevelopment

- a. Continue to integrate multi-family housing as well as mixed-use developments that establish intensities that support mass transit.

1.4.2 The Built Form

- a. As redevelopment occurs, buildings should replace surface parking close to the street to create a more pedestrian-friendly environment. Encourage design elements such as windows, doors, and architectural details along building facades.

1.4.3 Circulation and Parking

- a. Surface parking should be directed behind or to the side of buildings and utilize screening or landscape buffers to minimize impacts on pedestrians.
- b. Implement streetscape improvements to enhance the pedestrian and bicycle experience.



Example of mixed-use development with windows and doors along the building facades at the street level.



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.

2.1 PUBLIC SPACE IMPROVEMENTS

2.1.1 Phalen Blvd and Bronze Line Guideway Corridor Green Space Improvements:

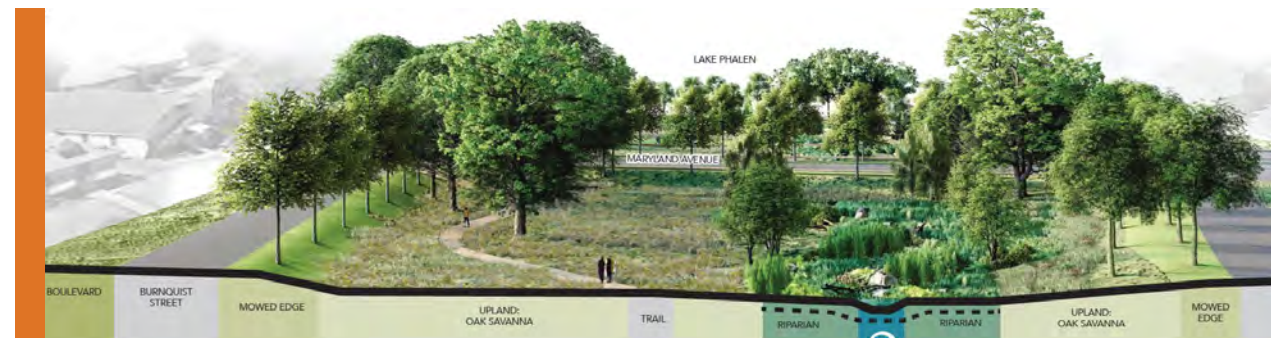
- Beginning at the intersection of Johnson Pkwy and Phalen Blvd and running south along Phalen Blvd, there is an opportunity to extend the Lower Phalen Creek Daylighting Project planting concept to this area. Today, this area lends itself to restoration as Upland Oak Savanna, which will contribute to providing shade for the trail and guideway.
- The City of Saint Paul is evaluating future updates to the Duluth and Case Rec Center. As the plan develops for this site, connections to the Phalen Blvd corridor and Cook Ave Station will be considered.

2.1.2 Johnson Parkway / Hmong Village Green Space Improvements:

- The Grand Round right-of-way along Johnson Pkwy near Hmong Village could also be maintained and restored with similar design principles as laid out in the Lower Phalen Creek Daylighting Project to further extend the aesthetic of green space throughout the station area. Improvements should also be consistent with the Grand Round design standards.
- The Saint Paul Housing Authority owns a vacant green space adjacent to a multi-family apartment complex just east of the intersection of Phalen Blvd and Johnson Pkwy. This could also be a candidate for an extended landscape restoration area and Grand Round design treatments.



Existing green space at Johnson Pkwy and Phalen Blvd.



Landscape planting concept for Lower Phalen Creek Daylighting Project (60% design concept).



2.2 PUBLIC REALM IMPROVEMENTS

2.2.1 As projects are implemented throughout the station area, improve streetscapes along primary pedestrian and bicycle routes.

- Continue to plant trees to provide shade and canopy along walkways consistently.
- Continue to maintain tree canopy to keep walkways and bikeways clear.
- Improve pedestrian environment on Atlantic St with improvements like lighting, landscaping, and wider sidewalks.
- Integrate hardy, native plant species where possible in boulevards.

2.3 PUBLIC ART OPPORTUNITIES

2.3.1 Explore potential public art locations as shown on Figure 3.6.

- 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. A number of interpretation locations are shown within the Lower Phalen Creek Daylighting Project area in alignment with the latest concept design for interpretive elements. Public art at these locations will need to be approved through Wakan Tipi Awanyankapi and Dakota. There is an opportunity to integrate art at the Cook Avenue station, as well as at the future guideway bridge location. Metro Transit will need to take the lead at these locations.

