

HAMLIN

STATION AREA PLAN



Adopted October 19, 2011



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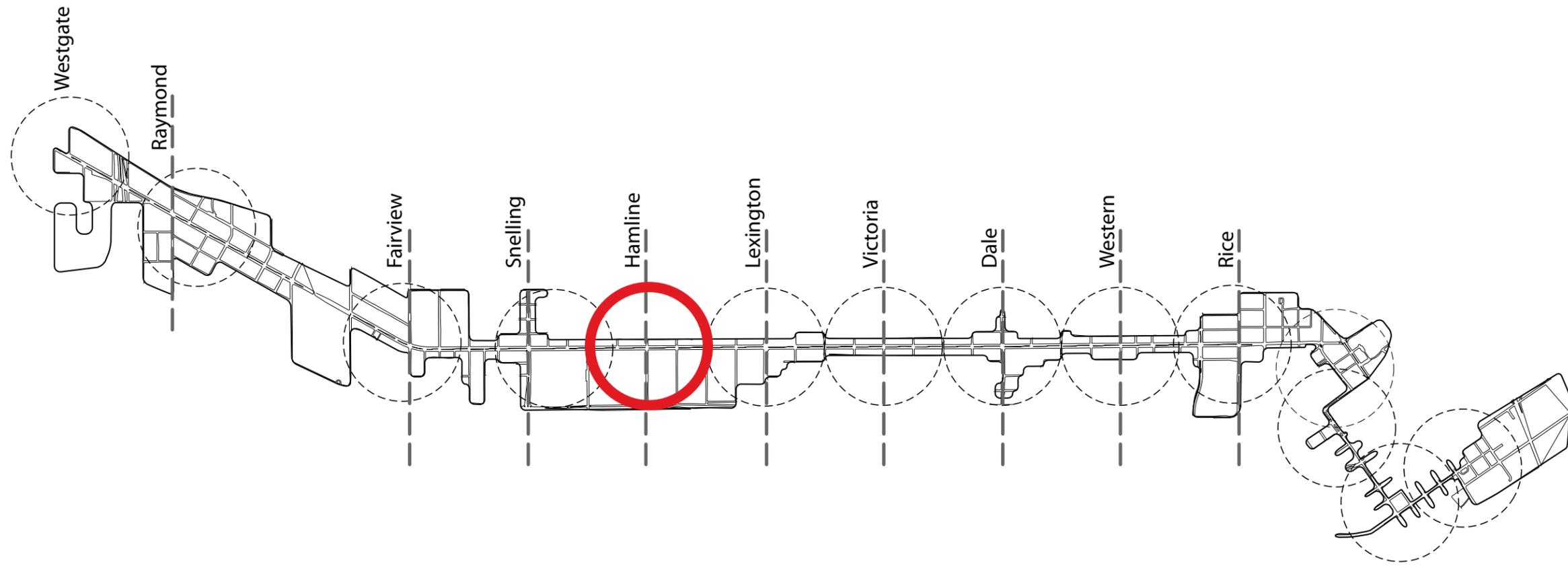


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The Station Area Plans, Introduction and Moving Forward chapters are adopted as addenda to the Central Corridor Development Strategy.

Planning for the Central Corridor

Planning for the Central Corridor is an opportunity to focus and guide future investment, both public and private, to create a stronger, more vibrant community that is a better place to live, work and do business. The goal is to support economic development and overall corridor prosperity that results in new housing at all income levels, more and better jobs and more business activity. The resulting increases in the property tax base and sales tax revenue will provide the resources for additional public services and infrastructure that, in turn, support economic development activity. The plans focus on an improved movement network, high-quality design, and improved open space and pedestrian amenities that will support and encourage economic investment, as well as create a more livable, attractive and vibrant community.

The Central Corridor Development Strategy (CCDS) establishes a set of strategies for how the Corridor should grow and change over the next 25-30 years in response to the LRT investment. The station area plans, using the foundation of the CCDS, provide a more detailed framework for integrating decisions about future land use and development; the public realm; and the movement of LRT, buses, cars, pedestrians, and bicycles at each station area.

Station Area Plans and Future Development

The station area plans were developed through a series of community-based roundtables, workshops and open houses, guided by a steering committee of community representatives. Property owners, residents, business owners, and institutional and organizational representatives participated in this grass-roots process.

The Hamline station area was initially addressed in the Station Area Plans for Snelling and Lexington adopted October 22nd, 2008. Given the identification of an additional station at Hamline, this Station Area Plan provides a greater level of detail for the station area and addresses the context of the area surrounding the new station. Following the adoption of this plan, the directions here will supersede those of the previous two plans for the lands within the Hamline Station Area Planning Boundary (see figure 2.3).

3-D Renderings of the Corridor

During the workshops, participants created a 3-D model of potential future development at station areas. These models have formed the basis of a series of computer generated renderings which have been used to depict potential new buildings, open spaces, and other public realm improvements within this plan. Since there is little vacant land along this portion of the Corridor, most of the change depicted would involve reuse, redevelopment and replacement of existing buildings and surface parking lots. While these renderings are used throughout these plans to illustrate how the principles and objectives for new development could be realized, it is important to note that these images represent only one of many possible development scenarios. The renderings are not intended to prescribe how new development will look, but are an example of how the vision, goals, and objectives of these plans might be realized. The intent was to illustrate potential building height maximums, open spaces and streets to demonstrate transit-supportive developments for individual parcels.

Change Over Time

Change will occur when individual property owners decide it is either the right time to reinvest in their properties, sell to someone else who will reinvest in the property, or the City has the resources and appropriate public purpose to purchase property. Change will happen incrementally over time, and likely more slowly until LRT is up and running.



The Hamline Station Area Today

This chapter provides a snapshot of the Hamline Station Area's history, and a brief description of the physical conditions that are shaping the role and character of the Hamline Station Area today.



The History of the Hamline Station Area

Hamline Avenue sits halfway between two important north-south thoroughfares: Snelling and Lexington Avenues. This prime location has made it an important place for commerce since the construction of the streetcar line along University Avenue in the 1890s.

During the streetcar era, many key retailers such as Montgomery Wards, Brown and Bigelow, car dealerships, freight companies, wine, beer and food distributors, manufacturing and smaller businesses and restaurants realized the importance of accessible, convenient, clean and safe transportation. This was readily available on University Avenue, where they made their home .

The commercial enterprises were anchored by the massive Montgomery Ward store, built in 1921. When it was built, it was the tallest building between the downtowns at nine stories and served as a Midway landmark. Neo-classical in architecture, it employed 2,500 people processing 25,000 orders a day out of 1.2 million square feet. Changing demographics brought about its decline and eventual demolition in 1995.

Most of the historic commercial uses have been replaced: the area where Montgomery Ward once stood is now home to the first inner-city Walmart, Cub Foods, Herbergers and Borders Books. Other big box businesses are Target Superstore, L.A. Fitness, and Flannery Construction. Skyline Tower, a 17-story residential building, was built in 1974.

University Avenue was the historic home to many car dealerships – at one point, sixteen dealerships lined the Avenue. In the Hamline station area, Midway Chevrolet dominated the north side of the Avenue across from Brown and Bigelow from 1932 until its closing in 2007. The sites formerly occupied by Midway Chevrolet and other dealers in the area represent major opportunities for redevelopment.



FIGURE 1.1 - Hamline and University area, 1926



FIGURE 1.2 - Midway Chevrolet, 1950-1952

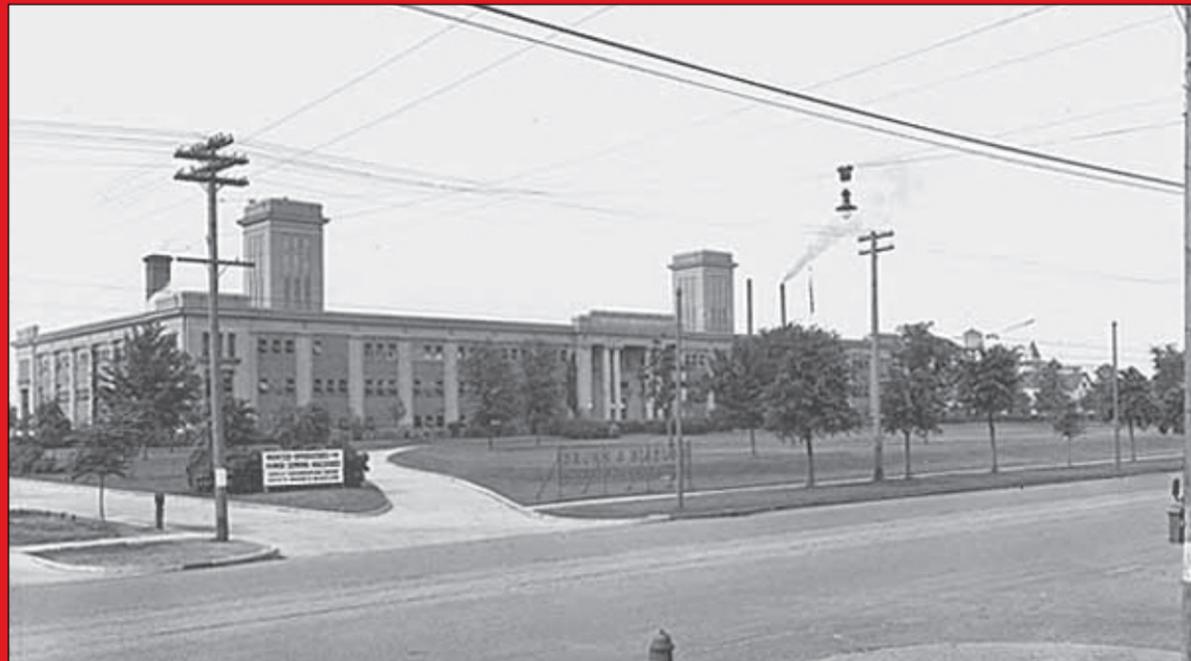


FIGURE 1.3 - Brown & Bigelow Building, 1925

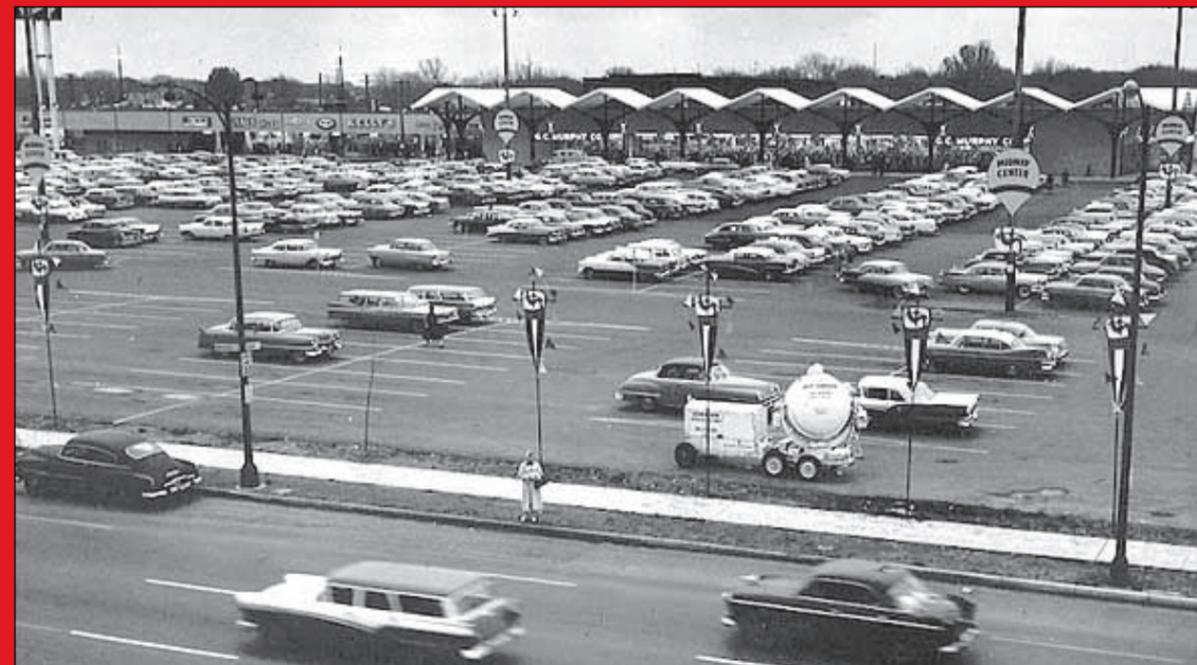


FIGURE 1.4 - Midway Shopping Center, 1960

Source of photos: Minnesota Historical Society

The Hamline Station Area Today

The Hamline Station Area has two distinct characters: a diverse neighborhood to the north of University and a large auto-oriented shopping district to the south.

Though the area is one of the City's strongest retail centers, it is dominated by auto-oriented forms of development. This limits the area's potential as a strong mixed-use center, detracts from the quality of the pedestrian environment and creates large areas of underutilized land.

Along the north side of University Avenue, remaining "main street" buildings located on half-depth blocks sit adjacent to large areas of surface parking. This contributes to the sense that this is an auto-dominated environment and creates large gaps along the street face. The Hamline-Midway neighborhood north of University is defined by intact blocks of early 20th century housing. While much of the housing stock is comprised of single-family detached houses, a small cluster of mixed-use buildings exists at the intersection of Thomas and Hamline Avenue.

The area to the south of University Avenue is host to an auto-oriented shopping district consisting of several large format retail stores and a number of smaller strip retail buildings. The uses here have developed over time across several large "superblocks" of land and are served by large surface parking areas. A limited number of through streets and lack of coordination between developments has meant that the area is fragmented with no coherent pattern of public streets, blocks and driveways. A continuous east/west connection does not exist and sidewalks through the area are limited and disconnected.

