# Appendix
# Central Station Block Design Guidelines


Adopted as an amendment to the *Downtown Station Area Plan*, an addendum to the Saint Paul Comprehensive Plan
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**Technical Advisory Committee**
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Lucy Thompson, Saint Paul Dept. of Planning and Economic Development

**Winter & Company**
Noré Winter
Julie Husband
Marcia Klopf

**Cuningham Group**
Andrew Dresdner
Chrissy Lee

**Landscape Research**
Amy Lucas

A note about photographs: Historic photographs are courtesy of the Minnesota Historical Society. Contemporary photos of the site context (2016) are by the consultants, or taken from Google maps street view (data provider: Google), where noted. Also, note that some photographs used to illustrate concepts for compatible infill are from other places. These are used to convey a sense of character and quality of design that would generally be appropriate for the site. However, some details of these examples may not meet the design guidelines in this document.

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**Figure 1.1** The Central Station block site today, looking from the corner of 4th and Minnesota, ca. 2016

# 1 Introduction

Central Station lies at the heart of downtown Saint Paul and functions both as a gateway to downtown and a destination in and of itself. The block's current state traces development through early shipping and trading to mid-20th century commercial downtown use. With the recent construction of the Light Rail Transit (LRT) station, the block is a prime location for redevelopment.

This block and its context are especially unique because of their rich history and array of historically-significant resources. While many people recognize these resources, spanning from the late 1800s to the mid-1900s, they were not formally recognized until the planning of the LRT station. A survey of historic resources (*Minnesota Mutual Life Insurance Company Building, 345 Cedar Street, Saint Paul and the Saint Paul Urban Renewal Historic District: National Register Evaluation*) occurred as part of the required review under Section 106 of the National Historic Preservation Act for the Central Corridor LRT project. The survey identified several individual properties of historic significance that date from the early decades of the 20th century. It also identified a potential historic district, focused on the Urban Renewal era during the mid-20th century. Ultimately, the construction of the new LRT station led to the demolition of the Midwest Federal Building at 360 Cedar Street, determined to be an adverse effect based on the Section 106 review. To mitigate this adverse effect, the *Programmatic Agreement for the Central Corridor LRT Project* stipulated that a set of design guidelines be prepared for redevelopment of the block to ensure that new development is compatible with the surrounding historic resources.

This appendix document presents design guidelines that consider the National Register of Historic Places (NRHP) Minnesota Building, NRHP-eligible buildings including the Saint Paul Athletic Club and the First National Bank Building, and the potential NRHP Saint Paul Urban Renewal Historic District buildings. Compatibility with these two "layers" of history should be key considerations in designing new improvements in the area. These design guidelines are also consistent with the Secretary of the Interior's Standards for Rehabilitation.

# 1.1 How to Use This Appendix

Bringing light rail transit to downtown Saint Paul creates a signature opportunity to reinforce and enhance downtown Saint Paul as a contemporary, vibrant heart of the city for living, working and culture. It is an opportunity to put downtown Saint Paul "on the map" through a series of targeted city-building initiatives: strengthening and distinguishing downtown's development market; promoting large and small place-making efforts; and improving mobility options and access to jobs, housing and community services.

This Appendix presents design principles and guidelines for the redevelopment of the Central Station block in downtown Saint Paul. The design principles and guidelines provide guidance for new development that responds to the history of the block and its context, addressing site plan, architectural character, building design, mass and form, exterior building materials, public space activation and structured parking.

Chapter 2: Central Station Block Development and Existing Conditions describes the Central Station block and its history. This section explains each important phase of development the block has experienced, the historic buildings that create the context of the block, characteristics of these buildings and the physical elements of the block that will influence future development.

Chapter 3: Design Framework and Key Design Principles outlines general organizational concepts for the block and the key design principles for new development, including massing, architectural details, materials, entrances, windows, site design and pedestrian safety in and around the block.

Chapter 4: General Design Guidelines for New Development on the Central Station Block expands on the general design principles presented in Chapter 3 and provides detail on appropriate future development. This chapter provides design guidelines for topics such as site plan, architectural character, mass and form, exterior building materials, building activation (ground-level, skyway and atrium levels) and the potential for new parking structures on the block.

This chapter also provides infill examples to illustrate how these design guidelines could be interpreted and could result in a successful development of the block. The four scenarios that are presented are hypothetical in nature, and are meant to simply provide visualizations through models and text that describe important features of each scenario. *In no way are these four scenarios the only types of development that can happen on the Central Station block.*

Chapter 5: Central Station Block Circulation focuses on circulation through and around the Central Station Block, prioritizing pedestrian safety and circulation, while focusing on the main types of public transportation that are centered on the block - existing Light Rail Transit and bus (and potential Bus Rapid Transit) service. This chapter also touches on bicycle and vehicular circulation, including service access to the block and future development.

Chapter 6: Open Space on the Central Station Block describes the importance of creating indoor and outdoor public spaces at the ground, skyway and atrium levels, and creating seamless flow between all of these areas. Guidelines are provided to help development achieve successful public spaces. Design guidelines are also provided for public art so that it will complement, enhance and activate the block.

**Figure 1.2** The Green Line LRT station that bisects the Central Station block, 2016.


**Figure 2.1** Victory Square, ca. 1938

# 2 Central Station Block Development and Existing Conditions

The Central Station Block has been an essential part of all phases of development of downtown Saint Paul. As such, understanding the evolution of the block and its surrounding context, as well as the current conditions of the block, are key to successful future block construction.

# 2.1 Historic Context

**Figure 2.2** View of 5th and Cedar corner, Central Station block at rear. ca. 1900

**Figure 2.3** 4th Street, ca. 1857

Since its founding in 1854, Saint Paul, and especially its downtown Central Station block, have been marked by several phases of development. Many traces of the city's historic character are still obvious in the features of the block and its surrounding context. For instance, the current street pattern dates from 1849, part of the city's pioneer period, but the surrounding streetscape is a result of later development periods. The Saint Paul Athletic Club (1918) remains the oldest building in the study area and shares the block with the Central Station. First National Bank (1931) and the Minnesota Building (1929) face the Central Station Block and are significant examples of Art Deco architecture. The majority of the infrastructure around the Central Station block is the result of Saint Paul's urban renewal program beginning in the 1950s and continuing into the 1970s, and the station itself is centered in the NRHP-eligible Saint Paul Urban Renewal Historic District.

## Pioneer Settlement, 1840-1880

Saint Paul's pioneer settlement focused along the Mississippi River between the Trout Brook and Chestnut Street ravines. The plats of the Town of Saint Paul Proper and Rice and Irvine's Addition were recorded in 1849, and created grid-plan blocks aligned to the river. The riverfront featured the Upper and Lower Landing steamboat ports and commission warehouses until the arrival of the railroad in 1862 and subsequent manufacturing growth.

Third Street, on the bluff above the Mississippi River, developed as the city's commercial thoroughfare with residential settlement to the north. In 1860, a fire destroyed over thirty wood-frame buildings on Third Street between Robert and Jackson streets. By the 1870s, Third Street was lined with Italianate style buildings of buff brick and local Platteville limestone. At the same time, gas streetlights (1867), city water (1869), sewers (1873), street paving (1873), a street horsecar line (1872) and telephones (1877) provided needed infrastructure and elevated the city's commercial status.

The early infrastructure has not survived in the Central Station area, but the historic street alignment of the 1849 plats remains, as does the layout of Washington, Market, St. Peter, Wabasha, Cedar, Minnesota, Robert, Jackson, Sibley and Wacouta as well as Fourth and Fifth streets. Third (Kellogg) and Bench (Second) streets were redesigned in the late 1920s.

## Development of Central Business District, 1880 - 1930

By the late 1870s, a new generation of buildings and structures replaced those of the Pioneer Period. The St. Paul Bridge (1854) was replaced with the Wabasha

Street Bridge in 1874 and strengthened Wabasha's presence as a major thoroughfare. The block bounded by Wabasha and Cedar streets between Fourth and Fifth streets was cleared to make way for the St. Paul City Hall-Ramsey County Courthouse (1889). Single-family dwellings disappeared in the downtown core, and were replaced with retail buildings and multiple tenant housing. By 1893, horsecar lines were replaced by electric streetcars. Beginning in the 1880s, new office buildings developed along Fourth, Fifth and Sixth streets, creating the heart of the business district that remains today. Third Street and Lowertown to the east remained the warehouse wholesale district, while the retail corridor developed to the north along Seventh Street and along other streets (including Robert and Wabasha).

The period between 1880 and 1920 saw the introduction of many new building types in downtown Saint Paul, including the department store, automobile showroom, parking garage and large railroad stations. The most significant building type to affect the downtown landscape, however, was the tall office building. While a few multi-story hotels were constructed in the downtown core, the tallest buildings constructed between 1880 and 1920 were for office use. The office building expressed the increasing segregation between production, manufacturing, warehousing and distribution functions, and record keeping, real estate sales, and legal transactions. Insurance firms, newspaper companies and banks not only required more office space but also desired monumental buildings that would relay the importance and financial strength of the company.

Romanesque and Renaissance Revival Style buildings—characterized by heavily rusticated stone and dark brick that often concealed at least a partial iron or steel structural system—dominated much of Saint Paul's late 19th-century office construction. The six-story Union Block (1885, razed) at Fourth and Cedar and its neighbor on the opposite corner, the ten-story Globe Building (1887, razed), were typical Romanesque Revival buildings of this period. The year 1889 was marked with the arrival of four tall office buildings in the central core: Germania Bank Building (1889, extant) at Fifth and Wabasha streets, New York Life Insurance Building (1889, razed 1967) at Sixth and Minnesota streets, Germania Life Insurance Building (1889, razed 1970, replaced by Kellogg Square apartments) at Fourth and Minnesota streets, and the Pioneer Building (1889, extant) at Fourth and Robert streets. At twelve stories and with a complete structural steel frame, the Pioneer Building is considered Saint Paul's first skyscraper. The building provided its tenants with technological advances, including the nation's first glass-walled elevators and the first commercial telephone answering service. In 1910, four additional stories completed in the Renaissance Revival style were added to the steel

**Figure 2.4** Saint Paul City Hall-Ramsey County Courthouse, ca. 1887

**Figure 2.5** 4th Street from Minnesota Street, facing east, ca. 1923

frame of the Romanesque building, maintaining the building's competitiveness with new office construction.

By the turn of the century, reinforced concrete structures were very popular with warehouse and department store owners who required uninterrupted floor areas. In 1908, Minneapolis engineer, Claude Allen Porter Turner (known as C.A.P., 1869-1955), patented a new structural form that allowed columns to carry slab floors, eliminating beams. By 1915, the Twin Cities had the nation's greatest concentration of tall concrete frame buildings; this is likely due to Turner's presence coupled with the strong demand for commercial and industrial structures. In the 1910s, the new generation of Saint Paul office buildings utilized reinforced concrete construction covered by smooth-skinned terra cotta and brick, with limited ornamentation. These Commercial Style buildings exhibited the tripartite exterior design for tall buildings that divided them into a vertical column with an articulated base, an uninterrupted shaft and a prominent capital. In 1915, the National German-American Bank (1885) at Fourth and Robert streets was replaced with the 16-story, First Farmers and Merchants Bank Building (1915, extant). The Beaux-Arts Commercial Style office building is clad in glazed white brick and features the tripartite design. The Saint Paul Hotel (1910) at St. Peter and Fifth streets and the St. Paul Athletic Club (1918) at Cedar and Fourth streets were also completed in the Beaux-Arts style.

Between 1928 and 1937, Kellogg Boulevard was constructed along the alignment of the 53-foot-wide Third Street from Market to Jackson streets. The boulevard was planned as a backdrop for a new generation of civic and commercial buildings, and encompassed the new Robert Street Bridge (1925). These buildings would exemplify a new architectural vocabulary encompassing the Art Deco and Moderne styles, and include the Minnesota Building (1929) and the 32-story First National Bank (1931), which face the Central Station block. At the same time, a new Art Deco Saint Paul City Hall and Ramsey County Court House (1931) was completed at Wabasha Street and Kellogg Boulevard.

There was little infrastructure investment in downtown Saint Paul during the Depression and World War II. The old Saint Paul City Hall and Ramsey County Court House was demolished in 1933, and the block was landscaped as Victory Square. In 1944, the Central Business Development Committee was formed to improve downtown Saint Paul. It hired planner Raymond Loewy to modernize the commercial core, but lacked implementation funds.

## Downtown Urban Renewal, 1955 - 1978

Concentrated in the late 1940s and expanding further into the mid-to-late 20th century, the urban renewal era spread throughout the United States. The adoption of the U.S. Housing Act of 1949 as public policy triggered much of what is now known as urban renewal. This phenomenon focused on the reconstruction of many downtowns, through the purchase and redevelopment of buildings, neighborhoods and large pieces of land. The City of Saint Paul's urban renewal period lasted from 1955 - 1978, and was enabled by the formation of a Housing Redevelopment Authority (HRA) to oversee the local use of grant funds and eminent domain to acquire and assemble land. The Saint Paul HRA initially focused its efforts on constructing public housing and clearing space downtown for future development.

During this period, the area bounded by Fourth, Seventh, St. Peter and Robert streets continued as the city's business district, but was highlighted in a 1958 St. Paul City Planning report as blighted. In 1955, the eight-story Minnesota Mutual Life building was built on the Victory Square block and introduced the International Style to downtown Saint Paul. Revitalization was slow in the downtown core until the adoption of the Capital Centre Plan in 1962, which was aided with a $19-million federal grant. The plan called for the redevelopment of twelve square blocks of the central downtown core, which has now been determined eligible for the National Register of Historic Places as the Saint Paul Urban Renewal Historic District. The Central Station sits on the central block in this potential historic district.