Figure 3.6 Public Spaces, Art, and Streetscape, Cook Ave Station Area.

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.

3.1 NETWORK IMPROVEMENTS

3.1.1 Explore additional bikeways on the west side of the station area to support neighborhood connections throughout the station area.

- Bikeways are proposed along Duluth St, Lawson Ave, and Maryland Ave to provide additional neighborhood-level bikeway connection to supplement the existing and future bikeway network as planned in the City of Saint Paul Bicycle Plan.

3.1.2 Explore additional bikeways on the east side of the station area to support neighborhood connections throughout the station area.

- Bikeways are proposed along Magnolia Ave, Ames Ave, and Atlantic St to provide additional neighborhood-level bikeway connection to supplement the existing and future bikeway network as planned in the City of Saint Paul Bicycle Plan. These bikeways will also connect to commercial areas.
- A proposed bikeway along Maryland Ave east of Johnson Pkwy is currently under study per the City of Saint Paul Bicycle Plan.
- A proposed bikeway is also shown adjacent to a proposed pedestrian connection around Hmong Village to connect to the Cook Ave station.

3.1.3 Explore pedestrian connections around and through the Hmong Village property and at the Cook Ave Station:

- ADA accessible sidewalks along the south and west sides of the Hmong Village building, connecting between Phalen Blvd and Johnson Pkwy, will increase a pedestrian's ability to get to the Cook Ave Station.
- Additional sidewalk connections from Cook Ave directly to the Cook Ave Station are necessary, as well as to the Duluth and Case Recreation Center.

3.1.4 Explore pedestrian connections for future residential development south of Magnolia Ave and Barclay St.

- As shown on Figure 3.7, this proposed future sidewalk follows existing right-of-way. Implementing a future sidewalk here will connect existing residents to the multi-modal network and preempt future development in this area.

3.1.5 Fill sidewalk gaps per the City of Saint Paul Pedestrian Plan.

3.1.6 Fill bikeway gaps per the City of Saint Paul Bicycle Plan.



Marked crosswalk at the southeast entrance of Hmong Village on Johnson Pkwy. A continuous sidewalk through the commercial site will provide access to the building entry, as well as access to the future Cook Ave Station for pedestrians coming from the east.



Figure 3.7 Wayfinding, Network and Streetscape Improvements, Cook Ave Station Area.

3.2 WAYFINDING OPPORTUNITIES

3.2.1 Directing transit users to the Bronze Line station at Cook Ave is the priority of the wayfinding opportunity locations shown on Figure 3.7, 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 Cook Ave Station include:
 - Atlantic St and Phalen Blvd
 - West entry at Hmong Village
 - Duluth St and Lawson St
 - Phalen Blvd and Johnson Pkwy
 - Johnson Pkwy and Ames Ave
 - Ames Lake Park at Magnolia Ave
 - Maryland Ave and Johnson Pkwy
- Suggested languages for wayfinding translation:
 - Dakota
 - Hmong
 - Karen
 - Ojibwe
 - Somali
 - Spanish



Example of transit wayfinding in multiple languages.

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 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:

- Phalen Blvd
- Magnolia Ave
- Burquist St
- Johnson Pkwy (explore ways to increase illumination within the Grand Rounds design standards)
- Maryland Ave



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.