East of Syndicate Street and south of University Avenue, the area hosts a mix of employment, commercial and high-density residential uses. Buildings are dispersed between large areas of surface parking, creating a discontinuous street and block pattern with no east/west connections between the Midway shopping district and the Lexington Station Area to the east. The area is served by a number of institutions including the Community Action Partnership, Catholic Charities, Gordon Parks High School and the Galtier Elementary School. Hamline University sits just outside of the station area boundary to the northwest and Concordia University is across I-94 to the south.

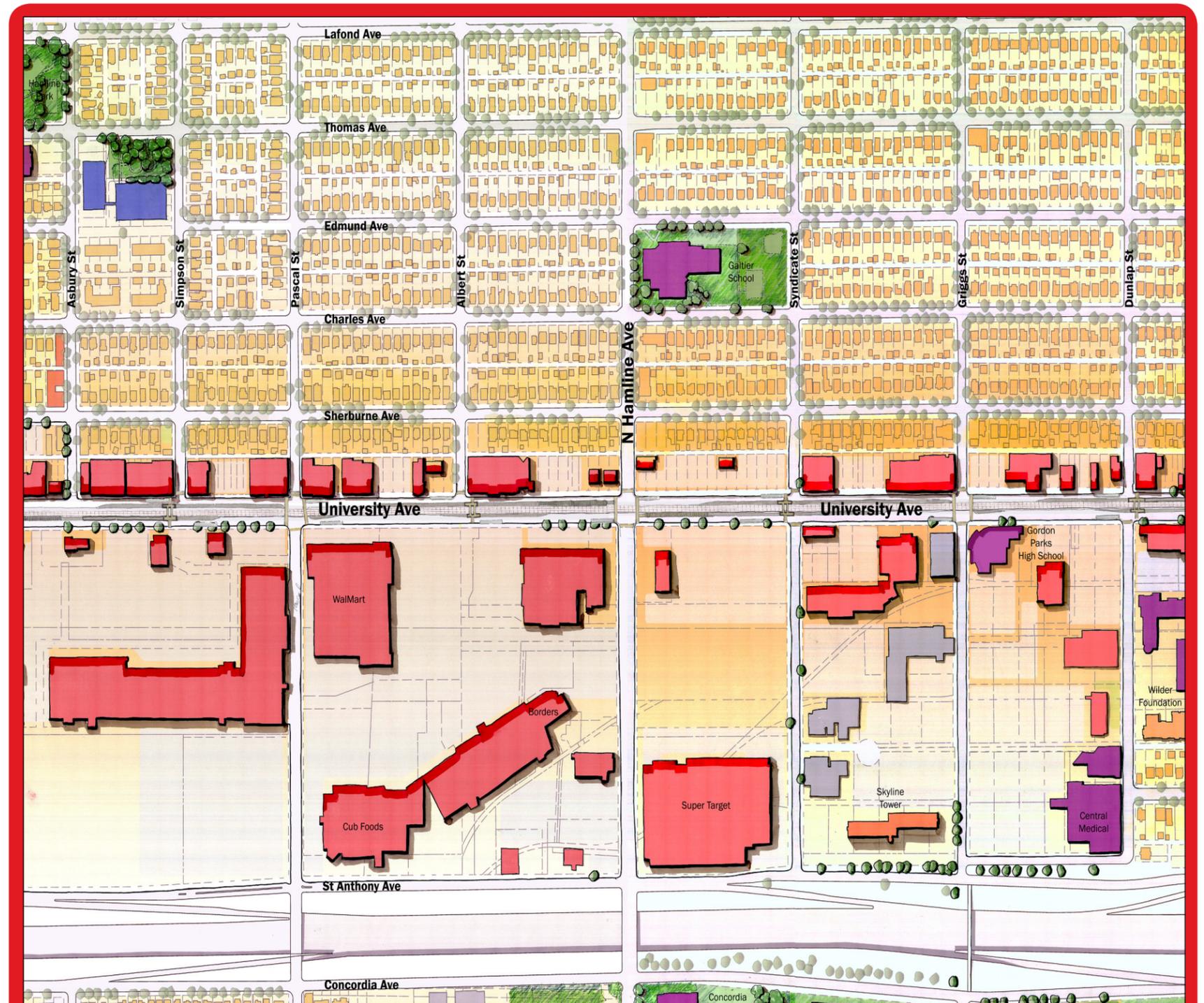


FIGURE 1.5 - The Hamline station area is currently a neighborhood with two distinct characters defined by stable residential neighborhoods to the north and a large retail shopping district with a mix of employment and high density residential uses to the south.



FIGURE 1.6 - The enhanced pedestrian and cycling bridge over I-94 at Griggs improves connections south to Concordia University and increases the importance of implementing streetscape and cycling improvements along Griggs.



FIGURE 1.7 - The station area is defined by stand-alone retail uses surrounded by large areas of surface parking. This detracts from the quality and image of the area and is designed to accommodate the automobile with little pedestrian amenity.



FIGURE 1.8 - The recently completed Super Target has put in place a network of streets and enhanced sidewalks for pedestrians. This helps to facilitate future redevelopment and establishes a street and block pattern within which new development can occur incrementally over time.



FIGURE 1.9 - Skyline Tower is a high density residential tower located in the southeast corner of the station area. It is poorly connected to the rest of the station area and surrounded by large areas of surface parking with little outdoor amenity.



FIGURE 1.10 - North of University Avenue, the Hamline-Midway neighborhood is comprised of blocks of early 20th century homes served by rear alleys.



FIGURE 1.11 - Along the north side of University Avenue, remnant one and two story "main street" buildings sit adjacent to large areas of surface parking.



The Future of the Hamline Station Area

2

The Future of the Hamline Station Area chapter describes:

- **the planned location of the future LRT platform;**
- **forecasted market opportunities for new growth and investment;**
- **a description of the Station Area Boundary and Areas of Stability and Change within the Hamline Station Area; and**
- **a vision statement describing the future potential role and character of the Station Area with regard to both the immediate community and broader Central Corridor.**

The Future of the Hamline Station Area

The Hamline Station Area will continue to remain a vibrant retail destination with new investment in office, retail and residential development occurring slowly over time.

The introduction of LRT, combined with the presence of existing retail anchors and numerous potential sites for redevelopment make the Hamline Station Area a good location for expanded commercial development opportunities. This will help to reduce large areas of surface parking and aid the transformation of the station area into a vibrant, walkable, mixed-use shopping district.

2.1 The Hamline LRT Platform

The future Hamline LRT station (Figure 2.1) is planned as a split side platform centered on the intersection of Hamline Avenue and University Avenue. This is a two platform configuration, with the westbound platform to the west of Hamline, and the eastbound platform to the east. LRT passengers will be able to access their platforms either from the main traffic signal located at Hamline, or at non-signalized pedestrian crossings at Albert and Syndicate Streets.

Traffic at the intersection of Hamline and University will differ slightly from its current operations. Motorists will be able to turn left onto Hamline, or complete a U-turn, on green signalized arrows only. The median will be closed at Albert and Syndicate Streets, so through traffic across University Avenue will not

be allowed. A new traffic signal will be placed at Griggs Street (immediately east of the station area) to facilitate additional safe pedestrian and bicycle crossings and provide another opportunity for left turns onto and off of University Avenue. The existing traffic signal at Albert Street will be removed. Due to the location of elements such as the LRT platforms, left turn lanes, pedestrian crossings, bus stops and driveways, on-street parking will be removed between Albert and Griggs Streets along University. Parking will also be lost on the north side of University between Albert and Pascal, but will remain on the south side.

2.2 Market Forecast

Building on the Central Corridor Development Strategy market forecast, a review of the Hamline Station Area characteristics and market potential was undertaken to consider the extent and timing of potential development. The predominantly retail character of the station area and existence of several prominent retail anchors positions the area well for an expansion of retail uses that can take advantage of the existing large areas of surface parking.

Hamline Station Area Market Potential						
	Forecast Development Potential 2010-2035	Forecast Pre-Construction Development 2010	Forecast Development During LRT Construction 2011-2014	Early LRT Operation 2015-2025	Mature Operation 2026-2035	Specific Market Opportunities
# of Residential Units: Rent	300 - 400	-	100	100 - 150	100 - 150	Affordable housing is needed in early years to help change the identity of the area for high density residential in the future.
# of Residential Units: Own	100 - 200	-	-	-	100 - 200	The recent value loss in the condo market and the need to establish a market will discourage new condo development.
Amount of Office Space (1,000sqft)	150	-	-	50	100	There is relatively strong demand anticipated. Typical tenants will likely occupy smaller spaces in mixed-use buildings.
Amount of Retail Space (1,000sqft)	150-200	-	50	50 - 75	50 - 75	There is already an established retail identity for the area and many sites appropriate for retail development.
Amount of Industrial Space (1,000sqft)	-	-	-	-	-	This is not an industrial market.
Number of Hotel Rooms	-	-	-	-	-	More immediate access to I-94 is required for hotel development and there is currently limited demand.

FIGURE 2.2 - The Hamline Station Area Development Forecast predicts modest growth with opportunities for new retail, office and residential development.

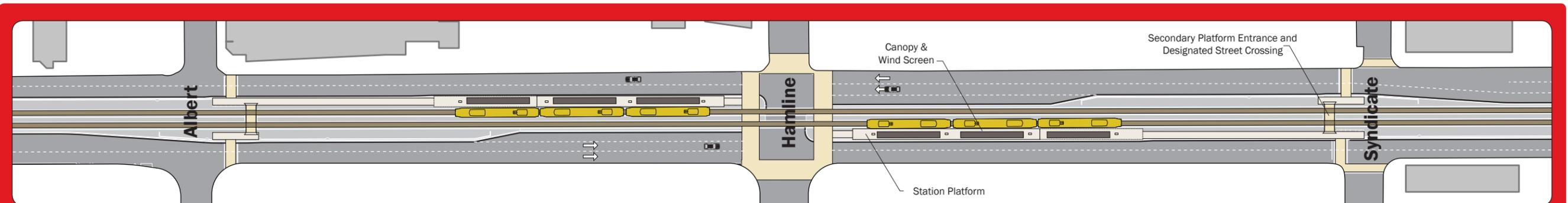


FIGURE 2.1 - The diagram above represents a typical split side platform as it might look within the future Hamline Station Area

In the short term, the commercial character of the area will make large-scale residential development unlikely. Post LRT operation and pending improvement of the housing market, the market forecast predicts the potential for 400 to 600 new units in the area. This would solidify the residential market for the station area and establish it as a recognized mixed-use center. North of the Avenue, the area will continue to be dominated by smaller retail uses, though several larger sites create an opportunity for more substantial mixed-use developments.

Figure 2.2 provides the estimated breakdown of the total potential development within the Hamline Station Area over the next 25 years.

Defining the Study Area

The Station Area boundary captures the southern half of the Hamline Midway neighborhood and the northeast portion of the Union Park neighborhoods. This boundary is the primary focus for all recommendations contained within this document. Within the boundary, an Area of Change has been delineated. This was originally identified through the Central Corridor planning process and confirmed through the station area planning process. The Area of Change denotes the parcels where change is welcome and should be encouraged within the Hamline Station Area, whether through gradual infill and/or intensification or comprehensive redevelopment.

Finally, the current and future area of high pedestrian activity has been identified as a Mobility Enhancement Zone. Section 5.0 of this plan presents recommendations for balancing modes of movement within this area.

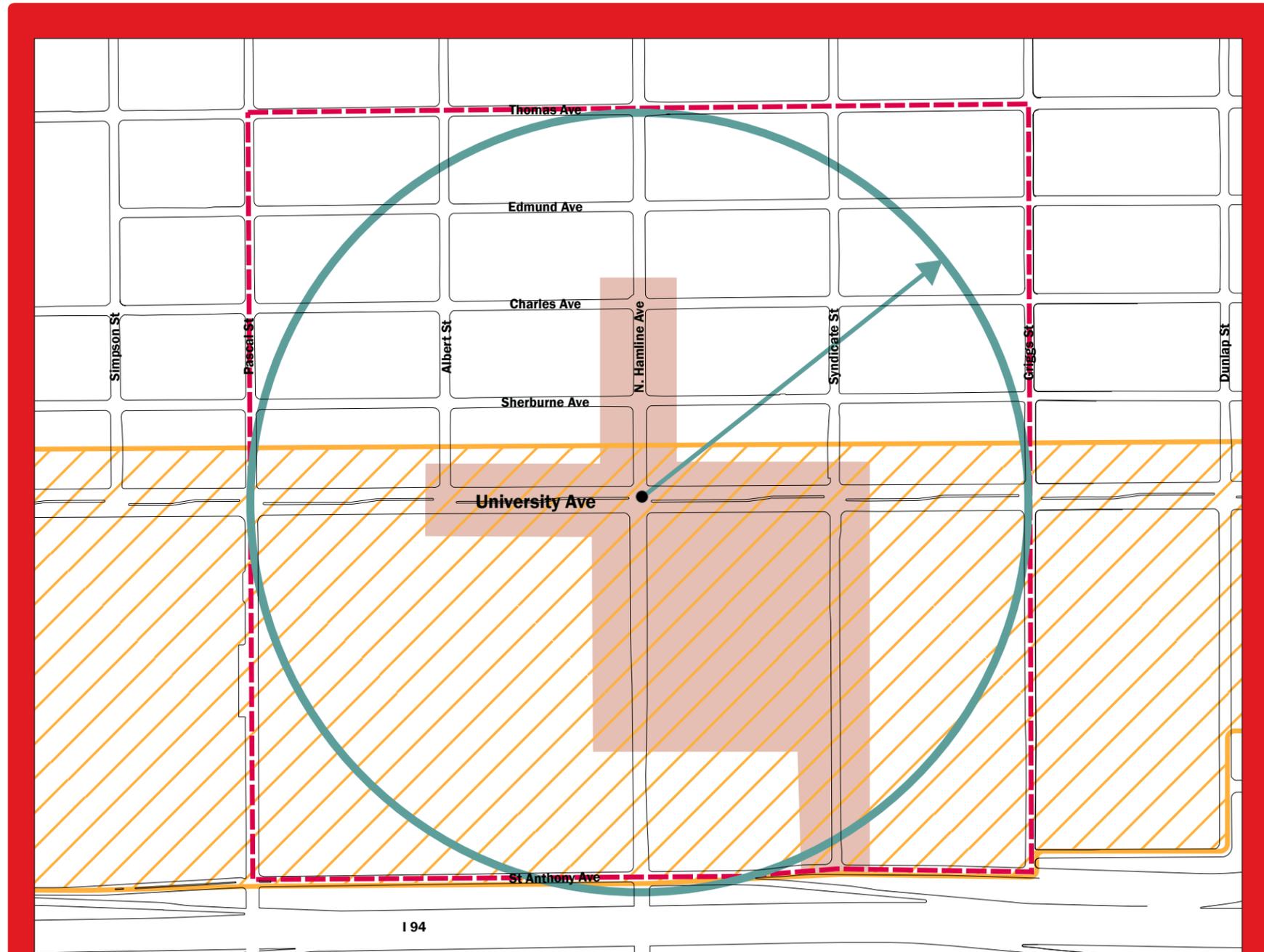


FIGURE 2.3 - The diagram above illustrates the lenses of understanding applied to the Hamline Station Area.