Projects built within the Capital Centre Plan area include the Federal Courthouse (1961) on Kellogg Boulevard; Degree of Honor Building (1962), which replaced the Minnesota Mutual Life Building at 325 Cedar Street; and the attached Victory Ramp (1955-60). These International Style buildings are streamlined in design with strip windows and smooth, unornamented elevations. Dayton's Department Store (1963) at 411 Cedar Street and the First Bank Addition (1969) at 332 Minnesota Street followed similar design concepts. Construction of I-94 at the north end of the downtown core began in 1967 and further bound the core of the downtown business district.

Urban renewal continued into the 1970s with additional infrastructure facing Kellogg Boulevard as well as two massive banks along Fifth Street. The Northwestern National Bank (1971) fills the block bounded by Cedar, Minnesota, Fifth and Sixth streets, and the American National Bank Building (1974) fills the neighboring block to the east. The current Central Station required the demolition of the four-story, First Federal Savings and Loan (1971) in 2011.

**Figure 2.6** In an urban renewal era rendering, the Central Station block sits to the far right and is surrounded by mid-century style buildings that exhibit podiums, perforated building skins and large amounts of glass and some concrete.


**Figure 2.7** Victory Ramp, corner of 4th and Wabasha, with rear of Minnesota Mutual Life building at right, ca. 1956


**Figure 2.8** The Pioneer Press building, an example of 20th-century architecture in Saint Paul, exhibits a clear distinction between the middle and cap of the building, and a strong pattern of upper-story windows.

**Figure 2.9** An example of mid-century modern architecture near the Central Station site in Saint Paul exhibits many of the common characteristics including an "industrial" look as well as a metal and glass skin.

## Historic Resources

Relating the late-19th/early-20th century and mid-20th century periods of significance of the Central Station block presents a unique challenge for future development. These two periods of significance create a special condition, in that the characteristics of development from these two times are very different from one another. The design guidelines in this document draw upon characteristics from each era of historic context. While future development on the site should reflect both eras, it should not copy designs exactly. Early-20th century and mid-century modern architectural characteristics that should be considered for future block development are listed on the following pages, and explained throughout the chapter.

*Early-20th Century Resource Characteristics*

- Oriented to the street
- Buildings share compositional features
- Designed to work in concert with similar building forms that spanned several decades but had similar fundamental features
- Active street-level
- Many entrances and connections
- Base, middle, cap on buildings
- Street scale of 1 to 2 stories
- Pattern of upper-story windows
- Alignment of window patterns
- Stone and brick

*Mid-Century Modern Resource Characteristics*

- Usually designed as a "stand-alone" structure
- More internally focused
- Often a single entry
- Less of a connection to the street along the entire building wall
- Skin of the building (not generally fenestration patterns) creates a texture, sometimes with vertical emphasis and sometimes with horizontal emphasis
- Usually a concrete, metal or glass skin
- More "industrial" window and door frames
- Usually a base of 4-6 stories, with an extruded tower of ten or more stories


**Figure 2.10** Former Dayton's at 411 Cedar Street, ca. 1963

# 2.2 Design Context

## Key Historic Resources

### Early 20th-Century Buildings

1. Saint Paul Athletic Club
2. 1st National Bank Building
3. Minnesota Building

### Mid-Century Modern Buildings

4. American National Bank Building
5. Northwestern National Bank
6. Osborn Building and Plaza
7. MN Mutual Life Insurance Co. / Pioneer Press
8. Degree of Honor Building

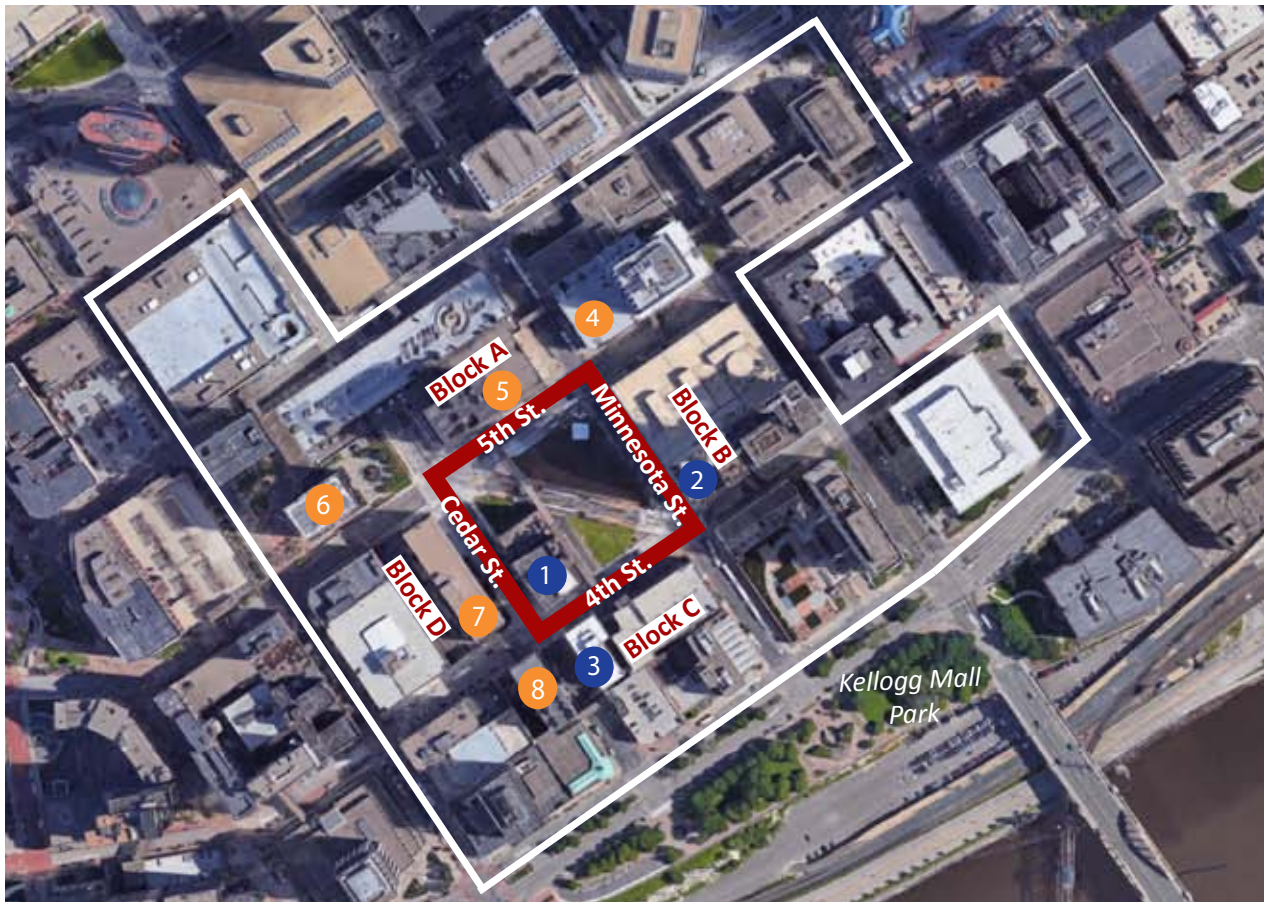



**Figure 2.11** A map of the potentially-eligible Urban Renewal Historic District outlines the 12 blocks it would encompass. A smaller red square identifies the Central Station block, which is now home to the Saint Paul Athletic Club and the Green Line LRT station, Google 2016

The current context of the Central Station block consists of a wide variety of building styles, ranging from the late-19th century to the mid-20th century, and building types, ranging from residential to commercial. The surrounding blocks exhibit three important early 20th-century buildings and even more mid-century modern buildings, demonstrating the wealth of activity that took place in the 1940s and 1950s. These blocks and their buildings are crucial to defining important elements that future development on the Central Station block must take into account, including key characteristics of historic resources.

## Physical Characteristics

### Block Features

The Central Station block is bordered by Cedar, 5th, Minnesota and 4th streets. It sits approximately halfway between the Rice Park Entertainment District - which includes Rice Park, the Science Museum of Minnesota and the Xcel Energy Center - and Lowertown, which is home to Mears Park, a vibrant residential and arts community, Union Depot and CHS Field. The block is also approximately three blocks north of the Mississippi River and two blocks from Saint Paul City Hall.

Currently, the Central Station block is home to the Saint Paul Athletic Club, an important 20th-century building in the area. It rises 13 stories and is constructed of

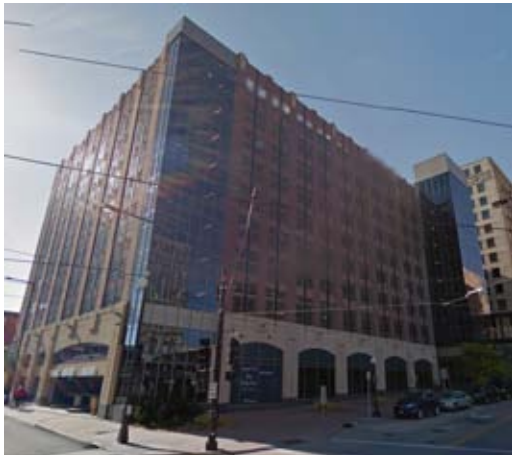


**Figure 2.12** (Top left): Block A, Northwestern National Bank Building; Google, 2016
**Figure 2.13** (Bottom left): Block B, First National Bank Building; Google, 2016
**Figure 2.14** (Top right): Block C, Minnesota Building
**Figure 2.15** (Bottom right): Block C, parking garage, Google, 2016

**Figure 2.16**: Block D, Minnesota Mutual Life Insurance Company/ Pioneer Press Building

**Figure 2.17**: The Saint Paul Athletic Club occupies the southern corner of the Central Station block; Google, 2016

brick and stone. The Saint Paul Athletic Club sits along Cedar Street, composing approximately two-thirds of the street frontage, leaving the corner of Cedar and 5th streets open for development. A skyway backs up to the northeast side of the Saint Paul Athletic Club and provides direct access from the parking garage along 4th Street to the Northwestern National Bank building.

A recently constructed Green Line LRT station bisects the remainder of the Central Station block, traveling from the intersection of Cedar and 5th streets to the intersection of 4th and Minnesota streets. A station platform sits on either sides of the tracks, leaving open space in triangular forms - one bounded by 5th Street, Minnesota Street and the LRT tracks and the other bounded by 4th Street, the Saint Paul Athletic Club and the LRT tracks. A third parcel also exists for redevelopment and is bounded by Cedar Street, the Saint Paul Athletic Club and the LRT tracks.

## Block Context

Each of the blocks surrounding the Central Station block contains important historic resources that new development must draw upon. These blocks and their historic resources are illustrated on the following pages.

Block A contains the Northwestern National Bank Building, built in 1971, now known as the Alliance Bank building. This mid-century modern podium and extruded tower structure rises over 15 stories tall and faces the Central Station block. The First National Bank building sits on Block B and also faces the Central Station block. Built in 1931, this Art Deco, 32-level stone tower structure steps back as it rises. Another example of the Art Deco style, the Minnesota Building, sits on Block C, directly across 4th Street from the Saint Paul Athletic Club. The remainder of the 4th Street frontage is dedicated to a parking ramp. Finally, the Minnesota Mutual Life Insurance Company, now known as the Pioneer Press building, sits on Block D. Constructed in 1955, this eight-story limestone structure sits on a granite base and exhibits horizontal band windows.

## Transportation and Circulation

With the variety of surrounding uses and its proximity to important landmarks in downtown Saint Paul, the development of the Central Station block as a Green Line LRT station creates a key access point for residents, employees and visitors of downtown Saint Paul. In addition to the LRT station, the Central Station block also sees large amounts of frequent bus traffic, with shelters located along 5th Street and Cedar Street.

**Figure 2.18** The American National Bank Building, now U.S. Bank, sits to the north of the Central Station block; Google, 2016

**Figure 2.19** The Osborn Building and Plaza, now known as EcoLab, sits to the west of the Central Station block; Google, 2016

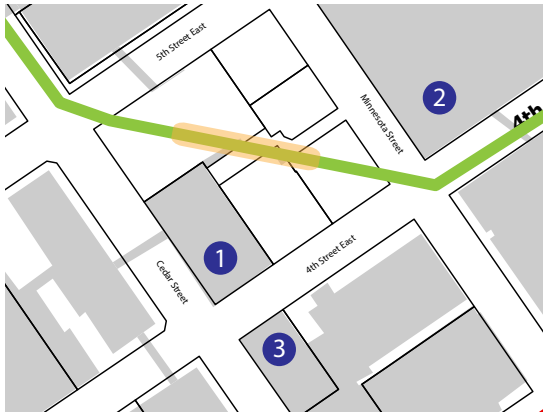



**Figure 2.20** Early 20th-century buildings border the Central Station block

**Figure 2.21** The Saint Paul Athletic Club building

## Early 20th-Century Characteristics and Notable Buildings

Three key early 20th-century buildings display important characteristics that should be considered in the development of the Central Station block. At the same time, these elements should not be directly copied, as development should be "of its time."

### Key Characteristics of Early 20th-Century Buildings

#### *Integrated and Related Structures*

Early 20th-century buildings in downtown Saint Paul are built to be integrated and relate to one another, creating "ensemble buildings" that connect to one another, many times creating a full block of development despite distinct parcels and their buildings.