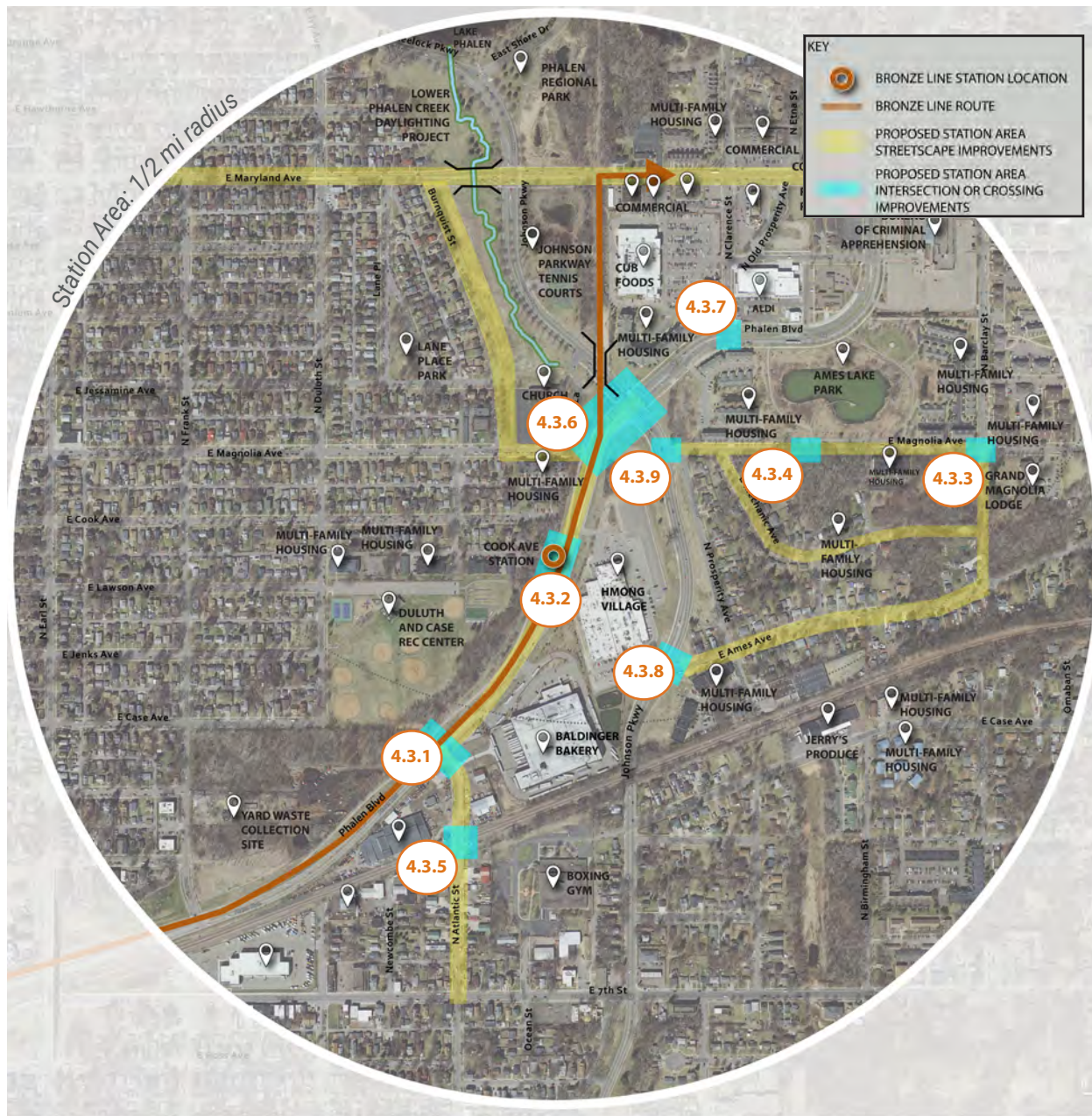


Figure 3.8 Streetscape, Intersection and Safety Improvements, Cook Ave Station Area

4.2 SAFETY POLICIES

4.2.1 New development and improvements at the Duluth and Case Recreation Center around the Cook Ave Station should be designed to keep “eyes on the street” views open to the station. This can be accomplished by integrating public space with views towards the station, as well as ensuring that developments have activated uses at ground level.

4.3 INTERSECTION IMPROVEMENTS

- Intersection improvements are recommended to increase safety and comfort for pedestrians and bicyclists 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 42 - 45 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 Cook Ave Station Area.

	LOCATION	ISSUES / CONCERNS
4.3.1	Phalen Blvd and Atlantic St	<ul style="list-style-type: none"> • Eastern crossing is marked with conventional transverse markings* • No receiving ramp or sidewalk on north side of western crossing • Detectable warning surfaces are not high contrast • Long crossing across Phalen Blvd with no refuge or crossing enhancements • Vegetation blocks the pedestrian access route in the summer • No pedestrian access to Duluth and Case Rec Center • No sidewalk along southeast side of Phalen Blvd
4.3.2	Phalen Blvd and Hmong Village Entrance	<ul style="list-style-type: none"> • Worn foot path from Duluth and Case Rec Center entrance to Hmong Village back entrance • No sidewalk on southeastern side of Phalen Blvd • No sidewalk leading to Hmong Village • No crossing infrastructure across Phalen Blvd
4.3.3	Barclay St and Magnolia Ave	<ul style="list-style-type: none"> • Missing curb ramps on west leg • No sidewalk on southwest side of Magnolia Ave
4.3.4	Magnolia Ave (Ames Park)	<ul style="list-style-type: none"> • No sidewalk or curb ramps on south side of Magnolia Ave
4.3.5	Atlantic Street at Railroad Crossing	<ul style="list-style-type: none"> • No detectable warning surfaces at sidewalk crossing of railroad tracks

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

Table 3.3 Intersections and Issues/Concerns at Cook Ave Station Area (continued).