- Mobility Enhancement Area
- Area of Change
- 5-minute Walking Radius (1/4 mile)
- Station Area Planning Boundary

The Future of the Hamline Station Area

2.4 Looking Ahead – The Hamline Station Area in 2035

The Hamline Station Area will evolve into a vibrant mixed-use neighborhood and retail destination catering to the needs of the local community and those of the wider Twin Cities region. The incremental addition of retail and residential uses, structured around a new pattern of streets and blocks, will fill in large expanses of surface parking to create a more walkable and inviting mixed-use district over time. While large-format retail uses will continue to exist and thrive, the parking for these uses will be contained below or above ground in larger shared parking structures designed to support active uses at street level.

Along University Avenue, smaller infill developments to the north and larger blocks of redevelopment to the south, will help to strengthen the retail offerings and reposition University and the Midway as a focus of activity. East of Syndicate, the introduction of new cross streets and open spaces will enable new developments there to benefit from the activities of adjacent station areas and help to reintegrate the Skyline Tower into the neighborhood.

New neighborhood parks and open spaces that result from the gradual intensification of the Midway Marketplace will bring a new dimension to the street life of the neighborhood. No longer a place just for cars, these new spaces will create an opportunity for neighborhood interaction and enable adjacent uses to spill out and animate their spaces. Enhanced streetscaping on north/south streets and new east/west streets will help to integrate the Midway Shopping District into its surrounding neighborhoods and strengthen important bicycle linkages along Griggs, Pascal and a western extension of Fuller.

Hamline Station Area Vision:

A vibrant and interconnected, mixed-use center organized around a walkable network of streets and open spaces. New buildings and uses will help to define public spaces contributing to an enhanced sense of place, and attracting people from across the Twin Cities while catering to the needs of the local population. Along University, new development will help define and reactivate the street while maintaining a positive relationship with neighborhoods to the north and south.



FIGURE 2.4 - The rendering illustrates one possible long-term, full build out of the station area. It depicts a vision for the Hamline Station Area as a vibrant and interconnected mixed-use center organized around a new walkable network of streets and open spaces. The colors represent distinct *Character Areas* that are addressed in Chapter 4 of the Station Area Plan. Rather than attempting to predict the location and distribution of anticipated long-term investment, this conceptual model illustrates the application of transit-supportive principles throughout the entire Station Area. The total development yield illustrated is therefore not meant to be precisely representative of the 2035 market forecast (Figure 2.2) for this Station Area, but demonstrates how, over the long-term, new development can help to achieve the community, place-making and transit supportive opportunities that exist in the station area.



Public Realm - Creating Places

The following Key Moves identify priority investments for improving the public spaces and pedestrian environment in the Hamline Station Area in a manner consistent with the Vision of the Central Corridor Development Strategy: a beautiful urban place with pedestrian-friendly, attractive, tree-lined boulevards. These recommendations explore opportunities for streetscaping, enhanced open space connections, community gathering places and expressions of public art.

The Hamline Station Area suffers from a lack of pedestrian amenities and usable public open space.

South of University, much of the station area is defined by large areas of surface parking with few provisions for pedestrians. Private drives that don't align and access routes that orient themselves towards the Avenue have resulted in poor east-west connections throughout the station area with no overall network of streets and/or pedestrian routes. While the development of the Super Target has led to the introduction of several generous sidewalks and new landscaping, there is little or no connection between this network and the other blocks of the Midway shopping district.

The insular nature of retail development within the Midway shopping district has made it difficult to develop meaningful public open spaces that can act as a focus for neighborhood activities. While smaller playgrounds associated with Skyline Tower or Galtier School fill a certain niche, they fail to cater to the recreational and leisure needs of the existing residential population or destination users.



3.1 Hamline's Public Realm: Key Moves

Developing a network of new streets and open spaces over time would provide a strong focus for new development within the station area, set up the opportunity for enhanced connections to surrounding neighborhoods and greatly improve the environment for pedestrians and cyclists.

The following Key Moves describe a series of ideas for future investment in the public realm. While the eventual location and configuration of these spaces may be different than the images presented here, developers, City departments and other stakeholders should strive to achieve the general intent and purpose of the Key Moves described in this section. These conceptual Moves will require a range of implementation measures - from allocation of municipal capital works budgets to private investment and parkland dedication and/or acquisition - to be determined on a site-by-site basis as investment occurs.

Strengthen the Character and Walkability of the North/South Streets

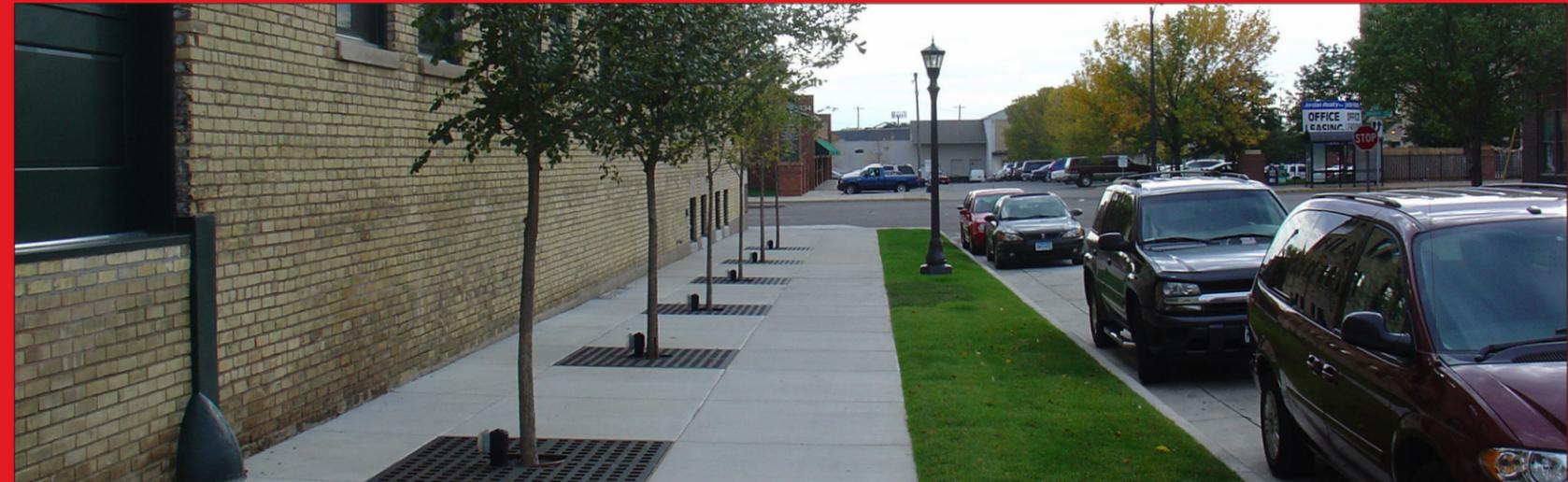


FIGURE 3.2 - A series of streetscape improvements along the north/south streets represent some of the most immediate opportunities for enhancing the public realm through the area and linking the neighborhood to areas north and south of the corridor.

As the only public streets running through the Midway Shopping District, the north/south streets represent some of the most immediate opportunities for enhancing the public realm within the station area. The following improvements are aimed at enhancing connections through the Midway shopping district north into the neighborhood and south to Concordia University. They would be complemented by a series of bridge enhancements over I-94 aimed at providing wider sidewalks, pedestrian-oriented lighting and the incorporation of public art.

- The identification of a regional cycling route along Griggs Street linking Summit Avenue with Como Park, combined with the development of a new pedestrian and cycling crossing over I-94, creates an impetus for streetscape enhancements. The introduction of pedestrian-oriented lighting, additional street trees, cycling accommodations and infrastructure such as bike racks will help to connect Skyline Tower north to University and enhance connections for students of the Gordon Parks School.
- Syndicate is an important connection between the proposed Hamline station and the 1,000+ residents of Skyline Tower. Providing amenities such as pedestrian-oriented lighting, seating

and garbage receptacles will help to enhance this important connection, making it easier to walk to and from the LRT.

- Hamline is the primary street that continues north and south of the station area. With LRT, it is expected to become a new bus route south of University, and can expect to see higher levels of traffic compared with other streets through the station area. Providing amenities such as pedestrian-oriented lighting, seating and garbage receptacles will help to enhance this connection for people travelling north to the LRT. The incorporation of a mid-block pedestrian crossing and/or pedestrian refuges at non-signalized crossing points such as at the Fuller extension along this route would help to facilitate pedestrian crossings of this busy street.
- Pascal is an important north/south bike route running through the heart of Midway shopping district. Sidewalks here are frequently interrupted by loading bays and adjacent retail development fails to actively front the street. Streetscape improvements aimed at creating a consistent planted boulevard and sidewalk, with curbs and delineated driveways, would help to enhance connections for pedestrians. Over time, Pascal would also be supported by new or renovated buildings that face the street.

Reestablish an Urban Network of Public Streets and Blocks South of University



FIGURE 3.3 - A new network of streets and blocks would help to make it easier for pedestrians and cyclists to move throughout the area and could act as a framework to structure new development.

The introduction of a street and block pattern represents one of the most notable means for enhancing the public realm within the Hamline station area. A preliminary block structure, created through the coordination of parking areas and extended over time as development occurs, would enable the creation of a network of sidewalks, streets and blocks throughout the station area. This network should build on the extension of north-south streets into the Midway shopping district from north of University and establish a new east/west street (sometimes referred to as the proposed “Midway Drive”) aligning with Fuller Avenue to the east.

To mitigate against the large expanses of surface parking and enhance conditions for pedestrians, new streets should incorporate generous boulevards with trees, landscaping and pedestrian amenities such as seating, pedestrian-oriented lighting and garbage receptacles. New on-street parking should replace off-street parking and room should be provided for bike lanes or cycle tracks on designated bikeways. Where space permits, explore the integration of bio-swales capable of filtering stormwater runoff.

Create New Community Open Spaces



FIGURE 3.4 - The new open space associated with the new Super Target is an example of a retail plaza. New spaces like this should act as structuring points for new uses and development which in turn will help to enliven them over time.

As the Midway shopping district continues to intensify over time, there will be a greater need for new open spaces throughout the station area. These smaller community gathering spaces will provide places of respite and relaxation within an intensifying mixed-use district and create excellent opportunities for expressions of public art. Located in conjunction with new development, the design and programming of these spaces should be reflective and supportive of adjacent uses, providing plazas that can support congregation in more commercially oriented areas, and green passive park space and places for smaller activities in more residential settings. New open space adjacent to the Avenue can act as receiving places for users of the LRT and gateways to the shopping district.

The creation of an open space strategy for the Midway shopping district south of University would help to identify priority opportunities for these spaces and ensure that the appropriate mix and distribution of open space is achieved as development occurs.

Introduce New Recreational Opportunities



FIGURE 3.5 - The creation of a new Urban Park in the Hamline Station Area would provide expanded recreation opportunities for neighborhood youth. One option might be to introduce an “alternative sport attraction,” such as a skate park.

While the Galtier School and Skyline Tower playgrounds provide some outdoor play space, there is a need for a larger outdoor recreation space within the station area to serve neighborhood youth. A larger neighborhood park space would provide local residents with the opportunity to participate in active recreational activities without having to cross I-94.

The provision of a new neighborhood park should be coordinated alongside the planning for new community facilities, like a community meeting place or market. To complement existing facilities south of I-94 and capitalize on the regional draw of the Midway shopping district, the incorporation of a destination attraction, such as a BMX track or skate plaza, should be considered. The location of these facilities should be determined by balancing programmatic needs alongside a consideration of proximity to transit and the ability to serve the existing residents of Skyline Tower. Care should be taken to facilitate the delivery of culturally specific recreation programs and activities, such as women’s only recreation hours or events for the large local Somali community.

Enhance the Walk to Galtier Elementary School



FIGURE 3.6 - Streetscape improvements around Galtier Elementary School will help to make it safer and more comfortable for people to walk to and from the school and connect with the LRT.