#### *Rectilinear Massing*

Early 20th-century buildings in downtown Saint Paul are rectilinear and are built with three distinct features: a base, a middle and a cap. The base generally provides public access, storefronts and other entries; the middle comprises the majority of the structure visually and functionally, and is highly articulated; and the cap encompasses the top one or two stories and provides architectural detailing that visually "finishes" a building. The rectilinear massing of historic structures also helps define the street edge and anchor the corners of lots.

#### *Masonry Materials*

In downtown Saint Paul, early 20th-century structures were built of masonry materials. Stone and red brick were the primary building materials used in exterior construction of the First National Bank Building, Minnesota Building and Saint Paul Athletic Club.

#### *Ground-Floor Entries*

The main entry to an early 20th-century building is clearly defined along the street wall through architectural detailing, a stepped-back form, or a change in materials or colors. Most structures have one primary entrance, with additional service doors, if available.

#### *Transparent Ground Floor*

The ground floor on early 20th-century buildings is also notable because, in addition to the primary entrance, the ground floor is primarily transparent. The combination of defined ground-floor entryways and numerous windows, many times accented with awnings, creates a strong connection to the street.

#### *Pedestrian-Oriented Signage*

Signage on early 20th-century buildings was designed to be pedestrian-oriented, placed within the first two stories and generally close to the primary entrance of the building. Wall signs, band signs and blade signs were common sign types used on historic buildings.

## Notable Early 20th-Century Buildings

Three National Register of Historic Places (NRHP)-eligible buildings bordering the Central Station block exhibit important architectural elements that should be given consideration in the development of the Central Station block. While these buildings and their elements should not be copied directly, new development should reflect key design features in order to create compatible development on the Central Station block.

Three individual structures of landmark quality frame the block:

1. The Saint Paul Athletic Club (1918)
   340 Cedar Street
   Architect: Allen H. Stem

   Located in the same block as Central Station, the Saint Paul Athletic Club building presents a number of key early 20th-century building features including:
   - Base, middle, cap
   - Pedestrian-friendly street edge and entrance
   - Clearly-defined entry

2. The First National Bank Building (1931)
   332 Minnesota Street
   Architects: Graham Anderson Probst and White of Chicago

   Located at the corner of Minnesota and 4th streets, the First National Bank building faces the Central Station block. Key early 20th-century features seen through this structure include:
   - Rectilinear tower form that "steps back" as it rises
   - Semi-transparent ground-floor that uses distinct materials to create a pedestrian-scaled environment
   - Use of masonry materials

3. The Minnesota Building (1929)
   46 E. 4th Street
   Architect: Charles A. Hausler

   This historic structure faces the Saint Paul Athletic Club at the corner of Cedar and 4th streets, and includes key features such as:
   - Transparent ground-floor
   - Ground-floor entries
   - Use of masonry materials


**Figure 2.22** The First National Bank Building

**Figure 2.23** The Minnesota Building, in the middle

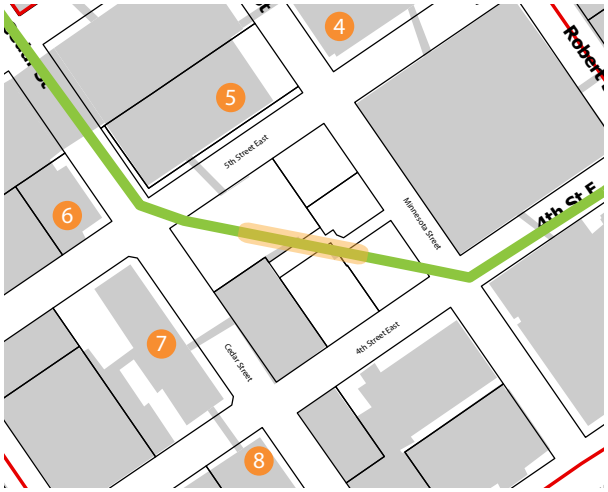



**Figure 2.24** Mid-century modern buildings surround the Central Station block site

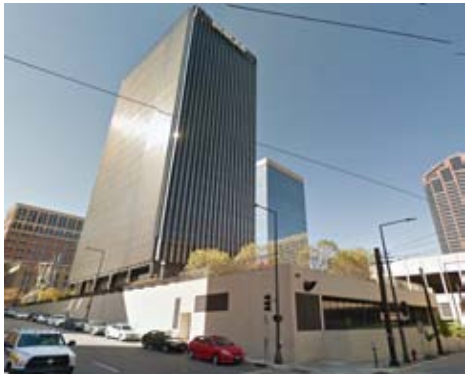


**Figure 2.25** The Osborn Building and Plaza; Google, 2016

## Mid-Century Modern Characteristics and Notable Buildings

Five key mid-century modern buildings surround the Central Station block and provide insight into key features that may be reflected in future development of the block.

### Key Characteristics of Mid-Century Modern Buildings

#### *Free-Standing Structures*

Mid-century modern buildings are most often presented as free-standing, individual objects. In some cases, they relate to other buildings in the context through building components that align or storefronts that are transparent in nature; in other cases, a building does not relate to another building in the context.

#### *Extruded, Tower Forms*

A mid-century modern building typically has a large, rectilinear form on the majority of the block, which rises from a podium. From this form, many times a tower form is extruded. This tower generally rises to 10-20 stories; however, it does not cover more than a third of the full building floor plate.

#### *Concrete, Steel and Glass Materials*

The majority of mid-century modern buildings in downtown Saint Paul are built of concrete, steel and glass with some accent materials.

#### *Single-Entry Structures*

The primary entrance to some mid-century modern buildings is less detailed and harder to find at the pedestrian level. Instead, these single-entry structures are generally oriented towards automobiles, which can drive up to an entrance to drop a passenger off.

#### *"Blank" Public Realm*

While some mid-century modern buildings utilize windows along the ground-floor, many have a blank street-wall, void of windows, entrances or architectural details that add to the the pedestrian experience.

#### *Auto-Oriented Signage*

While the main signs for these structures are generally placed near the primary entrance, many times these are larger and oriented towards vehicles traveling from further distances, rather than for pedestrians that are walking next to the structure.

## Notable Mid-Century Modern Buildings

The five notable mid-century modern buildings that face the Central Station block show a range of key architectural characteristics. New development should acknowledge these characteristics while still be designed to be "of its time."

4. The American National Bank Building (1974) 101 E. Fifth St.
   Architect: Heartsick, Lundgren & Associates

   Now the U.S. Bank building, the American National Bank Building was built to the north of the block, along 5th and Minnesota streets. The building exhibits key mid-century modern features including:

   - Podium base with extruded tower form
   - Concrete construction
   - Single-entry structure

5. Northwestern National Bank (1971)
   55 E. Fifth St.
   Architect: Grover Dimond Associates

   Now known as the Alliance Bank Center, the Northwestern National bank sits across Minnesota Street from the American National Bank Building and includes features such as:

   - Significant setback from the street
   - Single-entry structure
   - Podium base with extruded tower form

6. Osborn Building and Plaza (1968)
   370 N. Wabasha St.
   Architect: Bergstedt Wahlberg and Wold

   At the corner of 5th and Cedar streets, the Osborn Building and Plaza (now known as the EcoLab Center) exhibits key mid-century modern architectural components including:

   - "Blank" public realm
   - Podium base with extruded tower form
   - Glass and steel construction

7. Minnesota Mutual Life Insurance Company (1955) 345 Cedar St.
   Architect: Ellerbe Associates

   Situated across Cedar Street from the Saint Paul Athletic Club, the Minnesota Mutual Life Insurance Company building, also known as the Pioneer Press building, displays key mid-century modern features such as:

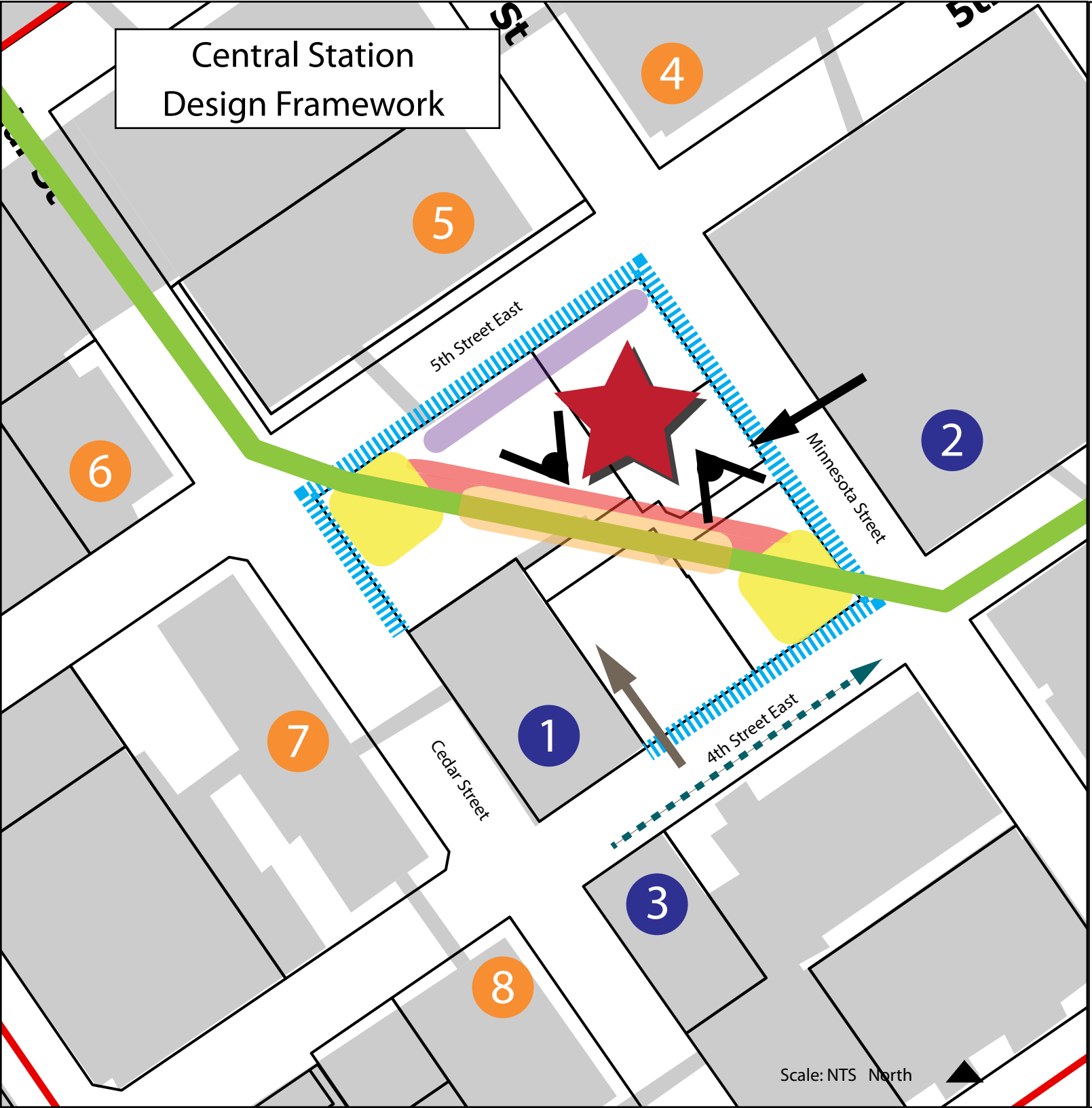
   - Horizontal design with narrow window bands
   - Single-entry structure

8. Degree of Honor Building (1962)
   325 Cedar St.
   Architect: Bergstedt Hirsch Wahlberg and Wold

   The Degree of Honor building sits at the corner of 4th and Cedar streets and exhibits key mid-century modern characteristics such as:

   - Free-standing structure set back from the street
   - "Blank" public realm
   - Steel and glass exterior building materials

**Figure 2.26** The Degree of Honor Building, ca. 1962




## Map Key

### Early 20th Century Buildings

1. Saint Paul Athletic Club
2. 1st National Bank Building
3. Minnesota Building

### Mid-Century Modern Buildings

4. American National Bank Building
5. Northwestern National Bank
6. Osborn Building and Plaza
7. MN Mutual Life Insurance Co.
8. Degree of Honor Building

### Existing Conditions

- Topographical Change
- Green Line
- Transit Queuing
- Bus transfer station
- Views to Mississippi River and Minnesota State Capitol

### Suggested Features

- Tower Location
- Pedestrian-friendly Street Edge (first floor transparent)
- Public Plaza (Access to Station Platform)
- Parking Access from Minnesota St.
- Retain Service Access
- Pedestrian-Activated Walkway

# 3 Design Framework and Key Design Principles

The design framework diagrams the fundamental organizational concept for the Central Station block. It considers historic resources, views, access, other physical features and the location of future development.

The key design principles provide direction for future development of the Central Station block. They highlight the existing conditions and suggested features that follow the design principles and guidelines to create a successful development on the block. For instance, the topographical change from Cedar and 4th streets to the corner of Minnesota and 4th streets is noted. The Green Line LRT station and its queuing platform are key features of the current Central Station block. The bus transfer station along 5th Street is also a key transportation and circulation component to the block, as it remains one of the busiest bus transfer stations in the system.