	LOCATION	ISSUES / CONCERNS
4.3.6	Magnolia Ln, Phalen Blvd, and Johnson Pkwy	<ul style="list-style-type: none"> • Long crossings in all directions • No sidewalks on Magnolia Ln or along northwest side of Johnson Pkwy • Right turn slip lane onto Johnson Pkwy encourages high speeds • Bike conflicts for both right turns onto Johnson Pkwy may occur at high speeds and with poor sightlines • Worn foot path along treeline on the eastern corner indicates pedestrian demand
4.3.7	Phalen Blvd and Clarence St	<ul style="list-style-type: none"> • Street trees obstruct sightlines for traffic on Phalen Blvd and waiting pedestrians/vehicles on Clarence St
4.3.8	Johnson Pkwy and Ames Ave	<ul style="list-style-type: none"> • Southern crosswalk lacks curb ramps • No sidewalk to Hmong Village • No sidewalk on south side of Ames Ave
4.3.9	Johnson Pkwy and Magnolia Ave	<ul style="list-style-type: none"> • Bike lane on Johnson Pkwy disappears with no transition

BRONZE LINE STATION AREA PLAN INTERSECTION COUNTERMEASURES TOOLKIT

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.



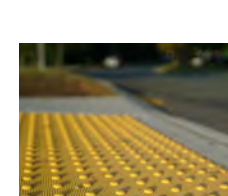
MEDIAN CROSSING ISLAND

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"> Transverse crosswalk markings are more easily missed by drivers than high-visibility crosswalk markings. Motorists who do not notice pedestrians may strike them. 	<ul style="list-style-type: none"> High-visibility crosswalk markings, consistent with the Saint Paul Public Works crosswalk marking policy. Art crosswalks (where connection to adjacent public spaces is desired).
Non-compliant or Missing Curb Ramps or Detectable Warning Surfaces (DWS)	<ul style="list-style-type: none"> 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. Non-compliant infrastructure puts users who rely on detectable warnings and curb ramps at risk of injury and creates discomfort for most users. 	<ul style="list-style-type: none"> Install or reinstall compliant directional curb ramps and/or DWS as needed. Widen narrow refuge medians to ADA minimum width.
Missing and/ or Obstructed Pedestrian Access Route	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Remove obstacles, including relocating bus stop facilities, signs, poles, or other obstructions. Sidewalk installation. Reconstruct noncompliant pedestrian access routes.
Long Crossing Distances	<ul style="list-style-type: none"> Longer crossing distances increase pedestrian exposure to conflicting traffic. At uncontrolled locations it can be difficult to safely cross several lanes of fast-moving traffic. 	<ul style="list-style-type: none"> Curb extensions. Pedestrian refuge islands/medians. Reduce and/or narrow motor vehicle travel, turning and parking lanes. Pedestrian Hybrid Beacons (PHBs), generally at mid-block locations.
Wide Corner Radius	<ul style="list-style-type: none"> Wide corner radii lengthen pedestrian crossings and allow vehicles to turn at higher speeds, increasing the potential of serious collisions. 	<ul style="list-style-type: none"> Curb extension. Reduce corner radii. Add truck apron or pillow.
Right Turn Slip Lane	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Remove slip lanes. Curb extension. Add directional curb ramps. Install modified slip lane. Add raised pedestrian crossing.