Frequented by neighborhood children and adults and located just two blocks north of Hamline Station, the streets around Galtier Elementary School have an added importance within the station area. Ensuring that the streets and sidewalks around the school support a safe and comfortable environment and enhance the connection south to University Avenue will help to support the Safe Routes to School initiative and connect the proposed bike boulevard along Charles Street to the LRT.

A targeted series of streetscape improvements should be implemented around the school and connect it south to the LRT. These improvements should be aimed at enhancing crossing points through the creation of crosswalks and curb bump-outs and supported with enhanced pedestrian amenities such as seating, pedestrian lighting and garbage receptacles.

Enhance the Alleys North of University



FIGURE 3.7 - Alley improvements are needed to enhance parking access to neighborhood businesses north of University Avenue while reducing concerns related to neighborhood safety.

The loss of on-street parking resulting from the introduction of LRT places an increased emphasis on the character and function of the area's alleys. While there is plenty of off-street parking south of University, the alley north of the Avenue will provide important access and servicing to local businesses and access to off-street commercial parking.

A targeted program of alley enhancements aimed at improving the condition, maintenance and character of the alleys will help to support an expanded role for the alleys and enhance safety and comfort of users. Opportunities for enhanced paving, pedestrian lighting and the integration of stormwater management techniques such as permeable paving, rain gardens or expandable tree grates should be explored. Existing buildings could be retrofitted to provide additional rear business entrances, and new structures should create opportunities for shared, alley accessed parking. The alleys also present opportunities for public art that can help enhance their attractiveness to members of the community.

Integrate Public Art Opportunities:



Artist: Robert Ressler



Artist: Mary Thieffels



Artist: Barbara Grygutis

FIGURE 3.8 - Interactive public art incorporated into existing and new playgrounds such as the Armadillo that was installed in Western Sculpture Park (left) could supply a creative and engaging active environment for area children of many cultures. The creation of murals reflecting the diversity of the neighborhood (center) could be used to enhance some of the large blank facades of existing retail uses. Public art incorporated into the overpasses can help to transform them into neighborhood landmarks and enhance the environment for pedestrians and cyclists (right).

All future public development projects and public-realm projects within the station area should include public art, consistent with the City's adopted public art ordinance. Private property owners and developers are encouraged to recognize the potential for public art to shape and transform the experience of public places, and consider strategies to include public art and to involve artists.

Public art is:

- 1) The creation of site-specific objects and site-integrated work to beautify public spaces, improve their function and enhance their meaning in the community; and
- 2) The creation of site-specific experiences using various art forms and media, including time-based works, to enhance the sense of place.

Public art has the potential to express the distinct character of the station area as well as to emphasize the continuity

and wholeness of the corridor. The following concepts and opportunities identified through the workshop process represent some of the specific possibilities for public art within the Hamline station area.

- The Hamline LRT Station and Station Area provide an opportunity to define and distinguish the station and its surrounding neighborhood with public art portraying the area's evolving human and cultural history including that of its recent Asian and Somali immigrants.
- The Hamline Station Area's streets were identified as opportunities for public art, especially around Galtier Elementary to emphasize a pedestrian orientation and support Safe Routes to School initiatives, including traffic calming for the school zone. Functional elements designed by artists such as lighting, gateways/signs marking special places, seating, patterned paving, and unique and playful bicycle racks would be useful and add interest.
- The bridges over I-94 were especially called out as places where artists' contributions could transform them into unique features and neighborhood symbols as well as

make them more inviting and safe for pedestrians and bicyclists.

- Interactive public art incorporated into existing and new playgrounds could supply a creative and engaging active environment for area children of many cultures.
- Temporary or seasonal public art created by emerging artists could be incorporated into neighborhood green initiatives including urban farm gardens and stormwater gardens.
- A community-sanctioned and supported mural program engaging local youth in public art practice by mentoring with professional artists, could enliven blank facades and mitigate the existing character of the neighborhood alleys.

Future Character Areas - Policy Directions

Recognizing the diverse places within each station area, a series of distinct Character Areas have been identified for the Hamline Station Area.

Utilizing a series of 3-D renderings derived from models developed through the course of community workshops, this section builds on the transit-supportive development types identified in the Central Corridor Development Strategy to describe historic and emerging Character Areas within the Hamline Station Area. Each Character Area contains a series of policy directions to guide future investment and change in built form, land use and circulation over time. These directions include identifying the appropriate location and scale of taller buildings, requirements for transitioning to stable neighborhoods, a desirable mix of transit-supportive uses, and recommendations for accommodating a system of movement that balances modes of active, transit and automobile transportation.

Images in this section illustrate how the goals and objectives of the station area plan may be realized. Flexibility in the interpretation and application of these guidelines is anticipated in order to allow for a range of transit supportive development scenarios that reflect the directions and intent established in this Station Area Plan.



Future Character Areas - Policy Directions

Future investment in Hamline's station area should build on four distinct Character Areas.

The key to the continued success of land use and development in the Hamline Station Area is threefold: first, to preserve the integrity and character of the stable Hamline Midway neighborhood north of the Avenue; second, to put in place a framework for the gradual intensification and improved walkability of the Midway Shopping District so that it can become a contributor to the success of the LRT and the vitality of the Corridor; and third, to provide a flexible and permissive land-use strategy across the entire station area that emphasizes connectivity, design performance and transit-supportive qualities, including a mix of uses, active building faces on the first floor and shared parking solutions.

Together, these approaches will help to strengthen the area's draw, reintegrate isolated areas and reinforce the urban structure of the area to provide for a complete community with housing, employment and enhanced mobility options.

While this overall direction will help guide change over the entire Hamline Station Area, this section describes four distinct yet overlapping Character Areas that will require specific policy direction to achieve their built-form and land-use potential over time. The following Character Area descriptions and policy directions respond to these distinct areas and provide clear guidance to the forms of development that will support the defined future and potential of the broader Station Area. Each Character Area relies on images of the model to illustrate key structuring principles for the area, including a narrative describing the general character and structure of the place and a series of policies that provide guidance relative to built form, land use and development patterns and circulation.

The final section of the chapter outlines common policy directions for parking and access that apply to all of the Character Areas.

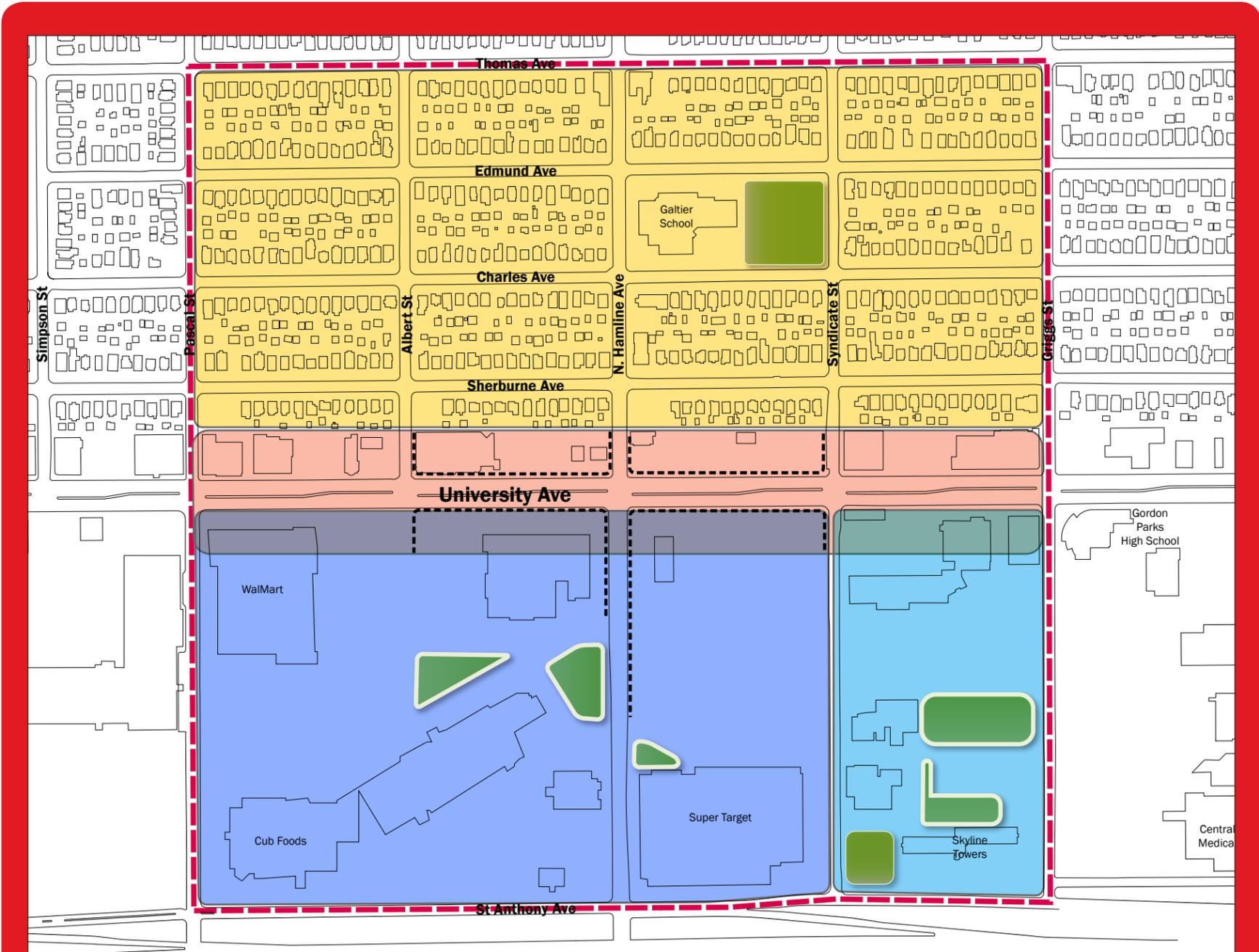


FIGURE 4.1 - The Hamline Station Area is comprised of four *Character Areas* each with their own potential.

- Strengthening the Avenue
- Improving the Midway Shopping District
- Proposed Open Space
- Sensitive Neighborhood Infill
- Lexington Urban Village
- Existing Open Space
- Priority Active Frontage
- Station Area Planning Boundary

Future Character Areas - Policy Directions

4.1 Improving The Midway Shopping District

There is a tremendous opportunity to expand the existing retail offerings within the Midway shopping district while introducing an urban structure and mix of uses that will help to support LRT.

As currently configured, the Midway shopping district is comprised of strip shopping centers and individual retail stores with little relationship to either the Avenue or each other. The creation of a new system of streets and open spaces will create a framework around which new intensification and redevelopment of this area may occur. From the north, extending streets south into the site will help to improve the relationship of this area with the Avenue. A new east-west connector proposed along what is generally the Fuller Avenue alignment, will help to break the existing super-blocks into a more walkable, compact scale. This will provide greater connectivity as the station area evolves, help to integrate the Midway into adjacent neighborhoods and make it easier for pedestrians and cyclists to use the area.

The creation of new open spaces and a destination urban park along with public art, will help to create a focus and identity for new development and provide a much needed amenity for area residents and visitors.

The use of parking ramps or internal parking configurations, and the addition of on-street parking on new streets, will be key to freeing up existing large areas of surface parking for new development. New buildings will respond to the emerging urban structure of the area by framing streets and open spaces and catering to a broad mix of uses, including more fine-grained retail along the Avenue, larger-format retail, residential uses and the potential for expanded office uses. South of the Avenue, a new marketplace could cater to the local residents while benefitting from the larger regional draw of the Midway. It will be an important step towards ensuring the station area continues to reflect neighborhood diversity and meet the needs of the local residents.

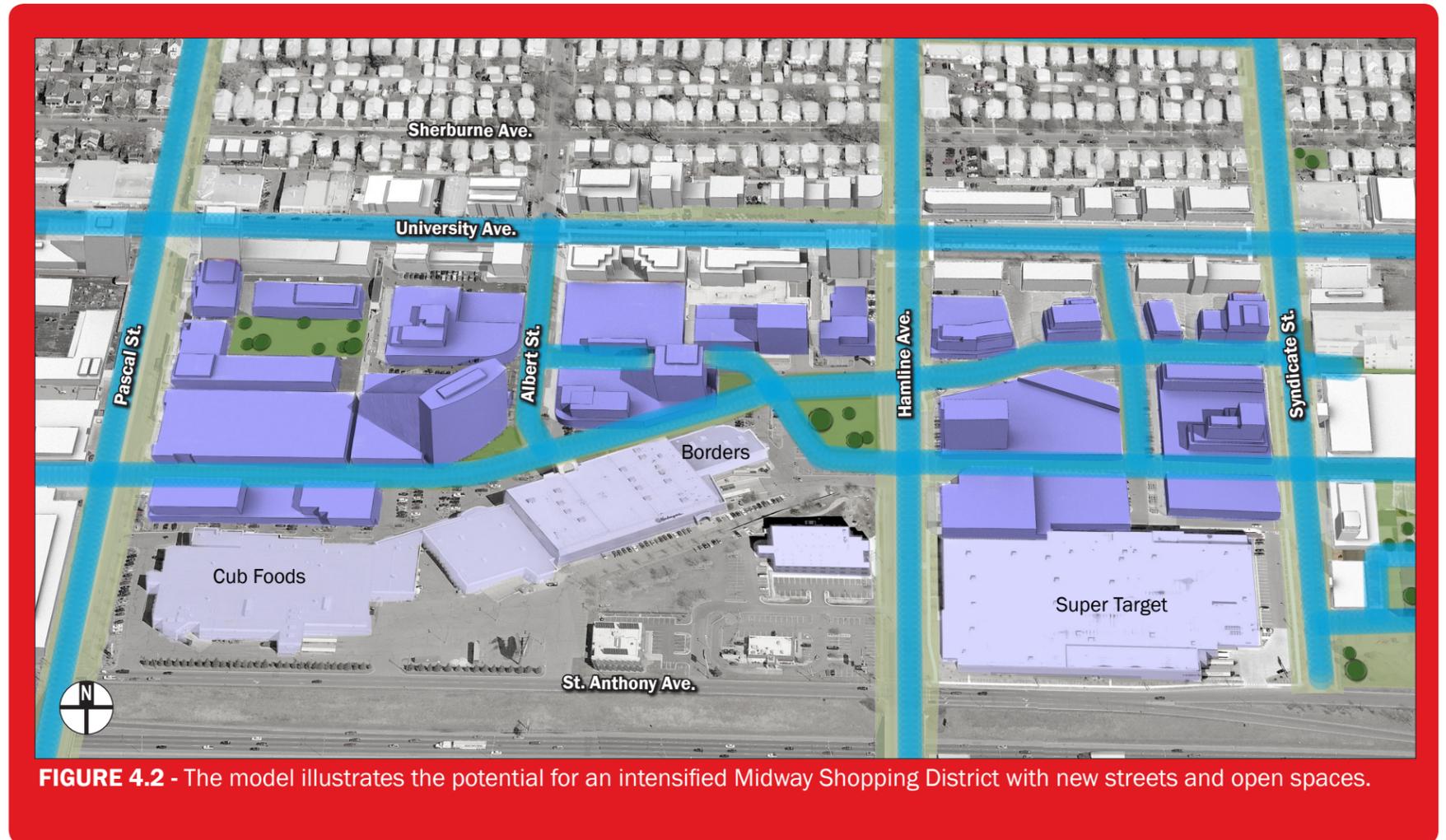


FIGURE 4.2 - The model illustrates the potential for an intensified Midway Shopping District with new streets and open spaces.

