

# **PROPOSED CHANGES TO FITZGERALD PARK PRECINCT PLAN RELATED TO 10<sup>TH</sup>/CEDAR LRT STATION**



**Prepared by  
The Saint Paul on the Mississippi Design Center**

**For the  
City of Saint Paul Planning Commission  
CapitolRiver Council**

**April 2010**

This handout recommends changes to the Fitzgerald Park Precinct Plan resulting from construction of the Central Corridor LRT through the neighborhood. They have been prepared with input by the CapitolRiver Council, Long Range Planning Committee, and include text changes, new graphics and changes to existing graphics.

## TEXT CHANGES

Add as last paragraph to **Section II. The Neighborhood Today** (page 5)

In 2008, the Metropolitan Council selected Cedar and 4<sup>th</sup> streets as the alignment for the Central Corridor light rail transit (LRT) line through downtown Saint Paul. Downtown stations will be at 10<sup>th</sup>/Cedar, 4<sup>th</sup>/Cedar and Union Depot. The nearly \$1 billion investment in transit for Central Corridor presents significant opportunities to improve the pedestrian realm, intensify land use, achieve economic development and neighborhood revitalization goals, and improve livability. During the LRT planning and engineering process, the *Fitzgerald Park Precinct Plan* was used to guide decisions regarding streetscape and station design in the neighborhood. Once it was certain that the LRT project was proceeding and that a station would be located at 10<sup>th</sup>/Cedar, the community was re-engaged to determine what, if any, amendments should be made to the precinct plan to recognize and take full advantage of the impact of LRT on the neighborhood.



*The Fitzgerald Park Precinct Plan was adopted in August 2006.*

Add as last paragraph to **Section III. Planning Precedents** (page 7)  
Since adoption of the *Fitzgerald Park Precinct Plan* in 2006, significant planning and engineering work has been done to make the Central Corridor light rail transit project a reality. In October 2007, the Saint Paul City Council adopted the *Central Corridor Development Strategy (CCDS)* as a chapter of the Saint Paul Comprehensive Plan. It is the guiding framework for how the City will take best advantage of the \$1 billion investment in LRT to revitalize adjacent neighborhoods, enhance the public realm, improve mobility, broaden the mix of uses within walking distance of one another, and establish Saint Paul as a leader in sustainable community design. The *CCDS* provides objectives and strategies in the areas of mobility, land use, built form and public realm. For the Fitzgerald Park Precinct, the *CCDS* recommends integrating LRT with the neighborhood through an expansion of the network of “park streets,” creating and improving open spaces, opening up the ground level of buildings so that they relate to the pedestrian, rebalancing streets to be truly multi-modal, and maximizing the redevelopment of vacant or underutilized parcels along the LRT corridor. Many of these themes and strategies were part of the original *Fitzgerald Park Precinct Plan* adopted in 2006, but they have been emphasized in the amendments approved in 2010.

Add as last paragraph to **Section IV. Fitzgerald Park Planning Process** (page 10)

In 2010, CapitolRiver Council convened its Long Range Planning Committee to work with staff from the Saint Paul on the Mississippi Design Center and Department of Planning and Economic Development to review the *Fitzgerald Park Precinct Plan* in light of the certainty of LRT coming through the neighborhood and a station at 10<sup>th</sup>/Cedar, and to determine if any changes should be made to the precinct plan to reflect the presence of LRT. The committee recommended amendments to the plan to the CapitolRiver Council board in April 2010, which then sent them on to the Planning Commission. The Planning Commission held a public hearing on the proposed amendments in June 2010, and forwarded its recommendations to the Mayor and City Council. The City Council adopted the amendments in July 2010.

Insert the following **new strategies/language**:

**Land Use** (page 15)

6. c. Active at-grade uses should be encouraged throughout the precinct, but especially at key redevelopment sites (such as the Penfield and Public Health block) that have the greatest potential to capitalize on the traffic generated by LRT and to support a more vibrant streetscape adjacent to the LRT station.

**Movement** (page 23)

9. Ninth and 10<sup>th</sup> streets should be strengthened as east-west connections between LRT and the precinct with pedestrian amenities (lighting, landscaping, etc.), signage and active at-grade uses. The pedestrian loop should be expanded to include 10<sup>th</sup> Street.

**Public Realm** (page 25-26)

3. Ninth, 10<sup>th</sup>, Cedar between MPR and Exchange, Exchange and St. Peter streets should be redesigned as “park streets.”
13. A Mobility Enhancement Area should be created adjacent to the 10<sup>th</sup>/Cedar LRT station. As with the other Mobility Enhancement Areas along the Central Corridor line, the intent is to prioritize the movement of pedestrians and cyclists to and from LRT, increase a sense of personal safety, and facilitate transfers between different transport modes. The Mobility Enhancement Area should be designed with an enhanced streetscape, wayfinding, arts and cultural expression, and a landscaping strategy that integrates pedestrians, cyclists, buses and LRT, and generally improves the experience of using transit.