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"> Poor drainage can lead to puddles at curb ramps, either soaking pedestrians or forcing them to use another route. 	<ul style="list-style-type: none"> Reconstruction or installation of new drainage facilities at areas of concern. Reconstruction of area of concern to provide positive drainage to nearest collection point.
No Pedestrian Signal Head and/or Accessible Pedestrian Signal (APS)	<ul style="list-style-type: none"> 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. Intersections and crossings are especially difficult for people with vision impairments, and APS systems enable these people to cross much more safely. 	<ul style="list-style-type: none"> Install pedestrian signal head and/or accessible pedestrian signal.
Crosswalk Lighting	<ul style="list-style-type: none"> Lighting increases pedestrian visibility at night. Drivers will not stop for a pedestrian they do not notice. Lighting increases the perception of pedestrian personal safety at night. 	<ul style="list-style-type: none"> Install lighting that provides high positive contrast of pedestrians at all crosswalks.
Wide, Straight, and/or Under-parked Roads	<ul style="list-style-type: none"> Wide and straight car lanes encourage speeding. Under-parked streets can effectively widen adjacent travel lanes, even when the adjacent travel lane is narrow, encouraging speeding. 	<ul style="list-style-type: none"> Reduce and/or narrow motor vehicle travel, turning and parking lanes. Install curb extensions. Install vertical deflection to slow speeds: <ul style="list-style-type: none"> Speed humps/cushions/tables. Raised crossings. Raised intersections. Install horizontal deflection to slow speeds: <ul style="list-style-type: none"> Chicanes. Pedestrian refuge medians. Traffic circles.
Wayfinding/ Signage/ Pavement Markings	<ul style="list-style-type: none"> Lack of clear wayfinding, signage and pavement markings may cause confusion while traveling within the station area and to the BRT station. 	<ul style="list-style-type: none"> Install wayfinding signs. Install uniform pavement markings, signs, and traffic control devices.



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 areas. 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.

DRAFT



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):

- Saint Paul Planning and Economic Development
- Saint Paul Parks and Recreation
- Saint Paul Public Works
- Saint Paul Public Housing Authority
- CAAPB
- Metropolitan Council/Metro Transit
- Ramsey County
- MnDOT
- 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 3.6 and listed under Goal #2 are located on a combination of City-owned and County-owned properties, as well as locations associated with the future Cook Ave 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 is 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 5 years), or long-term (more than 5 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	Explore opportunities to increase the diversity of housing types.	Policies to Create Thriving Neighborhoods	Business Owners, Saint Paul Public Housing Authority, Local Non-Profit Organizations	Ramsey County Economic Competitiveness & Inclusion Plan	Ongoing	Update the zoning code as needed to allow for diversity of housing.
1.1.2	Ensure there are comfortable and convenient routes between the station and local destinations.	Policies to Create Thriving Neighborhoods	Business Owners, Saint Paul Public Housing Authority	City of Saint Paul Pedestrian Plan	Ongoing	Conduct assessment and seek funding.
1.2.1 to 1.2.3	Implement redevelopment, built form, parking and circulation policies for Supportive Residential Neighborhoods Character Area.	Policies for Supportive Residential Neighborhoods	Property Owners, Saint Paul Public Housing Authority		Ongoing	Update Saint Paul Comprehensive Plan and zoning code as needed to reflect character area policies.
1.3.1 to 1.3.3	Implement redevelopment, built form, parking and circulation policies for Job-Centered Railroad Corridor Character Area.	Policies for Job-Centered Railroad Corridor	Business Owners, Property Owners, BNSF		Ongoing	Update Comprehensive Plan and zoning code as needed to reflect character area policies.
1.4.1 to 1.4.3	Implement redevelopment, built form, parking and circulation policies for Active Mixed-Use Neighborhood Character Area.	Policies for Active-Mixed Use Neighborhood	Business owners, Property Owners		Ongoing	Update Comprehensive Plan and zoning code 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	TIME- FRAME	NEXT STEPS
2.1.1	Phalen Blvd and Bronze Line Guideway Corridor Green Space Improvements.	Public Space Improvement	Wakan Tipi Awanyankapi, Metro Transit, Adjacent Businesses / Property Owners	Lower Phalen Creek Daylighting Project	Short-term	Integrate into final design for the Cook Ave Station in areas immediate to the station. Consider other features as part of future feasibility and integrate into preliminary design.
2.1.2	Johnson Parkway / Hmong Village Green Space Improvements.	Public Space Improvement	Hmong Village, Saint Paul Public Housing Authority, Ramsey County, Wakan Tipi Awanyankapi	Lower Phalen Creek Daylighting Project	Long-term	Consider features as part of future feasibility study and integrate into preliminary design.
2.2.1	As projects are implemented throughout the station area, improve streetscapes along primary pedestrian and bicycle routes.	Public Realm Improvement	Ramsey County, Adjacent Businesses / Property Owners	City of Saint Paul Bicycle Plan, City of Saint Paul Pedestrian Plan	Long-term	Consider features as part of future feasibility study and integrate into preliminary design.
2.3.1	Explore public art opportunities within streetscape projects along Johnson Pkwy.	Public Art Opportunity	Saint Paul Public Housing Authority, Ramsey County, Hmong Village		Short-term	Explore a community-based approach to public art installation within the right-of-way.
2.3.1	Explore public art opportunities as part of the Cook Ave Station, including the guideway bridge over Johnson Pkwy.	Public Art Opportunity	Metro Transit		Short-term	Integrate public art into final design of the Cook Ave station.
2.3.1	Integrate public art into interpretive opportunities within Lower Phalen Creek Daylighting Project area.	Public Art Opportunity	Wakan Tipi Awanyankapi	Lower Phalen Creek Daylighting Project	Short-term	Integrate public art into final design of the Creek Daylighting Project.