4.1.1 Built Form

New development should fit with its surroundings

- New development or expansion of existing buildings should line streets and open spaces and establish a height of generally four to six residential stories or four commercial stories.
- Taller small footprint 'point towers' of up to 15 stories may be appropriate in certain prominent locations including:
 - fronting proposed new open spaces;
 - at the terminus of view corridors; and
 - at corner locations south of the Avenue.
- 'Point towers' should be set back from a base podium of generally four stories in order to maintain a pedestrian friendly scale at street level (see Figure 4.3).

All new development should promote transparency and activity at street level

- Ensure first-floor retail or commercial units have at least one primary entrance on a public street.
- Commercial or retail uses located at grade should help to animate the street by incorporating extensive use of transparent glazing that allows the activity within to be seen from the street.

- f) Ground-level residential units should provide direct access to the street.
- g) Parking ramps adjacent to primary streets or open spaces should incorporate active uses on the first floor.
- h) In order to reduce the impact of large blank walls on public streets, buildings should actively front all adjacent streets and open spaces with facades that incorporate doors and generously proportioned windows. Where servicing requirements prohibit the use of transparent materials, buildings should be designed to enhance visual interest through variation in material, massing, color and/or texture, or the creation of painted or ceramic murals.
- i) New development adjacent to the Avenue should be set back a minimum of 4 feet to accommodate a 14 foot sidewalk and pedestrian zone. An additional 6 feet should be permitted on sites adjacent to the station to encourage active ground floor uses such as sidewalk cafes.

4.1.2 Land Use & Development Pattern

Support active open spaces

- a) Buildings immediately adjacent to an open space should provide for active uses on the first floor that front and animate the space.

Expand the mix and grain of uses

- b) The Midway shopping district should include a mix of uses that benefit from easy connections to public transit and the visibility and profile of being located on a major transit corridor.
- c) There should be an emphasis on smaller building footprints and/or articulation of longer building facades for developments fronting onto University in order to support the “main street” character of the Avenue.
- d) Buildings within the Priority Active Frontage outlined in

Figure 4.1 should incorporate first-floor retail, service or community space to activate this street edge.

- e) The introduction of a community market reflecting the diverse background of area residents would be a positive step towards diversifying the Midway shopping district. In the interim, temporary market stalls on underutilized areas of surface parking can test the market for this form of retail offering.

New private development must contribute to the creation of an interconnected street system and network of public spaces

- f) New buildings should preserve opportunities for the gradual extension of the street grid into the Midway shopping district.
- g) Larger developments should contribute to and establish the emerging block pattern through the location of new sidewalk connections and streetscape improvements.
- h) Where streets cannot be extended, new development should provide pedestrian mid-block connections and contribute to the creation of an interconnected network of pedestrian pathways through the placement of sidewalks, landscaping or other forms of pedestrian infrastructure.
- i) Large developments should contribute to the creation of new parks or open spaces and/or the enhancement of existing parks or open spaces.
- j) As a component of the development approvals process, larger developments should provide an open space strategy for the entire block on which the proposed development is located. The strategy should identify the conceptual location of all future open spaces (either publicly or privately owned) within the block, including the subject property and adjacent parcels. The strategy should additionally outline how each potential open space relates to the wider open space network and adjacent developments, both existing and proposed, within the station area.

4.1.3 Parking

Discourage surface parking on large sites

- a) Shared, structured or below-grade parking should be encouraged in new buildings or expansions which are greater than 30,000 square feet.

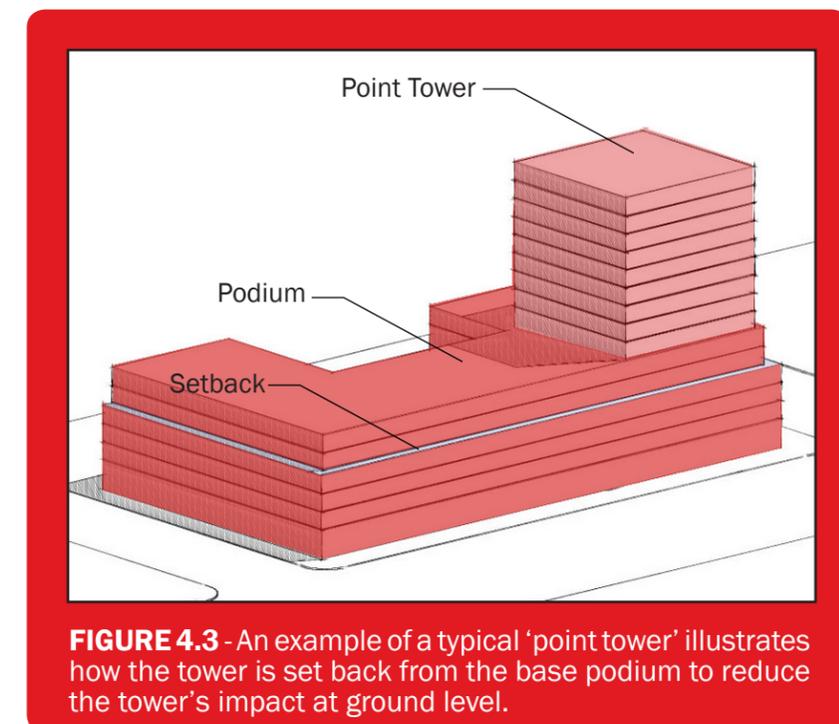


FIGURE 4.3 - An example of a typical ‘point tower’ illustrates how the tower is set back from the base podium to reduce the tower’s impact at ground level.

4.1.4 Circulation and Access

Areas with a fine grained street and block pattern, shorter block lengths and a greater number of intersections have been shown to promote higher levels of walking and cycling, support multiple route alternatives and accommodate a greater variety of uses over time. The introduction of an urban grid pattern of streets and blocks will be an important strategy towards the transformation of the Midway shopping district into a walkable, mixed use and transit-supportive district over time.

Create a Secondary Street Network

To be effective, the urban grid at the Hamline Station Area should be comprised of both a primary and secondary street network. Primary streets are streets with higher volumes of traffic and are the location where existing and future transit service will be focused. These include University, Saint Anthony, Pascal and Hamline Avenue. Given the planned transit infrastructure and traffic levels, pedestrian movement across these streets is typically restricted to designated crossing points.

While a secondary street network already exists north of University Avenue, the introduction of a secondary street network south of University will be important to support higher levels of connectivity, improve traffic operations on adjacent primary streets and mitigate barriers to pedestrian and bicycle movement through the station area. By breaking down larger blocks into a series of finer grained streets, the introduction of secondary streets will help to create multiple, more direct connections between the station and destinations south of University.

Achieve a High Grid Density

One measure of the nature of a neighborhood's street and block network is its "Grid Density." The "Grid Density" considers the number of intersections within a given area and is a useful way of comparing the walkability of one area against another. Generally the higher the grid density, the greater potential an area has to become a walkable environment.

Treasured, pedestrian-oriented, living and shopping environments such as the Grand Avenue neighborhood in Saint Paul and Cherry Creek North Neighborhood in Denver possess grid densities that are greater than 0.25 intersections per acre. This provides multiple route choices for pedestrians and cyclists and is capable of supporting a wide range of uses. In contrast, today the Midway shopping district currently has only 0.1 intersection per acre.

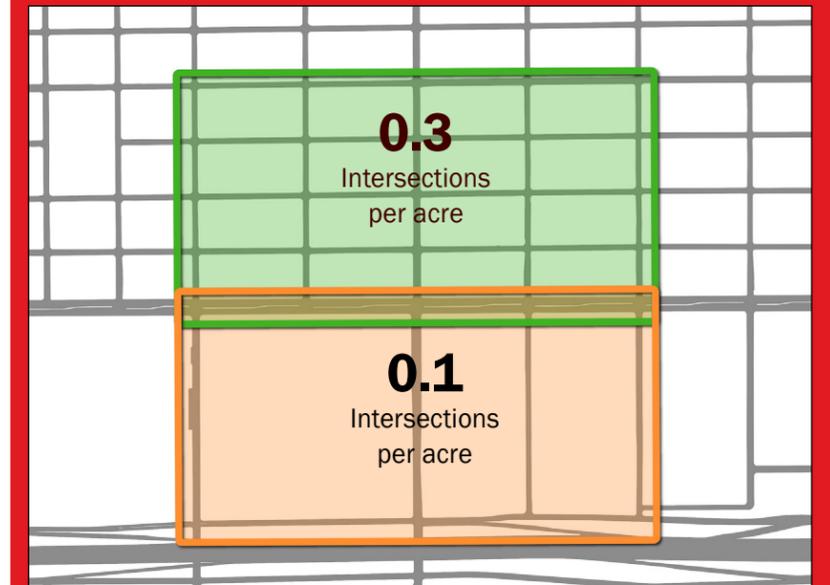
Reintroduce the Urban Grid Pattern of Primary and Secondary Streets

- Where large single parcels of land exist, they should be subdivided to create a secondary street network and block structure that can relieve congestion on the primary streets and facilitate a greater range of pedestrian and cyclist movement to and from the LRT station.
- A new east-west street located generally along the Fuller Avenue alignment should be created over time. When new streets and blocks are created they should be coordinated between properties to create a continuous east-west street that links with the Fuller "green street" to the east and connects west to Snelling.
- The existing street alignments north of the Avenue should be extended south across the site to the new proposed Fuller Avenue extension (described above). Where possible these streets should be extended south to St. Anthony Avenue.
- New streets and blocks south of the Avenue should support the achievement of a grid density of no less than 0.25 intersections per acre across the Midway shopping district.

Create a Connected Street Network

- New streets should link and align with existing streets in surrounding neighborhoods where possible.
- New streets and blocks should be coordinated across properties so that together they help to establish a continuous street and block network over time.
- Block lengths should be designed to be no greater than 625 feet in length.