The design framework map also provides a category of "Suggested Features" that respond to existing conditions in order to take advantage of the block's opportunities and create a successful development. These suggested features include a potential tower location at the corner of 5th and Minnesota streets, a pedestrian-friendly street edge around the new building(s) to create an active storefront, and possible locations for public plazas that acknowledge the LRT and pedestrian traffic flows. This category also notes the potential location for parking access to the block, as well as the importance of retaining service access along the Saint Paul Athletic Club building. These suggested features are reflected in the following set of design principles and are further developed in the design guidelines in Chapters 4-6.

# 3.1 Design Principles for the Central Station Block


**Figure 3.1** Draw upon the design of local historic resources for development on the Central Station block (Principle 2).

The following design principles provide broad direction for future development of the Central Station block. These design principles set the foundation for more detailed design guidelines that follow (Chapters 4-6).

### Principle 1: Create a sense of arrival.

High volumes of transit passengers are expected to travel to and through the Central Station block, with the LRT Green Line bisecting the block and two high-frequency bus stations along 5th Street. As such, the Central Station block becomes a "gateway," as well as a destination, for downtown Saint Paul. Development should respond to the block's important role in form and function.

### Principle 2: Draw upon the design of local historic resources for development on the Central Station block.

Any future building on the Central Station block should relate to the individually-significant structures in the area, which are identified as potentially eligible for the National Register of Historic Places, locally-designated buildings, and those properties identified as "contributing" to the potential Urban Renewal Historic District (see map on page 20). Development should do so through its mass, scale, orientation and a variety of other elements that will be discussed in more detail in following sections.

### Principle 3: Design new building(s) to relate to historic resources in mass and scale.

The NHRP-eligible and Urban-Renewal-Historic-District-eligible buildings in this section of downtown Saint Paul generally consist of block forms at least 10 stories high. More specifically, new development on the block should relate to street-level frontages (2-story storefronts) and overarching base, middle, cap organization. While a new structure(s) on the block should be "of its time" and therefore may be much taller than its neighboring historic resources, it should reflect this general massing and scale to be compatible with historic precedents in the downtown core.

### Principle 4: Design a new building(s) to be "of its time."

In addition to relating to the historic resources that surround the block, new development should be modern in nature. A modern development will consider materials, durability, new technologies, resiliency and sustainability.

### Principle 5: Provide safe transit access throughout the block.

The combination of pedestrian, automotive, bike, bus and light rail traffic in and around the block make safety a key concern. Future development should plan for each mode of transportation, and consider

how pedestrians can safely and easily navigate the block to reach a waiting platform, bus shelter or other destinations in or around the block. Movement through the block and to connecting transit should also be compliant with the Americans with Disabilities Act (ADA).

### Principle 6: Plan for sustainable development on the Central Station block by utilizing Low Impact Development (LID) principles and endeavoring to build to Leadership in Energy and Environmental Design (LEED) certification standards.

The City of Saint Paul is committed to finding sustainable solutions to urban development. New development on the Central Station block should recognize the City's sustainability goals, including protecting air, water and the urban landscape; reducing carbon emissions; and managing the City's natural resources. New development should specifically consider LID principles for site design, the LEED certification requirements and the City's Sustainable Building Policy for building design.

### Principle 7: Create active public spaces at the street, second- and third-floor levels.

Public space on the Central Station block can be defined as the "public realm," which is publicly-owned space such as sidewalks, and "public amenity space," which is privately-owned space that is available for public use, such as lobbies or upper-level decks. While they may be managed and maintained differently, these spaces and the interfaces between them should be designed in similar ways. The design of the streetscape and how it touches the building face, the movement of people through the block and the availability of public spaces are among the important considerations to creating a safe and exciting pedestrian experience.

### Principle 8: Provide pedestrian connections throughout the block.

Vertical and horizontal pedestrian connections through the Central Station block are crucial to moving pedestrians safely and efficiently. These connections should be easily identified through the block's design and the use of wayfinding devices. Vertical connections should be strategically placed on the block to allow for quick and easy movement between upper-level public spaces such as skyways and atria, and the street-level. Horizontal connections should follow the LRT platform configuration and connect people to plaza spaces.

### Principle 9: Incorporate public art into future development.

Public art should be incorporated into the block, through the design of functional objects such as transit shelters and benches, and through stand-alone installations that enhance the built environment.

**Figure 3.2** Create active public spaces on the street, second- and third-floor levels (Principle 7).

**Figure 3.3** Incorporate public art into future development (Principle 9).


**Figure 3.4** Provide safe transit access throughout the block (Principle 5).


**Figure 3.5** Draw upon the design of local historic resources for the development of the Central Station block (Principle 2).

**Figure 3.6** Create a sense of arrival (Principle 1).

## Principle 10: Maximize density of future development on the block while respecting historic development patterns.

With a maximum-permitted FAR of 8 and the surrounding context of historic buildings, the precedent for this block is to develop to a high density. In addition to reflecting the downtown tradition of tall buildings, new development should also build with a zero lot line to be compatible with the surrounding context.

## Principle 11: Minimize the appearance and impact of parking on the block.

Parking should be constructed to be visually subordinate to active uses on the block. The first two stories of a new development must be programmed with active space, not parking. Parking is therefore appropriate starting on the third level, or above the skyway level, whichever is lowest in the development.

Another way to minimize parking on the block is to locate it elsewhere. Shared parking is encouraged in downtown Saint Paul, and is a highly recommended consideration for future development on the block. Parking structures directly across from the block on the north, east and south sides are suggested for use by future occupants of the Central Station block redevelopment.

# 4 General Design Guidelines for New Development on the Central Station Block

The Central Station block presents a unique opportunity for creative density that contributes to an active downtown, while reflecting the design traditions of historic resources from the past 150 years.

Key to any new development on the Central Station Block is that it should express creativity and innovation in design, while drawing upon basic features of the massing, architectural details and styles seen in early- and mid-20th-century buildings. Just as the surrounding buildings are “of their time,” structure(s) on the Central Station block must be as well.

# 4.1 Site Plan

**Figure 4.1** Apply Low Impact Design (LID) principles to sustainably design the street-level site and its features.


**Figure 4.2** Define the edges of the Central Station block; Google, 2016.

With its location in the center of downtown Saint Paul, the design of the ground level of the Central Station block is an extremely important component to any future building development. How new development "sits" in this context will impact the functionality, safety, density and character of the block. Additionally, it will be important to incorporate on-site stormwater management systems and other techniques to create a sustainable building(s) and block.

### 4.1.1 Define the edges of the Central Station block.

- Anchor the corners of the block by building to the sidewalk edge, or by creating defined, programmed public spaces.
- Locate buildings at the sidewalk edge, similar to early-20th-century buildings, with allowances for patio seating, street trees, street furniture, etc., where appropriate.

### 4.1.2 Apply Low Impact Design (LID) principles.

- Consider incorporating stormwater management solutions such as trenches or rain barrels to collect and reuse water throughout the block, including in the public realm.
- Design site engineering features, such as stormwater management, to be a site amenity. For instance, utilize collected rainwater to service planted islands, bioswales and other landscape elements throughout the block.
- Reduce on-site runoff by using green roofs, permeable paving and landscaping.

# 4.2 Architectural Character

New construction on the Central Station block should be innovative, sustainable and creative, while also relating to its context of early-20th-century and mid-century modern buildings. This will allow a new building to be a product of its own time, while remaining compatible with early 20th- and mid-century modern neighbors.

## 4.2.1 Encourage new interpretations of traditional buildings.

» Consider characteristics of early 20th-century buildings and mid-century modern buildings when designing a new building, including:

- base, middle, cap features
- simple rectangular forms
- stepped massing
- tower forms
- articulated facades

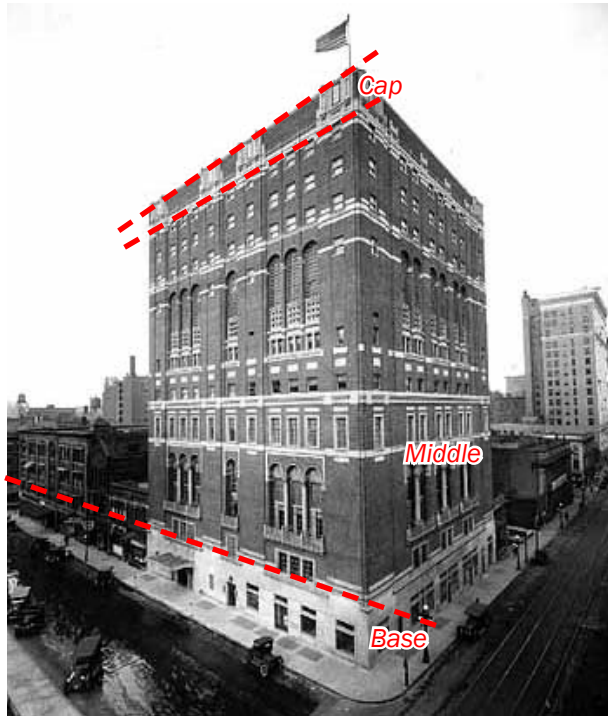



**Figure 4.3** Consider characteristics of early-20th-century buildings and mid-century modern buildings when designing a new building, including base, middle and cap features, and simple rectangular forms. The above image also illustrates building height alignment of the store frontages.

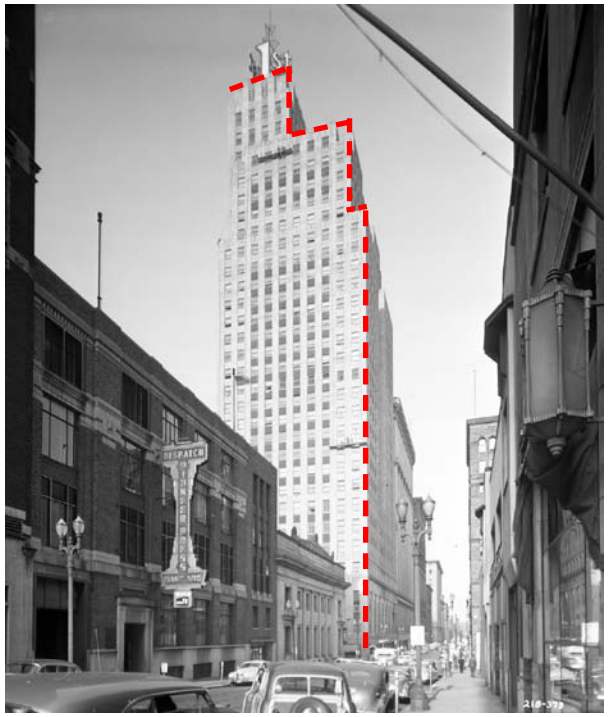


**Figure 4.4** Consider characteristics of early-20th-century buildings and mid-century modern buildings when designing a new building, including simple, rectangular forms and stepped massing.

# 4.3 Building Design

**Figure 4.5** Utilize similar materials, alignments of moldings and other wall features, and similar setbacks in the design of a new building(s).

**Figure 4.6** Reflect window sizes and arrangements of historic resources. In addition, consider the horizontal alignments with a historic resource.

New building(s) on the Central Station block should relate to key features of surrounding historic resources, while conveying new, creative design trends. New building design should also contribute to active public spaces and create "eyes on the street" from multiple viewpoints.

### 4.3.1 Design a new building(s) to reflect the key features of the Central Station historic context.

- » Establish a sense of "relatedness" in building designs regarding materials, alignments, setbacks and other features.
- » Prohibit standard design employed by a commercial chain or franchise.

### 4.3.2 Design a new building(s) to contribute to ground-level and upper-level animation.

- » Maintain visual connections from active uses at the ground level and upper floors to the LRT platform, public spaces and primary pedestrian networks.
- » Consider the seamless flow of indoor and outdoor ground-level and upper-level public spaces.
- » Create smooth transitions between the upper-level public spaces, such as atria and skyways, and neighboring private uses. For instance, create an interior public space that functions as a connection in the skyway system, as well as to shops or restaurants.
- » Activate atria and skyways by increasing their transparency and accessibility. Do not create skyways that are separate from the interior of a new development; instead, utilize the skyway path as programmed public space.

### 4.3.3 Reflect window sizes and arrangements of historic resources.

- » Consider the window placement on historic buildings when designing a new structure; aligning historic windows with existing structures strengthens the context.

# 4.4 Mass and Form

While a new structure(s) on the block may be mid- to highrise, components of the structure(s) should be differentiated to relate to the surrounding historic and mid-century modern buildings. In addition, the mass and form should consider solar and view access to enhance sustainability and other site amenities.

### 4.4.1 Continue the established rectangular form along street edges.

- » Use simple rectangular forms along the street.
- » Incorporate traditional building heights of 6-10 stories at the sidewalk edge.

### 4.4.2 Provide variation in massing that reflects the variety of massing styles in the surrounding historic buildings.

- » Step back upper stories from the street façade.
- » Design the base level to express the mass and scale of traditional buildings at the street.
- » Consider stepped massing in a tower form.
- » Provide articulation in the building walls that creates a sense of scale and adds visual interest.

**Figure 4.7** Continue the established rectangular form along street edges.

**Figure 4.8** Use simple rectangular forms along the street.

**Figure 4.9** Step upper stories back from the street façade; Google, 2016.

# 4.5 Exterior Building Materials

**Figure 4.10** A contemporary interpretation of traditional materials is encouraged. Consider materials that draw upon new technologies.

**Figure 4.11** Use high quality, durable materials to enhance the community image.

The palette of exterior building materials used on traditional buildings surrounding the Central Station block ranges from brick and stone to concrete, steel and glass. New materials should be used in creative, contemporary ways to reinterpret the use of traditional building materials. In addition, building materials should be durable.