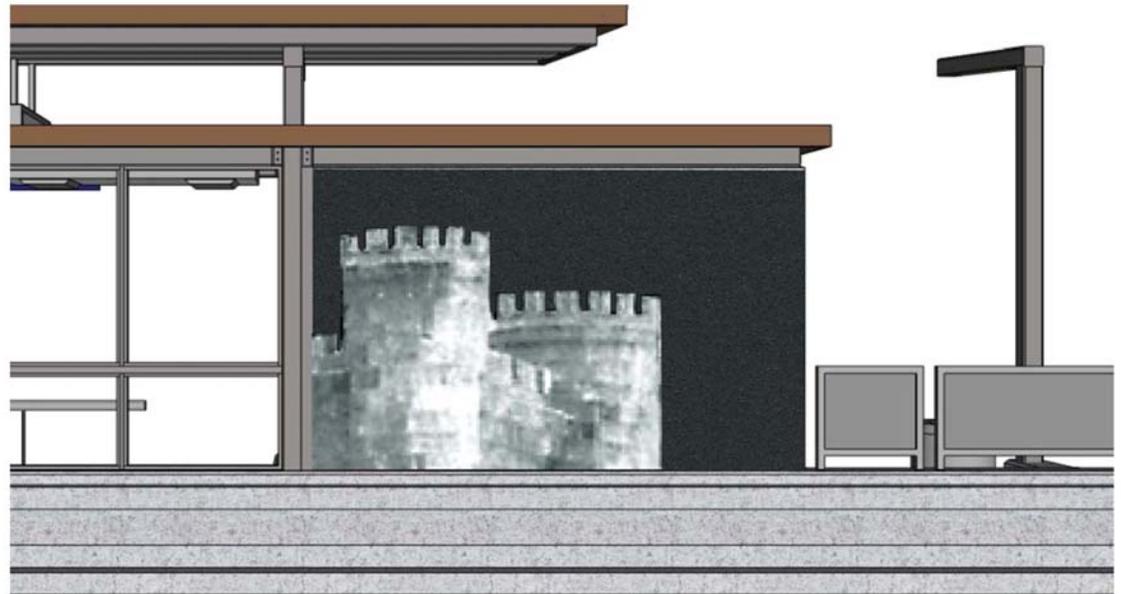
14. Public realm improvements should be designed to create an “urban room” at the 10<sup>th</sup>/Cedar LRT station. This urban room should be a high-quality public space capable of integrating the needs of a wide range of users and accommodating pedestrians, cyclists, transit and cars. This will also improve the visibility of Cedar Street as a gateway to both the precinct and downtown.

### NEW GRAPHICS

Three new graphics will accompany the text changes and illustrate the impact of LRT in the neighborhood:



**Figure 1. The station area at 10<sup>th</sup>/Cedar is designed as an “urban room,” a high-quality public space where pedestrians, cyclists, transit and cars interact.**



**Figure 2.** The 10<sup>th</sup>/Cedar station will feature glass and stone mosaic murals of past ice palaces by Minneapolis artist Janet Lofquist.

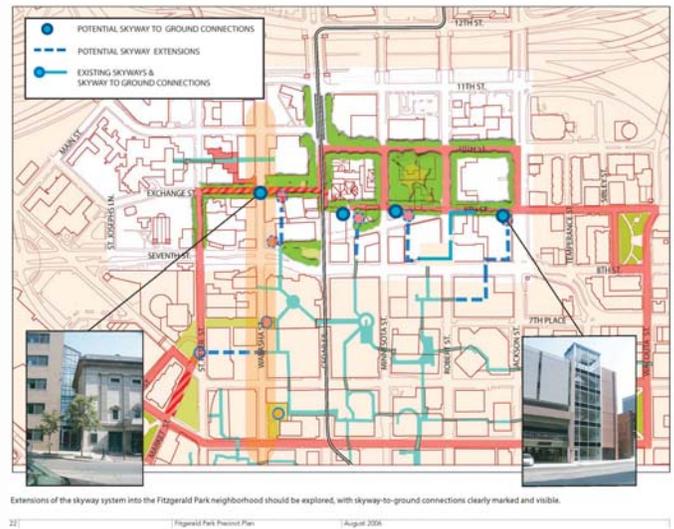
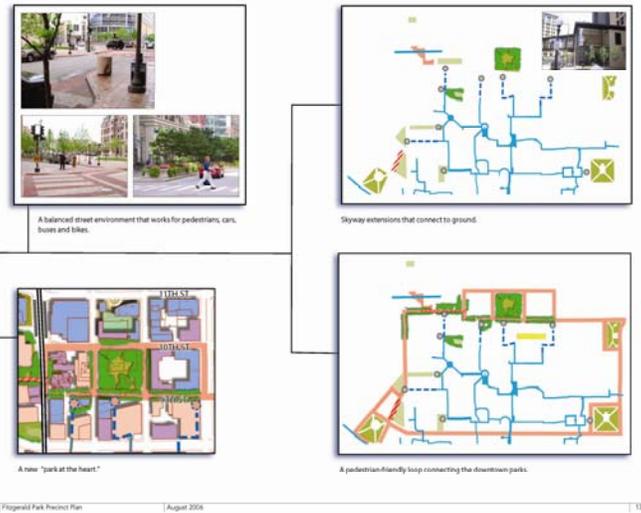


**Figure 3.** Within the 10<sup>th</sup>/Cedar Mobility Enhancement Area, streetscape enhancements, wayfinding and increased landscaping will facilitate the flow of pedestrians and cyclists to and from LRT, improve the appearance of this important gateway to downtown, and elevate the experience of using transit.

## GRAPHIC REVISIONS

Existing graphics on pages 12, 13, 20, 22 and 24 should be revised to show the LRT station and the addition of 10<sup>th</sup> street as a Park Street.

### V. Illustrative Plan and Organizing Elements





## ACKNOWLEDGEMENTS

The CapitolRiver Council Long Range Planning committee met several times to discuss the impact of LRT at 10<sup>th</sup> and Cedar. Participants at some or all of the meetings included:

Paul Mandell, Chair  
Chris Beckstrom  
Bob Spaulding  
Mark Karason  
Larry Englund  
Betty Herbert  
Jim Miller  
Bud Kleppe  
Andrew Schlack  
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Tim Griffin, Design Center  
Katie Sabaka, Staff