Existing Station Area Grid Densities



Proposed Station Area Grid Densities

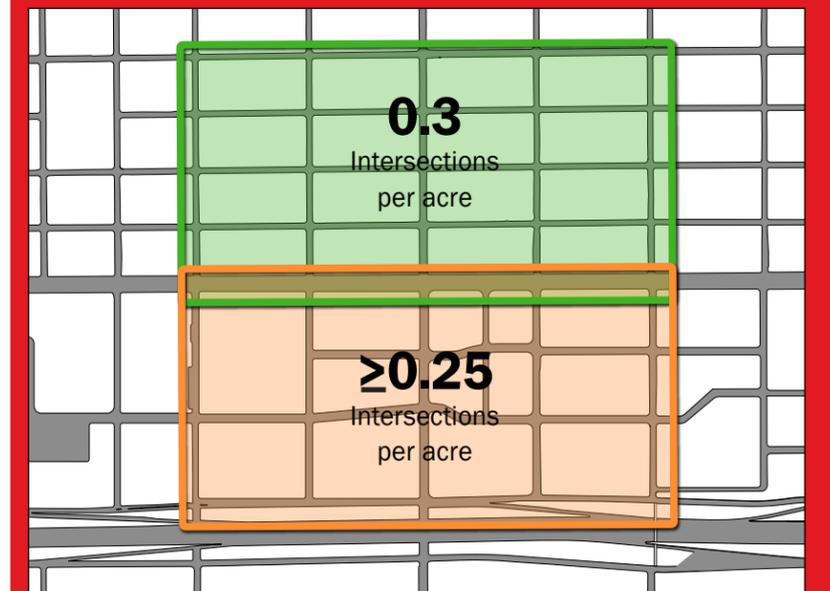
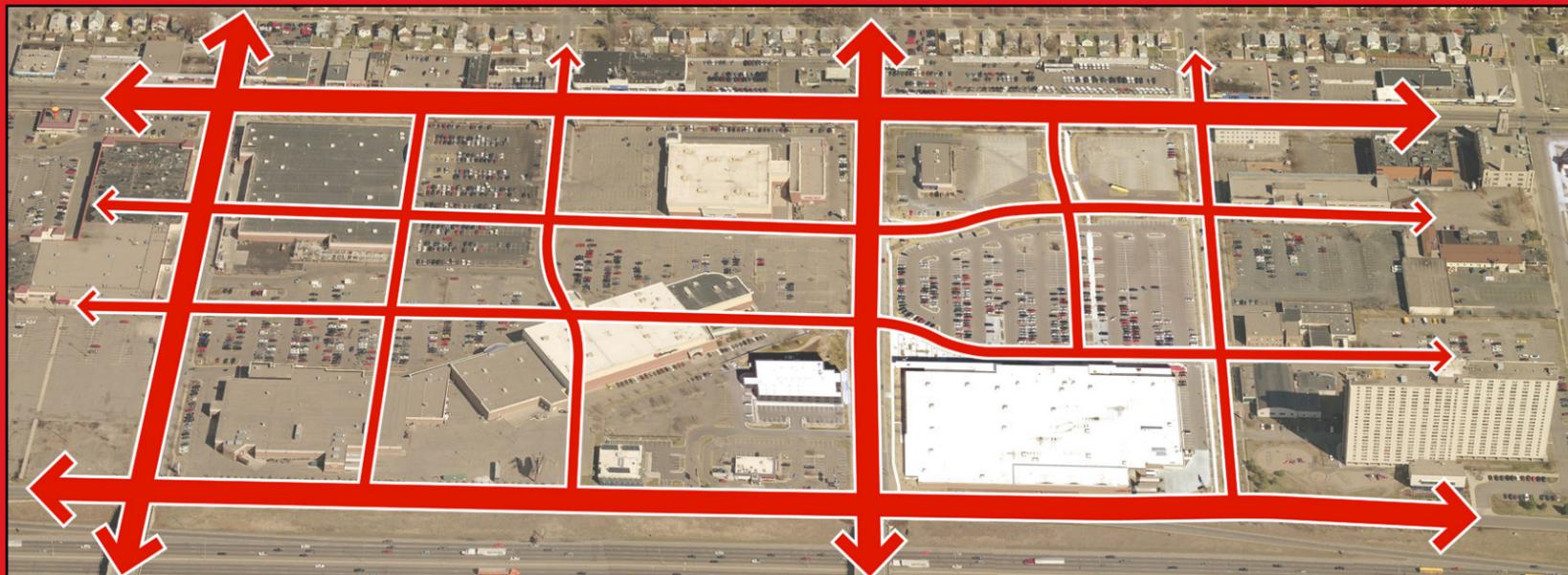


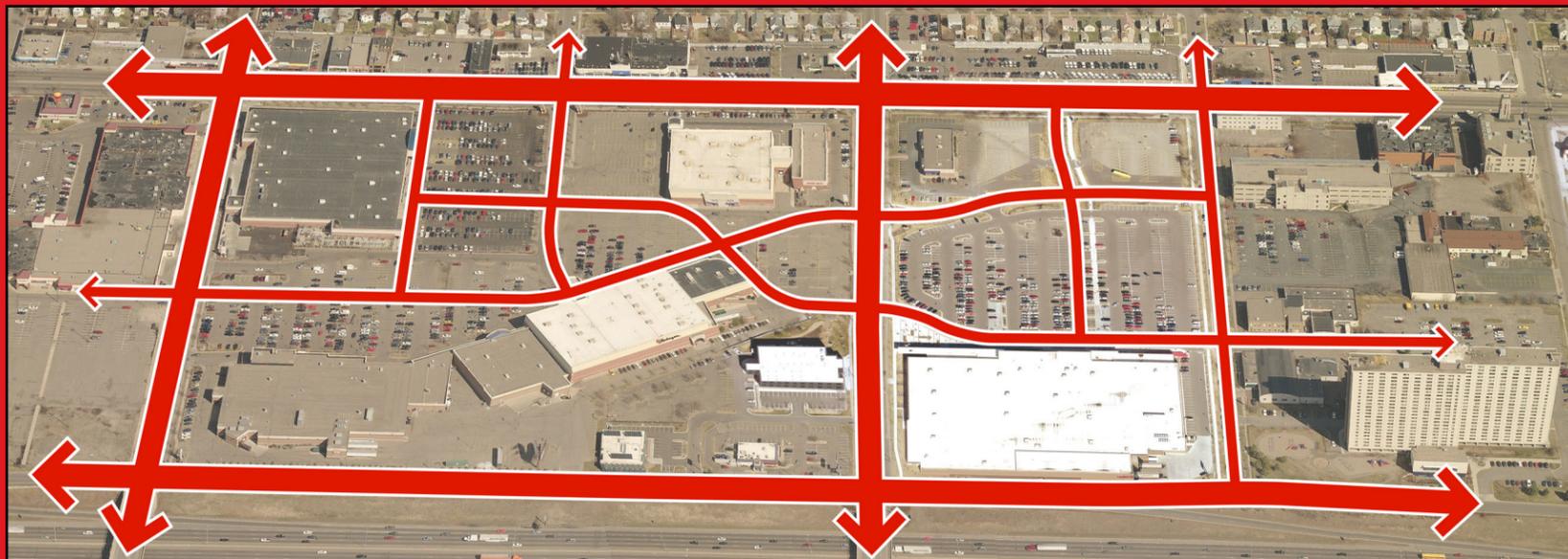
FIGURE 4.4 - The introduction of a street and block pattern across the Midway shopping district may take on a variety of forms. However, new streets and blocks should support the achievement of a grid density of no less than 0.25 intersections per acre.

Options for Reintroducing an Urban Street Grid

The introduction of secondary streets to create an urban street grid across the Midway shopping district will be a gradual process, occurring in conjunction with opportunities for new development and/or the expansion of existing uses. This can happen in one of two ways: 1) an orthogonal grid can be extended across the site or 2) a hybrid urban grid, one that responds to the current building configurations can be created. Each of these approaches or a combination thereof would sufficiently address the need for the reintroduction of an urban grid comprised of Primary and Secondary Streets.



Option 1: An Orthogonal Urban Grid



Option 2: A Hybrid Urban Grid

An orthogonal urban grid

As redevelopment opportunities arise, an urban grid should be extended across the site to create a more consistent grain and patterning of streets and blocks.

An orthogonal grid, extended across a large development block, should strive to create a consistent series of parcels capable of supporting new development over time. New streets should be coordinated across properties to create an interconnected network of streets and blocks and an east-west route along what is generally the Fuller alignment.

A hybrid urban grid

Where existing developments remain in place, a hybrid urban grid, one that reflects the current building locations, can be established to create a more walkable pattern of streets and blocks.

New streets should be provided with landscaped boulevards and generous sidewalks on either side. Though a hybrid approach will reflect current building locations, new streets should be coordinated across properties to create an interconnected network of streets and blocks and an east-west route through the Midway shopping district along what is generally the Fuller alignment.

4.2 Strengthening the Avenue

The existing large-format retail uses of the Midway shopping district have eroded the quality of University Avenue, leaving extensive gaps in the streetscape, significant amounts of surface parking and buildings that turn their backs to the street. Along the northern edge of the Avenue, shifting land uses have left many sites underutilized or vacant.

On both sides of the Avenue, new development fronting the street will be needed to fill in the gaps, creating a critical mass of activity adjacent to the LRT station and a pedestrian friendly Avenue with more “eyes on the street.”

Along the northern edge of University, numerous infill sites create an excellent opportunity for a range of building types at scales and densities that respond to the size of the parcel. These developments could include both retail and employment uses as well as a mixture of residential or live-work units.

South of the Avenue, large areas of surface parking create an opportunity to redefine the corridor with higher-density development that will capitalize on the University frontage and the larger land parcels. Development here will provide a transition from the finer grain on the north side of University, towards the larger-format retail uses and will improve the image of the Midway shopping district from the Avenue.

Together the north and south sides of the Avenue will help to create a strengthened retail main street, one capable of supporting a vibrant mix of uses and reflective of the area’s role as a regional shopping destination.

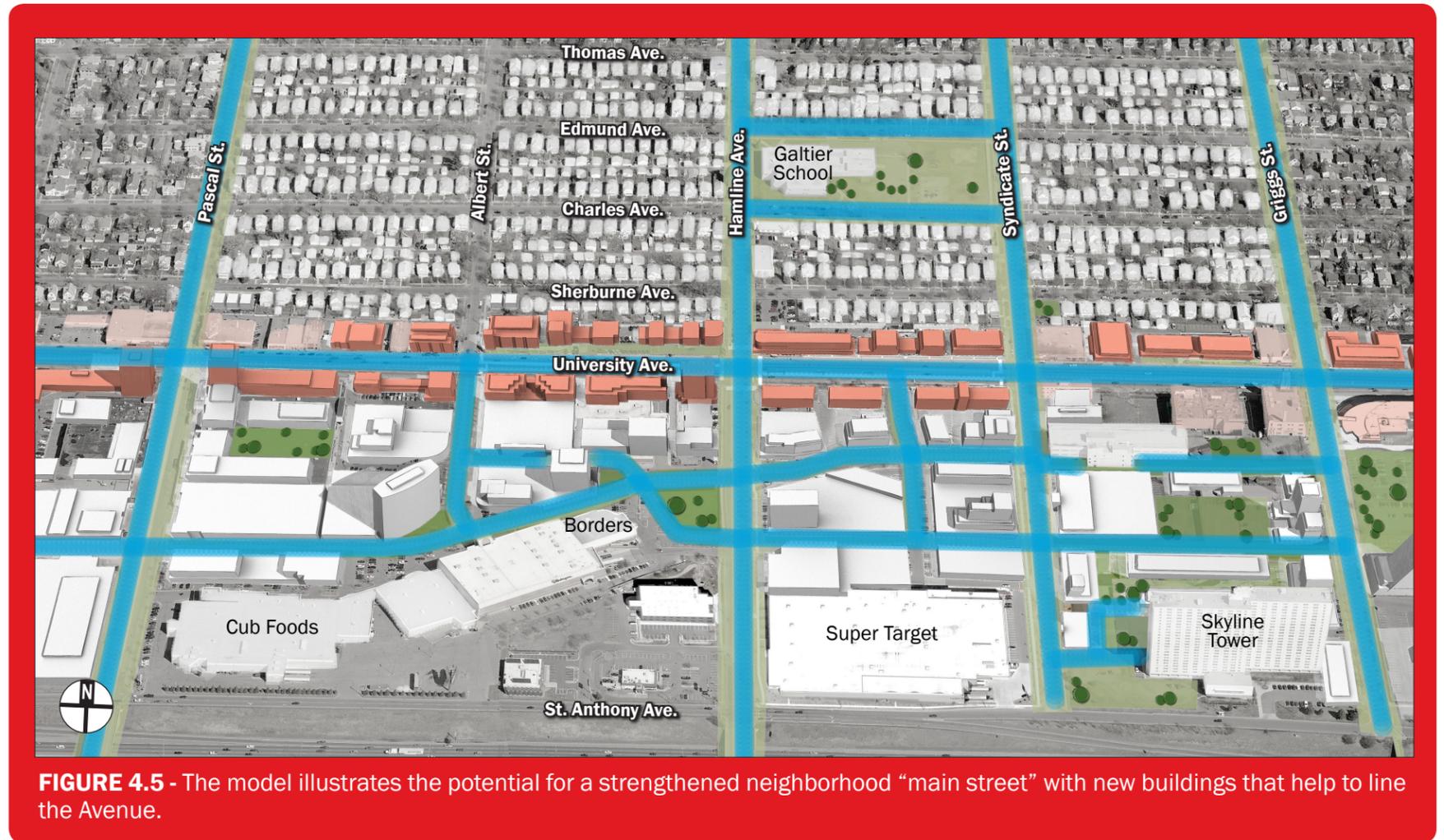


FIGURE 4.5 - The model illustrates the potential for a strengthened neighborhood “main street” with new buildings that help to line the Avenue.

4.2.1 Built Form

New development should fit with its surroundings

North of the Avenue

- Along the north side of the Avenue new development or expansion of existing buildings should be predominantly low rise in scale, generally around three to four stories in height.
- Buildings should transition down in height towards the alley and the neighborhoods to the rear.
- To repair the residential character of the street, buildings along Sherburne should adopt similar setback, height and massing characteristics to existing residential development along the street.

South of the Avenue

- The south side of the Avenue has the potential for greater height given its physical separation from the low-rise neighborhoods to the north and the large scale of available parcels.
- New development or expansion of existing buildings along the south side of the Avenue should line streets and open spaces and be generally three to six residential stories or three to four commercial stories in height.
- To create a comfortable relationship with University Avenue, buildings should be stepped back from the street to reduce their impact at ground level.
- Taller small footprint 'point towers' (see Figure 4.3) of up to ten stories with a four story podium base may be appropriate in certain prominent locations including:
 - the intersection of Hamline and University
 - fronting proposed new open spaces and
 - at corner locations south of the Avenue.
- 'Point towers' should be set back from the base podium height in order to reduce their impact at ground level

All new development should promote transparency and activity at street level

- All first floor units and storefronts should have at least one pedestrian entrance oriented towards the Avenue, Station Access Points and/or key gathering places.
- Commercial or retail uses located at grade should help to animate the street by incorporating extensive use of transparent glazing that allows the activity within to be seen from the street.

4.2.2 Land Use & Development Pattern

New uses should support a vibrant mixed use corridor

- A mix of uses should be concentrated along the edges of the Avenue where they benefit from an easy connection to public transit, and the visibility and profile of being located on a major transportation corridor.
- Ground floor residential units should be designed as adaptive, grade-related live-work units with taller floor-to-ceiling heights that can evolve over time to accommodate a wide range of uses: studios, professional offices, community services, etc.