### 4.5.1 Encourage a contemporary interpretation of traditional building materials.

» Consider contemporary materials that draw upon new technologies, such as solar panels, ceramic panels, structural wire mesh and formed concrete.

### 4.5.2 Use high-quality, durable materials.

» Ensure façade material has proven durability in the Minnesota climate.

» Employ materials at the ground level to withstand on-going contact with the public without compromising appearance.

» Prohibit synthetic stucco (EIFS), concrete masonry units (CMU) and panelized brick.

### 4.5.3 Integrate sustainable building materials and technologies into building design.

» Use sustainable building materials that have been locally manufactured, are durable, have a long life span and are recycled whenever possible.

» Consider the use of sustainable roofing materials such as green roofs to provide insulation, absorb water and reduce the heat island effect.

» Consider the placement of energy-generating technologies, such as solar panels, where they are embedded into the building fabric or have the least visual impact, such as on the roof or in upper-level private deck and patio spaces.

**Figure 4.12** Employ materials at the ground level to withstand on-going contact with the public without compromising the appearance.

**Figure 4.13** Ensure façade material has proven durability in the Minnesota climate.

# 4.6 Public Space Activation

**Figure 4.14** Design a new building(s) to have a high amount of transparency at the street edge.

**Figure 4.15** Maintain visual connections from active uses at the ground-level and upper floors to the LRT platform, public spaces and primary pedestrian networks.

Creating active public spaces at the street and upper levels is essential to creating a block that is engaging, safe and well-used. Public spaces should include a balance between public realm spaces that are publicly-owned and public amenity spaces that are privately-owned but made accessible to the public. Indoor and outdoor public spaces, and the transition between public space and neighboring public or private spaces must be given ample attention to creating safe and engaging public spaces that create an active pedestrian network throughout the block.

### 4.6.1 Clearly distinguish a building entrance along the street edge and other outdoor public spaces.

- » Use techniques such as architectural details, changes in materials and stepping back the form to distinguish the building entrance.
- » Make the building entrance(s) easily accessible for pedestrians and ADA-compliant.
- » Provide at least two entrances along each street face.
- » Provide at least one entrance, potentially more, along an internal outdoor public space, such as the Green Line platform(s).

### 4.6.2 Design a new building(s) to be transparent at the street edge.

- » Use a combination of storefronts, windows, display cases and doors along the ground floor to increase the transparency and create an active pedestrian edge around the building.

### 4.6.3 Design a new building(s) to activate the surrounding street- and upper-level spaces.

- » Consider the seamless flow of indoor and outdoor public spaces.
- » Create seamless transitions between public spaces, such as atria and skyways, and neighboring private uses, by increasing transparency and accessibility, and by programming public space. For example, create an interior public space that functions as a

connection in the skyway system as well as serving as a shop or a restaurant.

» Consider the use of public art to enliven public space.

### 4.6.4 Design a new building(s) to increase vertical, horizontal and diagonal connectivity through the block.

» Do not create separate skyways from the development's interior, except for when it needs to cross from one building to another.

### 4.6.5 Design a new building to create "eyes on the . . ." from adjacent and above spaces.

» Create "eyes" on the street, skyway, atria, LRT platform, etc. to increase safety and transparency.

» Maintain visual connections from active uses at the ground level and upper floors to the LRT platform, public spaces and primary pedestrian networks.

**Figure 4.16** Create seamless transitions between public spaces and neighboring private uses.

**Figure 4.17** Design a new building to activate upper-level public spaces.

**Figure 4.18** Design a new building(s) to contribute to ground-level animation, Google 2016.

# 4.7 New Structured Parking

**Figure 4.19** Activate the exterior building street level with materials, art and landscaping that complement the existing building design.

**Figure 4.20** Integrate new structured parking into the development. While this structure shows appropriate screening, it is not wrapped by active uses as the design guidelines instruct.

New structured parking is not required for future development in downtown. Instead, the use of public transportation and shared parking with the two neighboring parking structures should be encouraged. If new structured parking is to be considered as part of the block's future development, it should be incorporated into the building(s).

## 4.7.1 Integrate structured parking into the new development.

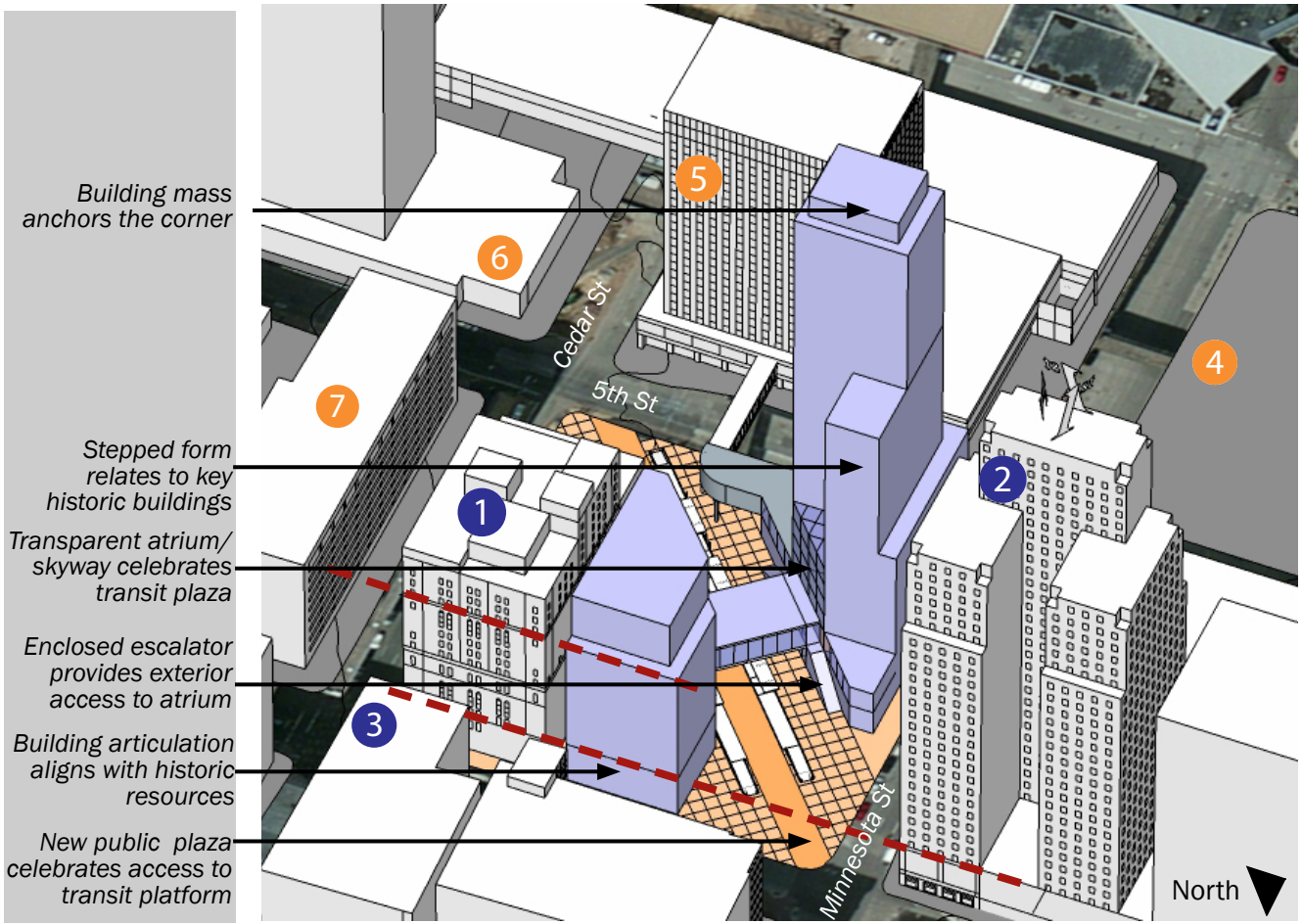
- » Provide access to a parking structure from Minnesota Street.
- » Given that underground parking is unrealistic for the block, build the parking levels above publicly-programmed spaces, including skyways. Typically, this means that parking must be built above the third floor of the development.
- » Provide a wrap of active uses where the parking structure faces the street.
- » Activate the exterior building street level with materials, art and landscaping that complement the existing building design.

# 4.8 Infill Examples

The following development scenarios demonstrate how the design guidelines may be met. They do not represent the full range of possibilities, but are intended for visualization purposes only. Each design reflects the City's expectations for a high intensity of development on the Central Station block, while balancing early 20th-century and mid-century modern contexts, the recent construction of the Light Rail Transit station and the topographical slope downward from Cedar Street to Minnesota Street.

# 4.8 Infill Examples

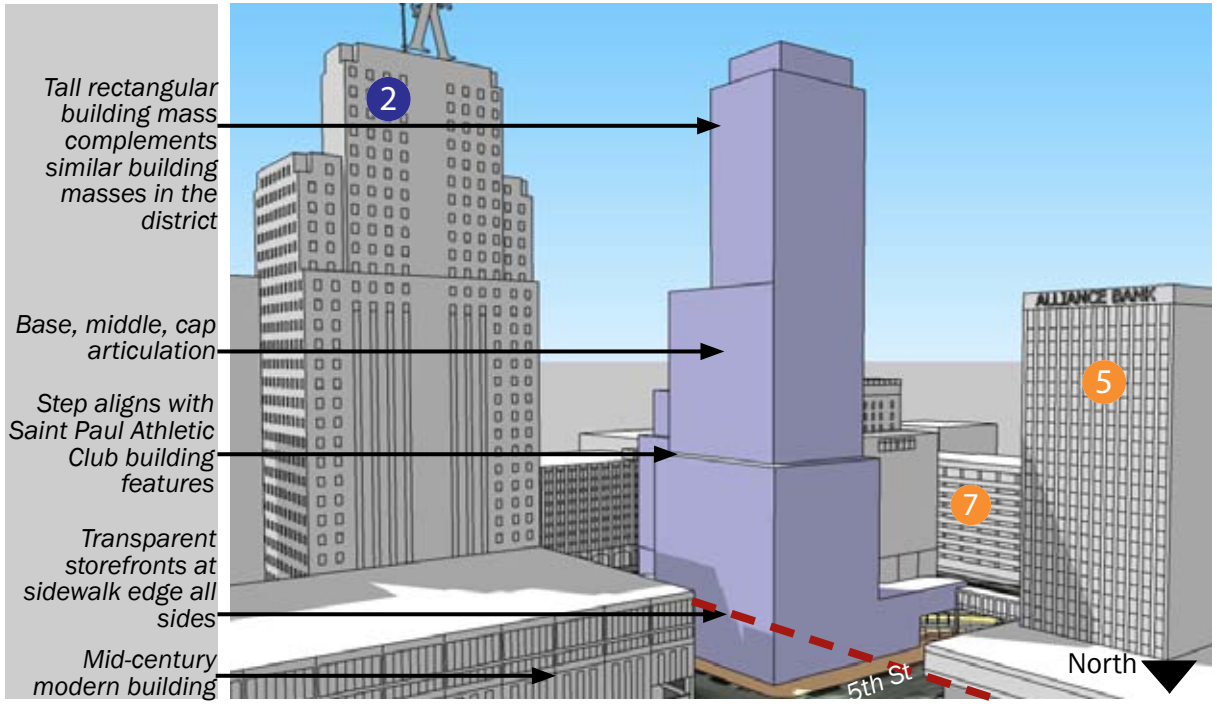
## Scenario 1, View 1

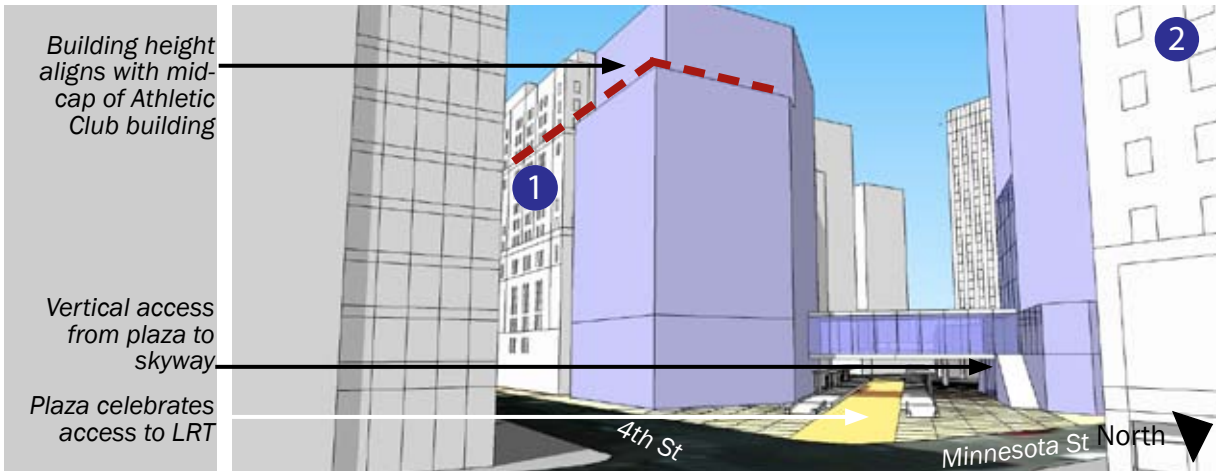



Key features:

- Two towers are connected by a large transparent skyway/public atrium spanning the LRT tracks.
- The towers provide an opportunity for screened parking above a minimum of two levels of active use.
- The articulation of the new building mass on the southern corner aligns with the Athletic Club (1) and the First National Bank (2) buildings.
- The height of the first massing form on the north tower aligns with the Athletic Club (1).
- Active and celebrated public pedestrian plazas provide access to the transit platform at the eastern and western corners. The design integrates with the interior of the building, providing eyes on the platform and circulation through the block that is parallel to and distinguished from the transit platform.
- Large public pedestrian plazas provide opportunities for public art and wayfinding.
- Enclosed escalators from the pedestrian plazas connect to the upper skyway/enclosed atrium, replacing the previous vertical tower at the western plaza that held stairs and an elevator.
- Skyways connect each new tower to the existing skyway system and downtown buildings, providing access to existing parking, offices and many services.