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

GOAL #3: CONNECT PEOPLE AND PLACES



#	RECOMMENDATION	TYPE (IMPROVEMENT, POLICY, OR OPPORTUNITY)	PROJECT PARTNERS	SUPPORTING PLANS	TIME- FRAME	NEXT STEPS
3.1.1	Explore additional bikeways on the west side of the station area to support neighborhood connections throughout the station area.	Network Improvement		City of Saint Paul Bicycle Plan	Long-term	Consider as part of future Bike Plan Updates.
3.1.2	Explore additional bikeways on the east side of the station area to support neighborhood connections throughout the station area.	Network Improvement	Ramsey County	City of Saint Paul Bicycle Plan	Long-term	Consider as part of future Bike Plan Updates.
3.1.3	Explore pedestrian connections around and through the Hmong Village Site and at the Cook Ave Station.	Network Improvement	Hmong Village		Short-term	Conduct feasibility study and preliminary design in collaboration with property owner.
3.1.4	Explore pedestrian connections for future residential development south of Magnolia Ave and Barclay St.	Network Improvement	Adjacent Property Owners		Long-term	Conduct feasibility study and preliminary design.
3.1.5	Fill sidewalk gaps per the City of Saint Paul Pedestrian Plan.	Network Improvement		City of Saint Paul Pedestrian Plan	Long-term	Seek funding for sidewalk network improvements.
3.1.6	Fill bikeway gaps per the City of Saint Paul Bicycle Plan.	Network Improvement		City of Saint Paul Bicycle Plan	Long-term	Seek funding for bikeway network improvements.
3.2.1	Install directional wayfinding to direct transit users to the Cook Ave station at identified locations and in suggested languages.	Wayfinding Opportunities	Metro Transit, Ramsey County, FRAYEO, Urban Village		Long-term	Seek funding for wayfinding.

Table 4.3 Implementation - Goal #3: Connect People and Places.

GOAL #4: PRIORITIZE SAFETY AND SECURITY



#	RECOMMENDATION	TYPE (IMPROVEMENT, POLICY, OR OPPORTUNITY)	PROJECT PARTNERS	SUPPORTING PLANS	TIME- FRAME	NEXT STEPS
4.1.1	Update lighting on the identified streets listed on page 38.	Lighting Improvement	Metro Transit, Ramsey County	City of Saint Paul Bicycle Plan, City of Saint Paul Pedestrian Plan	Short-term	Integrate into final design for the Cook Ave station in areas immediate to the station and add to the City's CIP.
4.2.1	New development and improvements at the Duluth and Case Recreation Center around the Cook Ave Station should be designed to keep "eyes on the street" views open to the station.	Safety Policies	Saint Paul Public Housing Authority		Ongoing	Evaluate viewsheds during site development review and site design.
4.3.1, 4.3.2, 4.3.6	Explore intersection improvements in the area immediate to the Cook Ave station.	Intersection Improvement	Metro Transit, Ramsey County		Short-term	Integrate recommended improvements into final design for the Cook Ave station.
4.3.3 to 4.3.5	Explore intersection improvements at intersections of Saint Paul roadways, including potential access driveway for the Duluth and Case Recreation Center.	Intersection Improvements			Long-term	Conduct feasibility study and preliminary design.
4.3.7 to 4.3.9	Explore intersection improvements at intersections of Saint Paul and Ramsey County roadways.	Intersection Improvements	Ramsey County		Long-term	Conduct feasibility study and preliminary design in collaboration with Ramsey County.

Table 4.4 Implementation - Goal #4: Prioritize Safety and Security.