All new private development must contribute to adjacent streetscape improvements

- Buildings should be massed so that they are able to frame all public sides of a development block.
- Where there is not sufficient public right-of-way for new street tree planting or public realm amenities, new buildings should be set back from property lines to establish an outdoor area for seating, display space and/or landscaping as appropriate. A minimum pedestrian promenade dimension of 14 feet would provide for street trees, sidewalk and some outdoor seating space.
- Developments within the area defined as Priority Active Frontage (Figure 4.1) should provide for active uses on the first floor to support their immediate proximity to the future LRT station platform.

- Where parking lots create gaps in the street frontage they should be adequately landscaped along the street frontage.

4.2.3 Circulation, Parking and Access

Restore and enhance the alleys

- Alleys in the station area should be preserved as public right-of-way in order to maintain access for businesses and development along University Avenue and to increase automobile and pedestrian circulation.
- A targeted program of clean-up, maintenance and alley enhancements should explore opportunities for new paving, the integration of stormwater management features such as permeable paving, and enhanced lighting. Alleys shared between commercial and residential uses should focus on buffering commercial traffic and noise.

Discourage surface parking on large sites south of University

- New buildings or expansion of existing buildings which are greater than 30,000 square feet should provide shared, structured or below grade parking.
- Where large single parcels of land exist on the south side of the Avenue, they should be broken up whenever possible to create a more walkable environment of smaller-scaled streets and blocks.

Integrate stormwater water management

- New large areas of surface parking should incorporate stormwater management practices to contain and slow runoff, as well as aid in filtering contaminants before they enter the sewer system.

4.3 Lexington Urban Village

The southeast quadrant of the Hamline Station Area (east of Syndicate Street) is isolated and detached from the surrounding area.

A number of factors contribute to this condition, including the proximity to Interstate 94 at its southern edge, a lack of east-west connections for pedestrians and vehicles, and a predominance of vacant lots and surface parking. The discontinuous street pattern and poor public realm condition offers limited outdoor gathering space and deters pedestrian activity.

With future investment, there is a significant opportunity to completely reinvent this area. The underutilized Skyline Tower site, the large former auto dealership storage site south of the Gordon Parks Academy and other adjacent parcels possess the size, flexibility and access to transit that make each an excellent candidate for integration within a larger, revitalized transit-supportive neighborhood. Future medium to high-rise redevelopment should bring structure to the area through the introduction of an east/west street generally aligned with Fuller and the creation of new neighborhood green spaces around which new buildings are oriented. These green spaces will become an asset to the larger community, utilized by new and existing residents, students from area schools as well as employees of nearby institutions and workplaces.

Working within a framework of interconnected streets and neighborhood open spaces, new uses should fill in the existing gaps that separate St. Anthony Avenue and University Avenue. This will help to make the walk from the south end of the station area more interesting and safer with more “eyes on the street” for students and residents of the area. The existing Skyline Tower establishes a precedent for medium- to high-density living. New buildings, however, should be oriented to work together to create the feeling of a consistent building face running adjacent to streets and open spaces. This will help to enliven the area and create an opportunity for expanded retail and service uses.

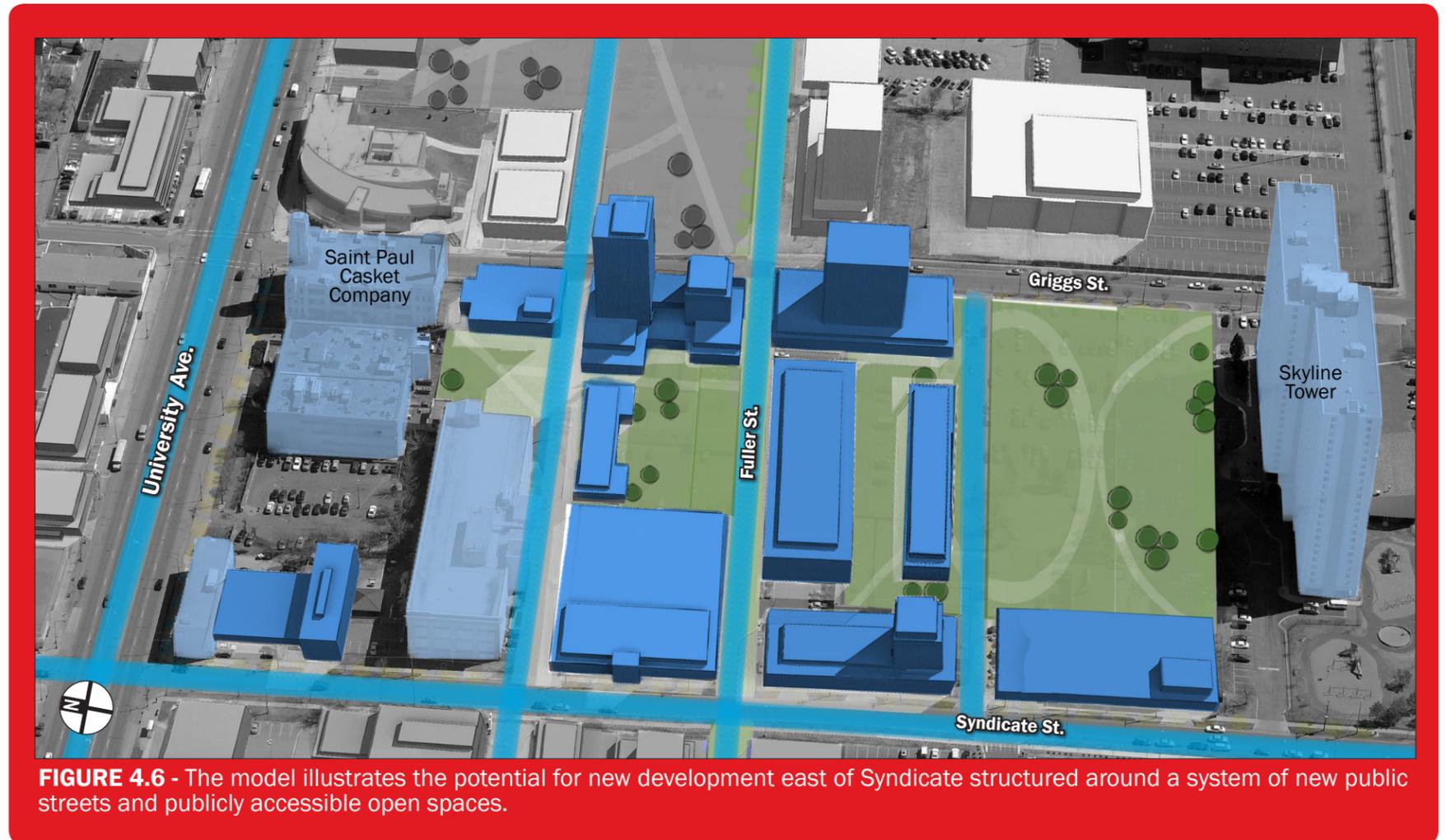


FIGURE 4.6 - The model illustrates the potential for new development east of Syndicate structured around a system of new public streets and publicly accessible open spaces.

4.3.1 Built Form

Buildings should help to frame streets and open spaces

- a) New development should face onto new park spaces and/or public streets and be a height of generally between four to six residential stories. Along Syndicate Street, commercial buildings should generally be three to five commercial stories in height.
- b) Taller 'point towers' of up to ten stories with a four story podium base located adjacent to Skyline Tower are appropriate. These should be set back from the base podium in order to reduce their impact at ground level (see Figure 4.3).

Buildings should enliven streets and open spaces

- c) Ensure that first floor units and storefronts orient their entrances towards public streets and open spaces.
- d) Buildings should provide, where feasible, first floor residential units with private entrances and/or semi-private terrace spaces that are oriented to adjacent streets and open spaces. This will help to enliven the surrounding streets and park spaces, provide attractive housing options for families and create long-term flexibility for live-work units.
- e) A limited number of local commercial or retail uses may be located on the first floor and should be developed to animate public spaces by incorporating large glass frontages that allow the activity within to be seen from the park or street.
- f) The first floor corner spaces on buildings facing park spaces should allow for outdoor cafes.

New development should fit with its surroundings

- g) The Saint Paul Casket Company building is a unique historic structure and is an important local landmark along the Avenue. New uses and developments should seek to reuse the building to strengthen the connection between the station area's past and present condition.

- h) The introduction of structured parking and redevelopment of the large area of surface parking associated with the Skyline Tower development should be encouraged. A redeveloped parking lot should help to integrate the tower into the surrounding neighborhood and enhance connections between the Midway shopping district and Griggs Street.
- i) The incorporation of a new community open space as a component of any redevelopment of the Skyline Tower parking lot should be strongly encouraged.

4.3.2 Land Use & Development Pattern

Fronting Griggs Street

- a) Land use should be primarily residential, though all first floor units should be designed as adaptive, grade-related live-work units with taller floor-to-ceiling heights that can evolve over time to accommodate a wide range of uses: studios, professional offices, etc.
- b) A limited amount of neighborhood retail to accommodate cafes, corner stores and other service uses should be permitted adjacent to open spaces and along Griggs Street near University Avenue.

Fronting Syndicate Street

- c) The accessibility and relationship of Syndicate Street to the adjacent Midway shopping district make this an appropriate location for new retail and commercial uses.
- d) Other uses including new community services, such as day-care or after-school programs needed to support new residential development, are also appropriate for this area.

4.3.3 Circulation, Parking and Access

Reintroducing the urban grid pattern

- a) Where large single parcels of land exist, they should be broken up whenever possible to create a more walkable environment of smaller-scaled streets and blocks. The proposed extensions of the urban grid pattern listed below are illustrated notionally in Figure 5.1.
 - i) Extending Fuller Ave west of Lexington is an important strategy towards creating a corridor-wide bike route, linking the Midway shopping district to the west with the Capitol to the east.
 - ii) A new east-west street just south of University Avenue will help to create a finer block pattern and create frontage for new buildings and open spaces.

Discourage surface parking on large sites

- b) Shared, structured or below-grade parking should be encouraged in new buildings or the expansion of existing buildings which are greater than 30,000 square feet.
- c) Where large single parcels of land exist, they should be broken up whenever possible to create a more walkable environment of smaller-scaled streets and blocks.

4.4 Sensitive Neighborhood Infill

The neighborhoods north of University can be reinforced through reinvestment and sensitive infill.

North of University Avenue, the neighborhood is defined by a block pattern comprised of predominantly single-family detached houses and duplexes. An exception to this exists at the intersection of Thomas Street and Hamline where a small cluster of mixed-use buildings provides a range of convenient local services. New buildings should respect and be sensitive to the development pattern, scale and height of adjacent properties. This may include rehabilitation of existing homes, the construction of new single-family and multiple-family townhome dwellings, and the construction of new accessory units.



FIGURE 4.7 - The model illustrates the potential for a strengthened residential neighborhood north of University with a small cluster of neighborhood commercial at the intersection of Hamline and Thomas.

4.4.1 Built Form

Design for sensitive infill:

- a) All development should be designed to preserve light, views, and privacy in single family neighborhoods.
- b) To repair the residential character of the existing low rise neighborhoods, buildings should be no more than three residential stories in height and adopt similar setback and massing characteristics to the existing residential development along the street.
- c) Two residential stories over one story of commercial should be permitted at the intersection of Thomas Street and Hamline Avenue.
- d) Redevelopment or new development on either side of Hamline Avenue should be oriented to actively front all adjacent streets with generously proportioned windows and doors.

4.4.2 Land Use & Development Pattern

Encourage accessory units in areas of stability:

- a) Accessory units and multi-unit dwellings can simultaneously increase density and housing options within the Hamline Station Area. These renovations represent excellent opportunities to repair and strengthen residential properties.

4.4.3 Circulation, Parking and Access

Ensure that parking does not detract from the character of the neighborhoods:

- a) Off-street parking should not be permitted between the primary frontage of any dwelling and the public sidewalk.

Enhance the alleys:

- b) The City and community should work together in partnership on alley enhancements that would focus on beautification, greening, and safety in residential alleys.
- c) Encourage residents to install pedestrian scaled lighting on the alley, and to remove blight and overgrowth from the area adjacent to their properties.
- d) The City should explore residential stormwater management techniques that can help limit flooding and pooling, which can erode and damage alleys over time.

4.5 Managed Parking Strategies

The ability to accommodate parking in more urban configurations, such as in parking ramps or integrated into new buildings, will be an important strategy to enable the gradual intensification of the Hamline Station Area over time.

Though large areas of surface parking currently over-satisfy the need for parking on the south side of University, the gradual redevelopment of these lands for new uses will mean that there will be an increasing need for more centrally located, shared parking arrangements capable of servicing multiple uses in a more compact, pedestrian oriented environment. Businesses on the north side, who currently rely on on-street parking, will need to adapt to new shared parking strategies.

The following policies provide a range of parking strategies for maximizing the effectiveness of parking solutions within the Hamline Station Area.

- a) Maximize side street parking where possible. Minimize curb cuts on north-south streets and along the Avenue by consolidating driveways. The use of flexible stall spacing, parking meters, and time-limited signage on side streets will help to encourage short trips and enable frequent vehicle turnover. Work with businesses and property owners to substitute space for deliveries and loading, and bike parking, where needed.
- b) Reduce or eliminate small scale commercial parking requirements for development. This strategy will reduce development costs, increase affordability, support transit ridership with more compact development, and open new possibilities for flexible, small scale live-work spaces.
- c) Create a Parking Improvement District to fund alley shared off street parking solutions, streetscape improvements, alley improvements, snow removal, and the cost of operating a shared parking facility.
- d) Use parking enforcement technology to enforce parking regulations including time limits at parking meters, area-wide time limits, and permit restrictions.