# Scenario 1, Views 2 & 3




## Key Historic Resources

### Early 20th-Century Buildings

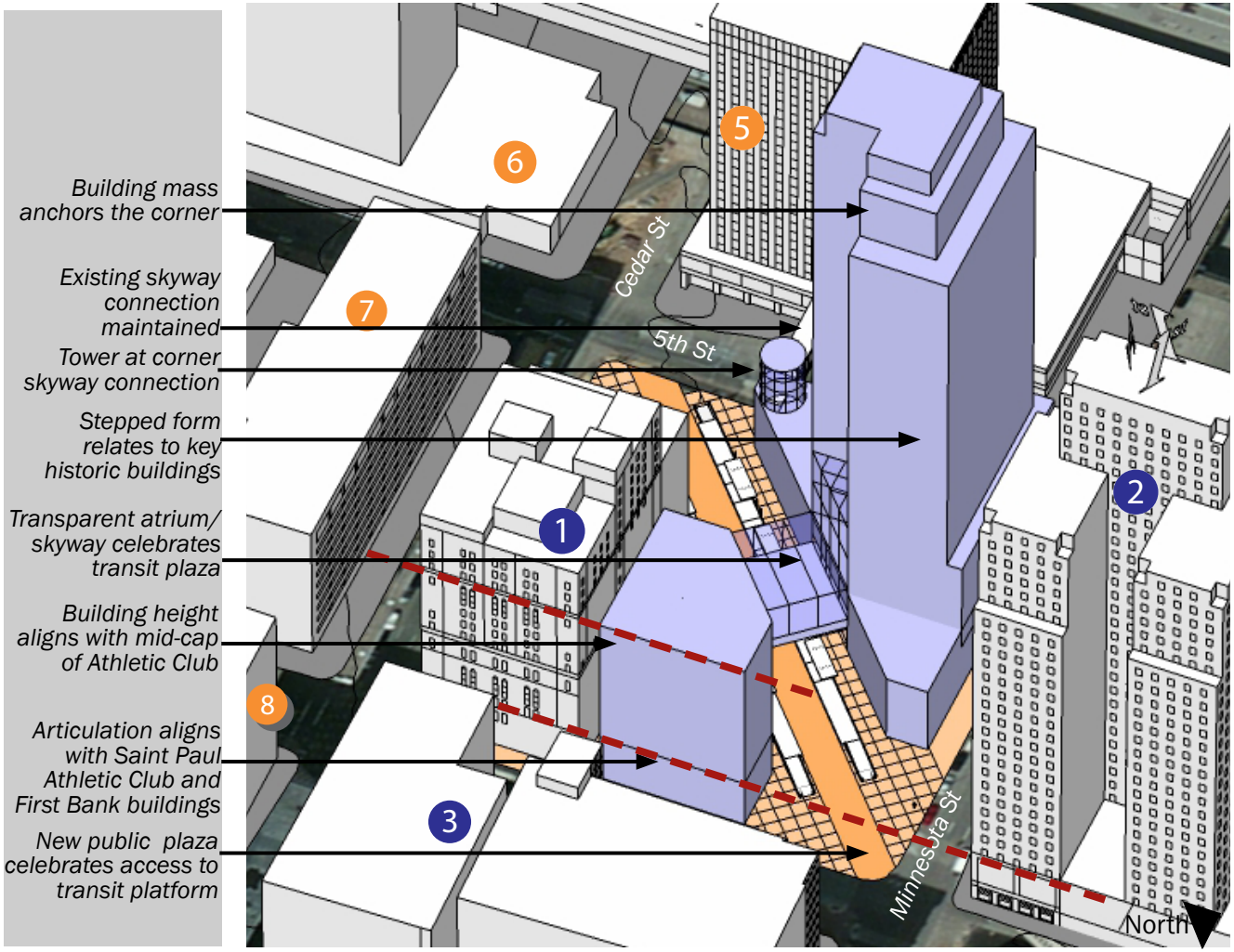
1. Saint Paul Athletic Club
2. 1st National Bank Building
3. Minnesota Building

### Mid-Century Modern Buildings

4. American National Bank Building
5. Northwestern National Bank
6. Osborn Building and Plaza
7. MN Mutual Life Insurance Co. / Pioneer Press

# 4.8 Infill Examples

## Scenario 2, View 1




Key features:

- A low-rise portion of a tower on the northern corner aligns with the podium of the Alliance Bank building (5) and provides opportunities for an active storefront.
- The articulation of the building on the southern corner corresponds with material changes on the first floors of the Saint Paul Athletic Club (1) and the First National Bank (2) buildings, with an overall height that corresponds to the Athletic Club (1).
- Potential parking levels above the minimum two levels of public space include architectural screens to provide visual interest and a sense of scale.
- Active and celebrated public pedestrian plazas provide access to the transit platform at eastern and western corners. The design integrates with a large, glass interior atrium of the building, providing eyes on the platform.
- Pedestrian access through the site is parallel to and distinguished from the transit platform.
- Tower form highlights the 5th Street skyway connection, creates a vertical connection that replaces the existing tower and provides an opportunity for signage aimed at the western public plaza.

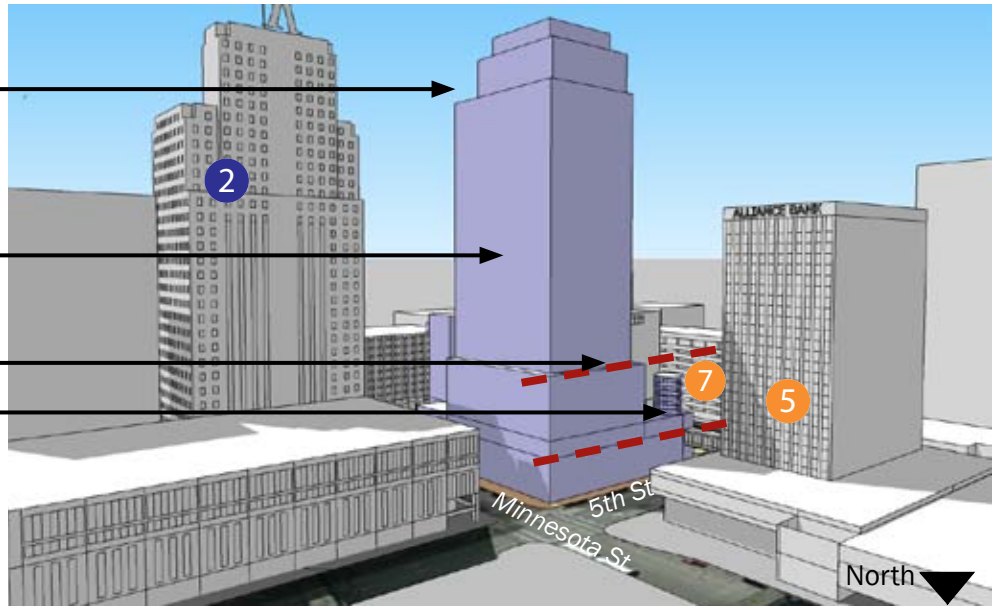
## Scenario 2, Views 2 & 3

*Tall rectangular building mass complements similar building masses in the district*

*Base, middle, cap articulation*

*Step aligns with Athletic Club building*

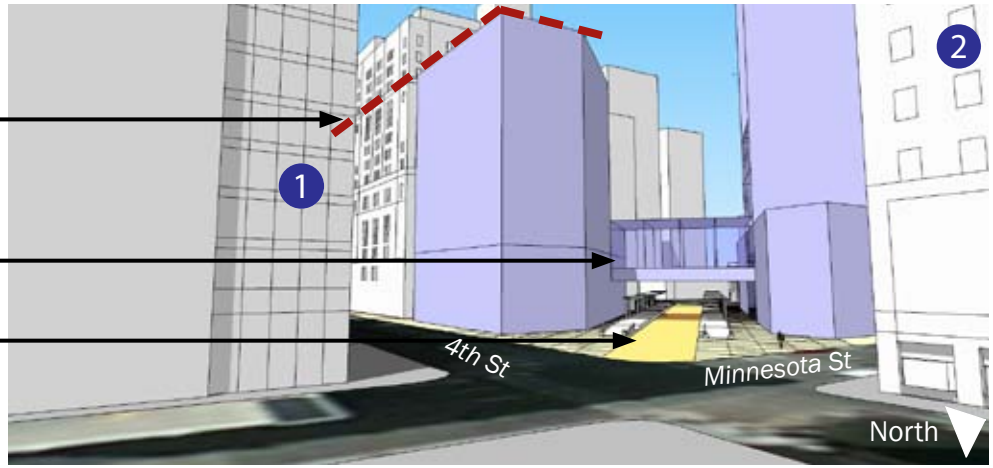
*A tower form highlights the skyway connection and is a chance for a sign or artwork to enliven the ground-level public space*




*Building height aligns with mid-cap of Athletic Club building*

*Transparent atrium creates public space and "eyes on the platform"*

*New plaza celebrates access to transit platform and public atrium*




### Key Historic Resources

#### Early 20th-Century Buildings

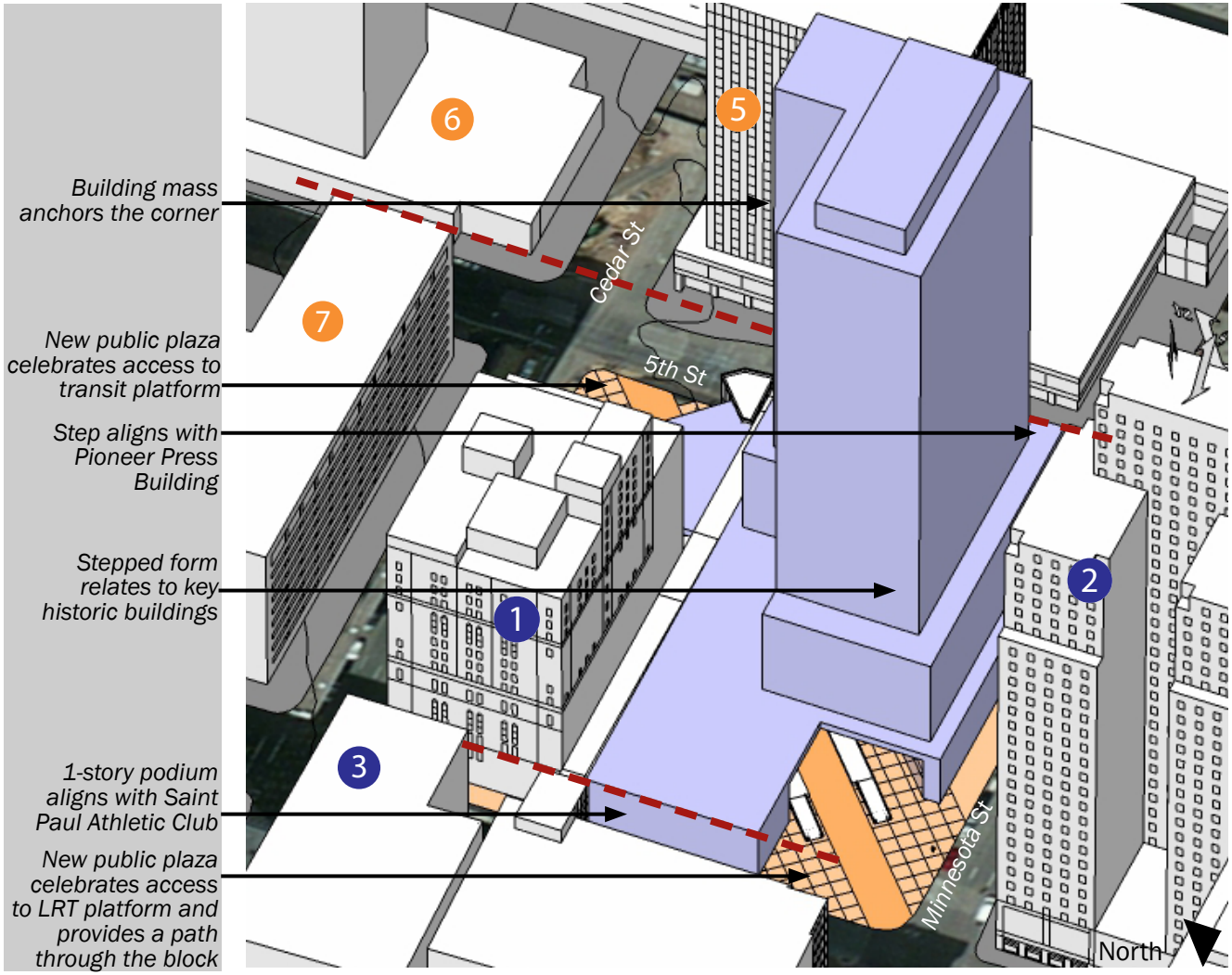
1. Saint Paul Athletic Club
2. 1st National Bank Building
3. Minnesota Building

#### Mid-Century Modern Buildings

5. Northwestern National Bank
6. Osborn Building and Plaza
7. MN Mutual Life Insurance Co. / Pioneer Press
8. Degree of Honor Building

# 4.8 Infill Examples

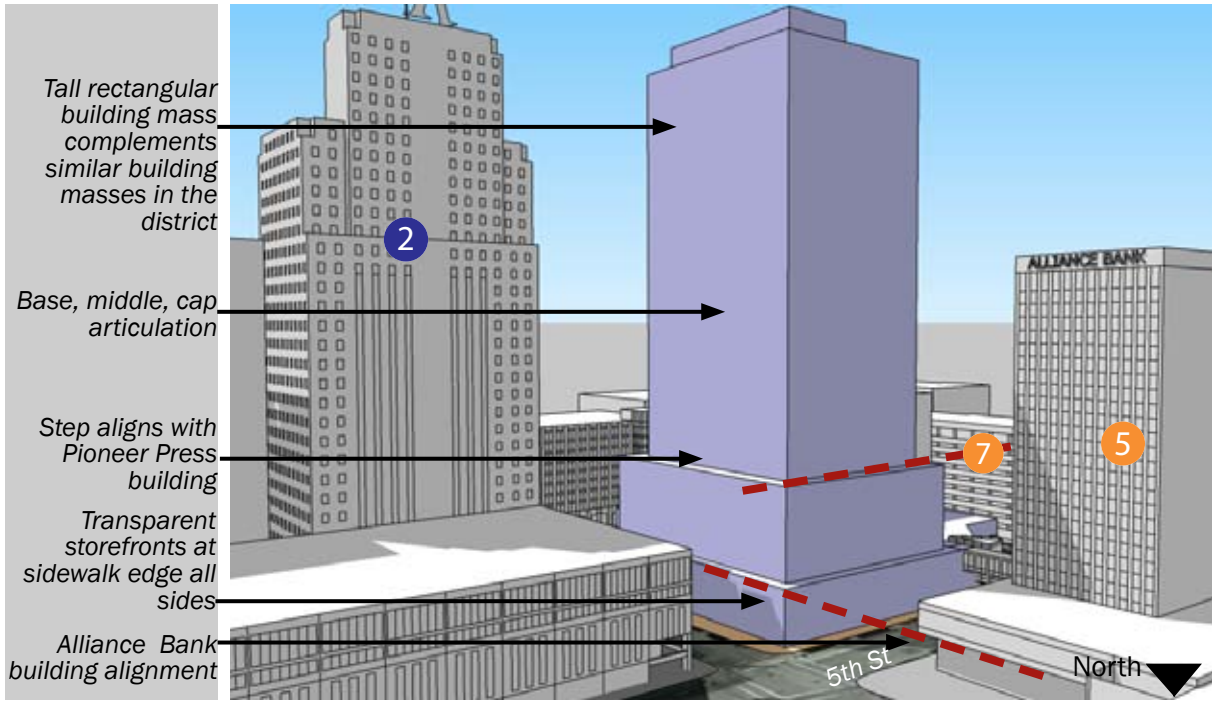
## Scenario 3, View 1

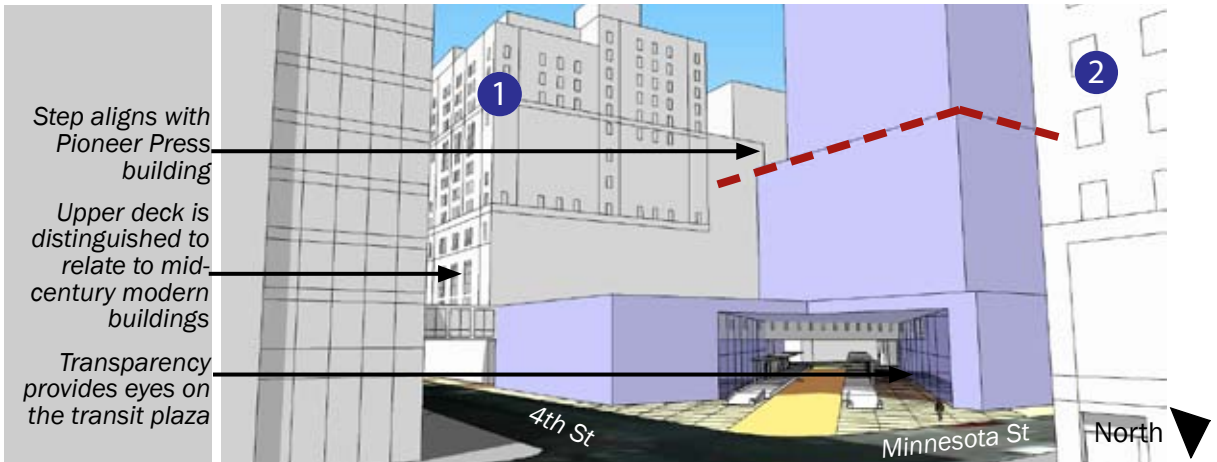



Key features:

- Building mass spans the LRT tracks.
- The tower is supported by a podium and mid-rise portion with a minimum of three levels of public use, with an option for several levels of parking or other use.
- The podium of the new building aligns with the height of the Alliance Bank (5) podium and the change in material on the first level of the Saint Paul Athletic Club (1).
- Above the podium, the mass supporting the tower structure aligns with the height of the Pioneer Press (7) building along 5th and Cedar Streets.
- Parking levels include architectural screens to provide visual interest and a sense of scale.
- Active and celebrated public pedestrian plazas provide access to the transit platform at eastern and western corners. The seamless transition between these outdoor public spaces provides "eyes on the platform" and safe access through the site.
- Pedestrian access through the site is parallel to and distinguished from the transit platform.
- Skyway across 5th Street is maintained and highlighted by new vertical access tower, which replaces the existing tower.

## Scenario 3, Views 2 & 3




### Key Historic Resources

#### Early 20th-Century Buildings

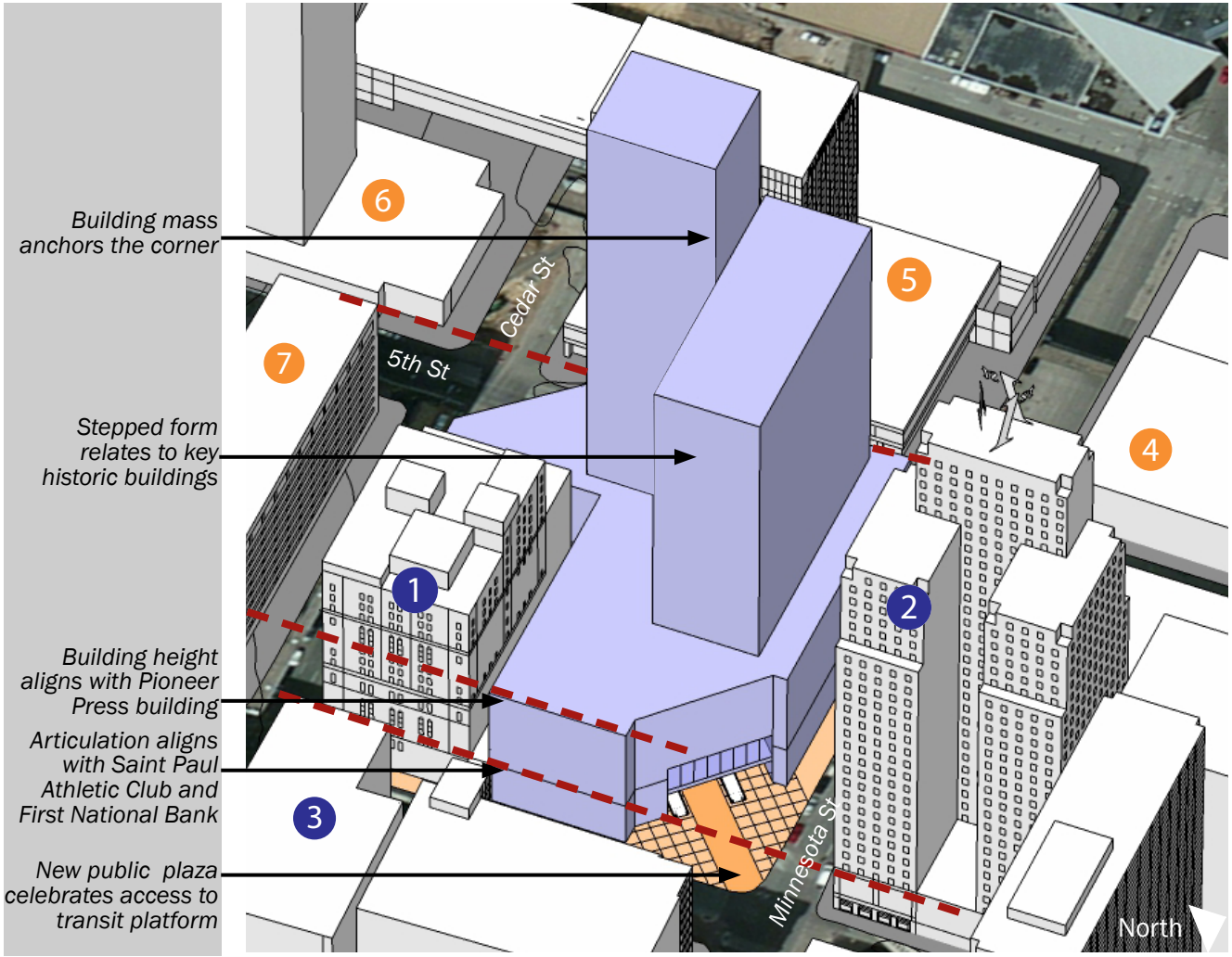
1. Saint Paul Athletic Club
2. 1st National Bank Building
3. Minnesota Building

#### Mid-Century Modern Buildings

5. Northwestern National Bank
6. Osborn Building and Plaza
7. MN Mutual Life Insurance Co. / Pioneer Press

# 4.8 Infill Examples

## Scenario 4, View 1




Key features:

- Building mass spans the LRT tracks.
- The tower is supported by a mid-rise portion with a minimum of two levels of public use, with an option for several levels of parking or other use.
- The tower structure covers only part of the site, leaving a mid-rise building. This provides opportunities for open air decks and roof-top patios to take advantage of the views throughout downtown.
- Building height and massing lines up with historic resources - the two-story street frontage lines up with the Saint Paul Athletic Club (1) and the First National Bank (2) buildings, and the height of the mid-rise portion lines up with the height of the Pioneer Press (7) building.
- An active and celebrated public pedestrian plaza provides access to the transit platform at the eastern and western corners. The seamless transition between these outdoor public spaces, in addition to the transparent walls that lead to the interior of the building, provide "eyes on the platform" and safe access through the site that is parallel to and distinguished from the transit platform.

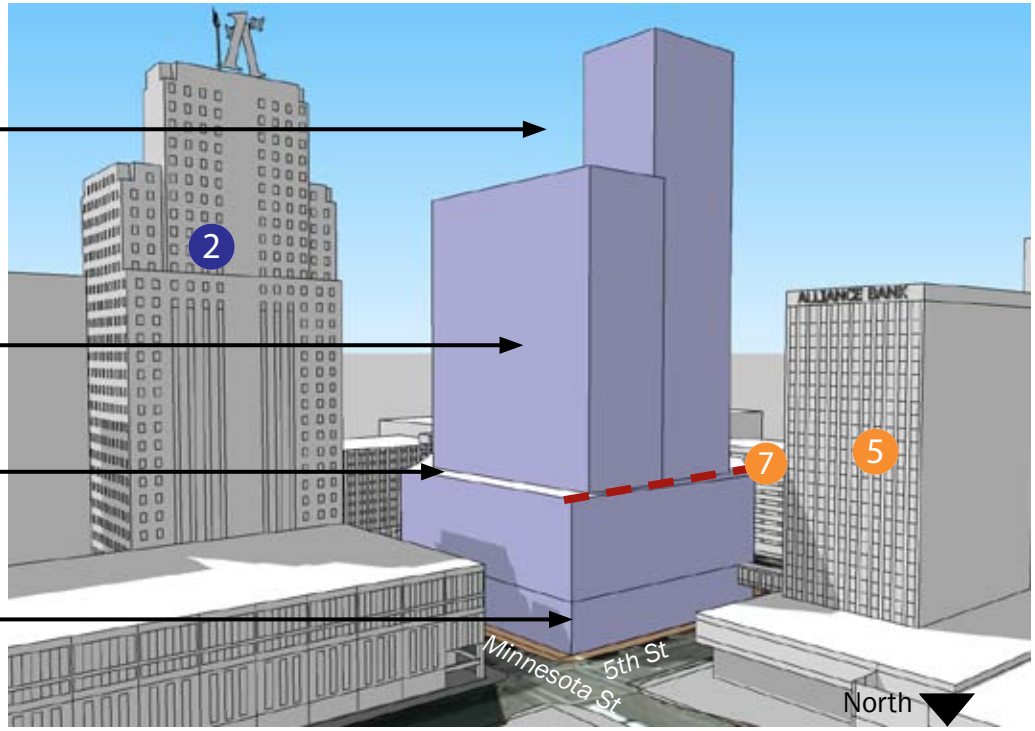
# Scenario 4, Views 2 & 3

*Tall rectangular building mass steps to complement similar building masses in the district.*

*Base, middle, cap articulation*

*Step aligns with Pioneer Press building*

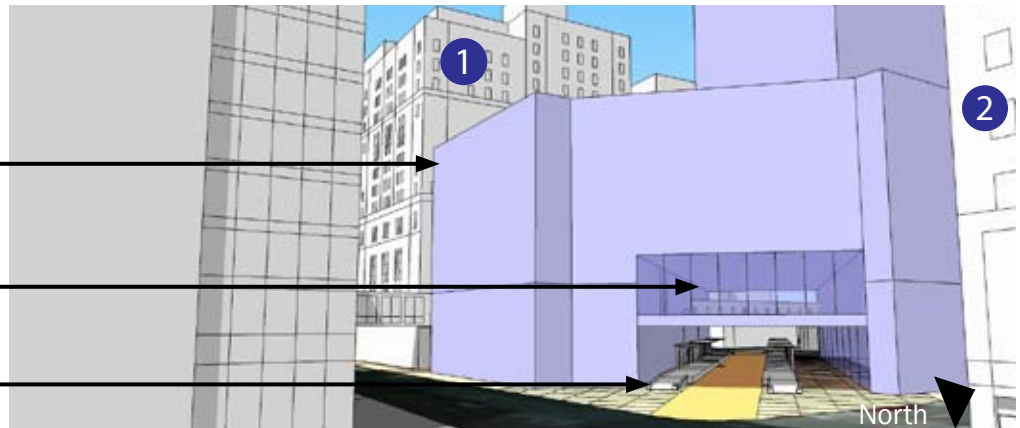
*Transparent storefronts at sidewalk edge all sides*




*Upper deck (7-12 stories) relates to mid-century modern buildings*

*Transparent atrium provides eyes on transit platform*

*New plaza celebrates access to LRT platform*




## Key Historic Resources

### Early 20th-Century Buildings

1. Saint Paul Athletic Club
2. 1st National Bank Building
3. Minnesota Building

### Mid-Century Modern Buildings

4. American National Bank Building
5. Northwestern National Bank
6. Osborn Building and Plaza
7. MN Mutual Life Insurance Co. / Pioneer Press


METRO
GREEN LINE

# 5 Central Station Block Circulation

With its strategic location in downtown Saint Paul, its proximity to important city landmarks and its heavy use as a transit hub, circulation to, from, in and around the block and its new development is a high priority.

# 5.1 Pedestrian Circulation

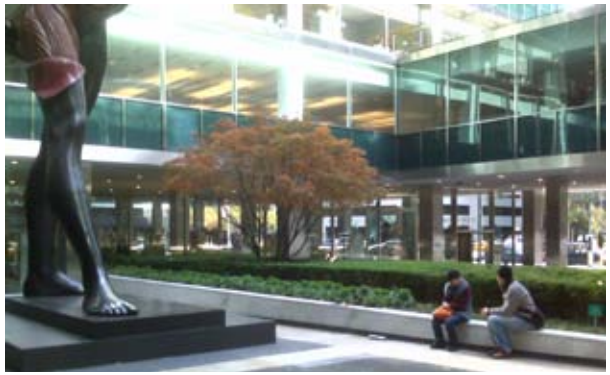


**Figure 5.1** Integrate the skyway system into new development on the site.

**Figure 5.2** Retain vertical access from the skyway to the street.

With access to a LRT station and regional bus network, heavy pedestrian traffic through and around the block is expected, with new development only increasing it. Therefore, planning for safe and accessible pedestrian systems at the street and skyway levels is of high priority.

### 5.1.1 Plan new development to prioritize pedestrians and accommodate safe travel in and around the block.

- Provide interior at-grade and vertical pedestrian connections through the block.
- Design first floor space to be pedestrian-accessible.

### 5.1.2 Integrate the skyway system into new development, and provide easily-navigable and accessible vertical access between the skyway system and street-level public spaces.

- Consider the skyways as a vertical and horizontal part of the circulation system throughout the block.
- Incorporate skyways into the interior of a building to create active public space.
- Carefully select the location that a skyway will connect to a building; do not connect a skyway to the historic façade of another building.
- Provide clear signage that directs users to vertical access points between the street and skyway levels.

### 5.1.3 Retain vertical access from the skyway to the street, through one of the following methods:

- Maintain the existing access point on the western corner of the block.
- Demolish the existing access point and reconstruct a vertical access point at another location on the block, integrating it into the program of the building.
- Retain the existing access point at 5th and Cedar streets, and add another vertical access point(s).

# 5.2 Bicycle Circulation

While public transportation through and around the block is of high priority, it is also important to plan for cyclists who commute to and from the block, whether to reach a destination in the new development or to board public transit and continue their journey. Bicycle facilities and routes in and around the Central Station block should reflect the planning goals of the Saint Paul Bicycle Plan component of the Saint Paul Comprehensive Plan.

## 5.2.1 Provide bicycle facilities on-site in a way that complements the block and building design.

» Locate bike facilities near entries and close to transit access on the block.

**Figure 5.3** Provide bicycle facilities on-site in a way that complements the block and building design.

**Figure 5.4** In addition to being functional, this bike rack is designed in a creative way that adds interest to the street.

**Figure 5.5** Locate bike facilities near entries and close to transit access on the block.

# 5.3 Bus Circulation

**Figure 5.6** Design development to consider the potential for an arterial Bus Rapid Transit (BRT) stop along 5th Street, where the current bus station is located.

**Figure 5.7** Design development to consider the potential for an arterial BRT stop.

**Figure 5.8** Integrate transit stations into new development.

Bus access is provided along 5th, Minnesota and Cedar streets, with the highest bus frequency along 5th Street. Pedestrian access to bus shelters and stops should be integrated into the design of the new development, and access to bus transit should be prioritized for pedestrians moving in and around the block.

### 5.3.1 Integrate transit stations into new development.

### 5.3.2 Design development to consider the potential for an arterial Bus Rapid Transit (BRT) stop along 5th Street, where the current bus station is located.

» The development of an arterial BRT station on the north side of the Central Station block along 5th Street is being considered. Future development for this block should consider how the street level of the 5th Street elevation will work with this bus station and its heightened activity.

# 5.4 Light Rail Transit (LRT) Circulation

The LRT station that bisects the Central Station block presents a major circulation challenge. The circulation of pedestrians crossing LRT tracks at street intersections and waiting on platforms must be carefully planned to ensure the safety of transit users and other pedestrians navigating their way through the block.

### 5.4.1 Create a safe transit and waiting area for LRT passengers.

- » Provide well-lit and transparent plazas and walkways near the LRT platforms to enhance the feeling of safety for passengers.
- » Incorporate a variety of types of comfortable accommodations for all into transit waiting areas.

**Figure 5.9** Create a safe transit and waiting area for the LRT.

**Figure 5.10** Incorporate comfortable seating into transit waiting areas.

# 5.5 Service Access and Drop-Off Sites

**Figure 5.11** Maintain the service drive on the east side of the Saint Paul Athletic Club (shown above).

**Figure 5.12** Consider screening service equipment or areas using materials and designs that are compatible with the new development(s).

Access for service vehicles is an important consideration for the Central Station block, both for the new building(s) and for the LRT system, and should be safe, efficient and subordinate to other forms of circulation through the block.

### 5.5.1 Maintain the service drive on the east side of the Saint Paul Athletic Club.

- » Consider shared access to service areas for existing and future development.
- » Screen service equipment or areas using materials and designs that are compatible with the new development.

### 5.5.2 Locate a drop-off zone along Minnesota Street, if needed.

- » Drop-off zones are not required, but if one is essential to a development on the block, it must not inhibit active street-level uses.

# 6 Open Space on the Central Station Block

Providing open space, including both public and private space, for residents, employees and visitors to downtown Saint Paul is an important part of any development, including the Central Station block. Any new development should provide public spaces to activate the building and block, and enhance pedestrian activity related to public transportation and the skyway network. In addition, including open space amenities such as decks, balconies or patios on upper levels provides opportunities to capitalize on views to the Mississippi River, the Minnesota State Capitol, downtown Saint Paul and street-level activity.

# 6.1 Public Spaces

**Figure 6.1** Integrate transit facilities and pedestrian networks with new structure(s) and public space on the site. Here, a downtown transit station incorporates a public plaza, ground-level retail and transit (bus and Amtrak) waiting space; Google, 2015.

**Figure 6.2** Enhance public spaces to encourage active uses. Ensure outdoor furnishings are durable and suitable for year-round use, and provide landscape improvements.

Creating active indoor and outdoor public spaces is important to a project. This includes public space related to transit systems, pedestrian networks and urban design improvements. For example, public spaces can enhance connections between street-level transit facilities and upper-story skyways. New development should incorporate public space that projects a vibrant image and invites pedestrian activity with visual elements and active uses. In addition, public spaces should make users feel safe by encouraging activity throughout the day. Finally, they should consider solar access.

### 6.1.1 Integrate transit facilities and pedestrian networks with new structure(s) and public space on the block.

» Incorporate the existing LRT stop and its platforms, and the existing bus shelters along 5th Street and Cedar Street into interior and exterior public spaces. For example, provide a multistoried, publicly-accessible atrium.

» Connect ground-level transit facilities with upper-level skyway systems.

» Connect public spaces to each other and to other pedestrian networks throughout the block.

### 6.1.2 Activate transit facilities and pedestrian networks throughout the day.

» Locate active uses along and adjacent to transit facilities and pedestrian networks.

» Create “eyes on the skyway” and “eyes on transit facilities,” ensuring these public spaces are adequately monitored.

### 6.1.3 Consider the design of public space that follows the LRT station through the block, with larger open spaces on the ends of the station, creating a dumbbell-shaped plaza.

» Design a space that provides safe pedestrian access through the block, avoiding bus and rail lines.
» Consider converting this space into an atrium that provides indoor and/or outdoor public space.

### 6.1.4 Enhance public spaces to encourage active uses.

» Furnish public spaces with benches, tables, shelters, interactive activity areas and landscape features.
» Ensure outdoor furnishings are durable and suitable for year-round use.
» Locate furnishings near actively-used pedestrian areas, such as major pedestrian routes, building entrances and outdoor gathering places.
» Provide landscape improvements.
» Utilize the space as a place to display wayfinding information and to welcome people to downtown.

### 6.1.5 Consider solar gain and wind protection to enhance outdoor public space.

» Maximize direct and indirect solar access for gathering areas.
» Avoid prevailing winter winds and wind tunnels.
» Site buildings to maximize solar gain and wind protection.

### 6.1.6 Locate outdoor decks, balconies or patios to capitalize on solar access and views.

» Consider views to the Mississippi River, the Minnesota State Capitol, downtown Saint Paul and public spaces.

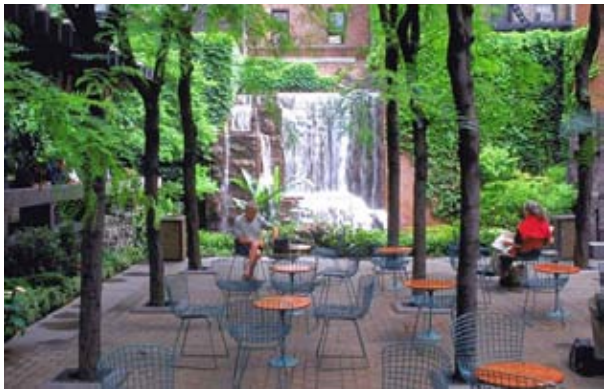


**Figure 6.3** Enhance public spaces to encourage active uses. Furnish public spaces with benches, tables, shelters, interactivity areas and landscape features.

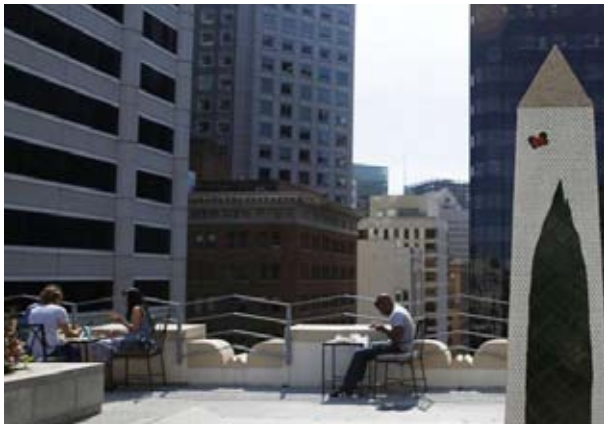


**Figure 6.4** Locate outdoor decks, balconies or patios to capitalize on solar access and views.

# 6.2 Public Art

**Figure 6.5** Consider art that relates to functional block features such as entries, sitting areas, railings and walkways.

**Figure 6.6** Consider art that relates to functional block features. For example, an artistic bike rack functions as art when not being used.


**Figure 6.7** Consider art that enhances the 4th Street arts and cultural corridor.

**Figure 6.8** Consider art that is durable and accessible to the public.

Public art includes both decorative and functional features that are accessible or visible to the public. Such features may include sculptures, murals, mosaics, street furniture (benches, bike racks, or other functional features with an original design), or other features that add interest, communicate a message or generate dialogue. Public art should be incorporated throughout public space within the development.

### 6.2.1 Use public art to add interest to and activate public space.

» Consider art that:

- is durable and accessible to the public
- provides a focal point for a public space
- is stand-alone or integrated into the building
- relates to functional block features such as entries, sitting areas, railings and walkways
- reflects the historic and cultural values of the area
- enhances the 4th Street Market District.