Along the Avenue

- e) Encourage better utilization and design of existing parking lots, and share the use and cost of parking. Discourage the establishment of large new single-use surface parking lots on University Avenue, and the expansion of existing lots within the station area.
- f) Discourage new surface parking fronting on University, which detracts from the vitality and pedestrian-friendly “main street” character of the Avenue.
- g) Where alternative parking solutions are not available, surface parking fronting onto University Avenue should be limited to a maximum of 60 feet in width (for the provision of two parking aisles and one drive aisle) and utilize landscape buffers along the Avenue to minimize the visual impact on the pedestrian environment.
- h) Accessing surface parking lots from side streets or alleys should be encouraged.
- i) Once LRT becomes operational, explore the potential for off-peak, on-street parking along University Avenue.
- j) Encourage the centralization of refuse and recycling between businesses. If clusters of businesses could access common refuse and recycling facilities it would result in fewer dumpsters freeing up valuable space for additional parking.
- k) Explore partnerships to create, manage, and maintain shared parking lots.
- l) Deliveries or loading that currently take place in the parking lane should be coordinated to happen during off-peak hours. In addition to rear and side street loading, some deliveries may need to occur in the curb lane of traffic, as some businesses have only street access.

In the Midway Shopping District

- m) As new streets are introduced, on-street parking should be included in the design of those streets to replace the demand and inefficiency of off-street parking.
- n) Larger mixed-use, office and/or residential developments should be encouraged to accommodate parking below grade or in structured parking ramps. Where it is provided, surface parking should be to the rear of the building where it should be concealed from adjacent streets and open spaces through the design of the building, use of street trees and plantings.
- o) Encourage the provision of publicly accessible, shared parking space in all new parking ramps or below grade parking structures associated with retail developments that are greater than 30,000 square feet.
- p) Encourage greater use of mass transit, ride-sharing, biking, and walking, reducing the demand for single-occupancy automobile parking.
- q) Require a Travel Demand Management plan as a part of the site plan review process for larger developments, or for larger employers using City assistance or other City approvals.

In the Neighborhoods

- r) Manage neighborhood parking to discourage all-day commuter parking.
- s) Evaluate the current residential permit parking system to gauge its effectiveness, and explore allowing employees of businesses to park in the permit district in order to preserve limited nearby spaces for customers.



FIGURE 4.8- Larger mixed-use, office and/or residential developments should be encouraged to accommodate parking below grade or in shared, structured parking ramps. This parking ramp on Wabasha Street incorporates retail at grade with a high-quality façade above that integrates into surrounding uses. On street parking has been maintained to enable quick stops and reduce the overall parking requirement throughout the area.



Movement - Balancing Modes

This chapter contains strategies for improving options to move to, from and within the Hamline Station Area. These include Connections to improve the linkages, safety, efficiency and quality of pedestrian and cyclist routes; and The Mobility Enhancement Area, to provide safe and efficient pedestrian access to the Hamline LRT platforms and destinations along University Avenue.

Movement - Connecting the Corridor

Improving mobility patterns in the Hamline Station Area will rely largely on the gradual redevelopment and intensification of the Midway shopping district.

The abundance of surface parking, heavy vehicular traffic, and lack of pedestrian amenities in this area create significant obstacles to the creation of a continuous and attractive pedestrian and bicycling network within the Central Corridor. Critical among needed improvements is the creation of a new east-west connection generally along the Fuller Avenue alignment. This will help to link the Snelling, Hamline and Lexington station areas together and establish a grid pattern that is more consistent with urban-scaled development blocks.

Recommendations for improving and expanding mobility options are structured into two key themes:

The first theme is **Connections**, which describes a strengthened pattern of movement options for pedestrians, transit riders and cyclists to reach destinations within the Hamline Station Area, both to the Central Corridor's many neighborhoods and the broader region.

The second theme is the **Mobility Enhancement Area**, which more closely examines the future impact of LRT on movement patterns in and around the proposed platform location, and provides recommendations for ensuring a safe, efficient and pleasant pedestrian experience for area residents, workers and visitors alike.

5.1 Connections

Improving movement options for pedestrians, transit riders and cyclists in reaching the Hamline Station Area from adjacent neighborhoods and the broader region is critical. The Connections diagram (Figure 5.1) identifies existing and proposed key routes to and within the Hamline Station Area, and illustrates recommendations for improving connectivity, safety, efficiency and quality of these routes for pedestrians and cyclists.

Enhance Bike Connections to and from the Station Area

The Bike Walk Central Corridor Action Plan (adopted May 2010) identifies a range of opportunities for enhancing cycling connections within the station area.

Pascal and Griggs Street have been identified as the Primary north-south bicycle routes through the Station area. Pascal Street is an existing designated bikeway. Griggs Street is a preferred bikeway location that benefits from a newly reconstructed pedestrian and bicycle crossing over I-94. The addition of cycling lanes along Griggs Street and enhancement of existing lanes along Pascal with improved paving and bicycle signage would help to enhance conditions for cyclists using these key connections. Given lower traffic volumes on Griggs north of University, the potential for a bike boulevard along Griggs, between University and Minnehaha, should be explored. Bike routes on both Pascal and Griggs would also be supported through the provision of cycling amenities such as bike racks and lockers which would make it easier for cyclists to stop and visit the area.

The Ayd Mill Redevelopment Project is currently identified as a recommended project within the Saint Paul Comprehensive Plan. However, implementation of the project as currently proposed would have substantial implications on the movement patterns in and around the future station area. Given the recent introduction of a Hamline LRT Station, any detailed planning and project design should reevaluate the proximity of the Ayd Mill project to the station, and its

potential effects on the goals of this plan, including, but not limited to: transit-oriented development opportunities, attaining more bicycle and pedestrian friendly streets, and encouraging transit ridership. Because the project may place increased pressure on local streets, consideration should be given as to how Ayd Mill improvements could help increase neighborhood accessibility for all modes, and support new development consistent with this plan and with Complete Streets legislation at the local and state level.

Two primary east-west bicycle routes, north and south of University Avenue, have been identified as candidates for the creation of bicycle boulevards. North of the Avenue, Charles Avenue is the preferred route because of its calm traffic pattern and convenient but safe distance from the Avenue. South of the Avenue, a route along an extended Fuller Avenue is preferred.

Improve Pascal and Hamline Bridges

These important I-94 crossings provide a critical connection between University Avenue, and the Union Park neighborhood and Concordia University to the south. In order to improve connections between these destinations, public investment should provide for widened sidewalks with railings located between the sidewalk and traffic lanes. Aesthetic improvements such as the integration of public art, landscaping and improved lighting would help to enhance the experience of crossing I-94 for pedestrians and enable the bridges to become neighborhood landmarks.

Extend Fuller Avenue West to Snelling

The current terminus of Fuller Avenue at Lexington represents a missing link in both the larger mobility network of the corridor and the local movement network of the Station Area. The long-term redevelopment of the Midway shopping district should, over time, permit the incremental extension of Fuller Avenue west from its current terminus, through the approximate middle of the Midway Shopping District. The extension of Fuller will help to break down the scale of the

existing blocks, creating a smaller interconnected network of streets for pedestrians and cyclists visiting the area. At the scale of the corridor, the extension will help to enhance east/west cycling connections between Snelling and the Capitol.

Improve the North/South Streets

The north/south streets through the Midway shopping district represent important connectors linking the area with the neighborhoods to the north and south of the Avenue. The public realm section of this report outlines a series of specific streetscape improvements (page 19) aimed at improving these connections.

Future Bus Service

The Route 21 bus, running on Hamline, University and Snelling in this area, provides critical links to Selby and Marshall Avenues, and to Lake Street in Minneapolis. Additional high-frequency service on the 21 route will support ridership by creating convenient transfers to LRT from several Saint Paul neighborhoods.

In the Hamline station area, a new bus, the Route 60, has been proposed. The 60 would follow a circulator pattern, with service along University Avenue, Victoria, St. Clair, and Hamline. This route would connect high-density housing bounded by this area, as well as provide transfer points to three LRT stations and other bus service in the corridor.

Establish a Network of Complete Streets

The State of Minnesota has recently passed legislation in support of the establishment of complete streets policies. The planning and design of new streets and the refurbishment of existing streets within the station area should identify and balance the safety and accessibility needs of all users including motorists, pedestrians, transit users and vehicles, and bicyclists.

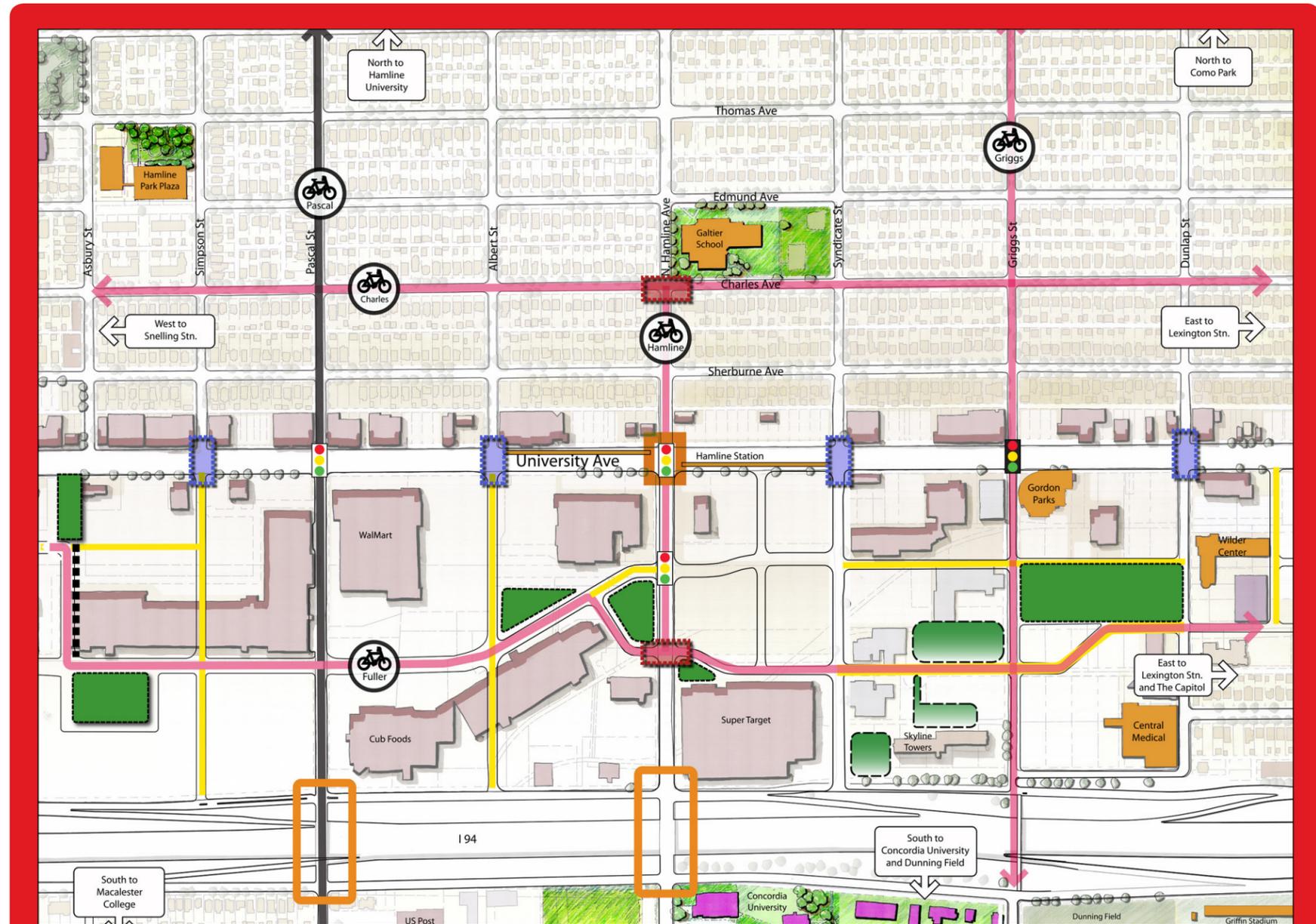
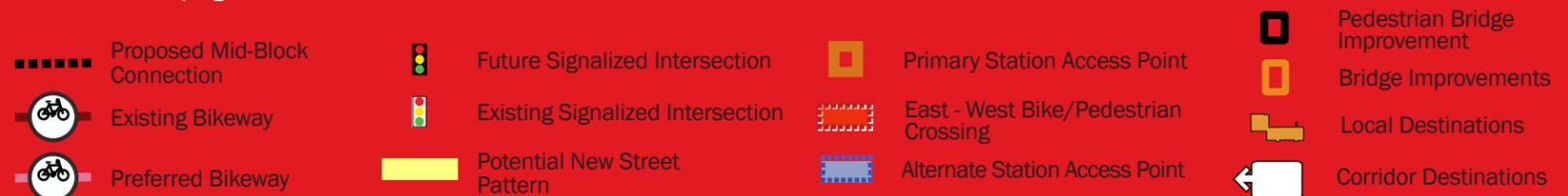


FIGURE 5.1 -The *Connections* drawing above illustrates the key connections, destinations and public realm moves throughout the station area as identified during the station area workshops. The introduction of new streets could occur in a number of ways as described on pages 28 and 29 of this Station Area Plan.



5.2 The Mobility Enhancement Area

The Mobility Enhancement Area diagram (Figure 5.2) illustrates the current and future movement patterns within the Hamline station area.

Mobility Enhancement Area

An opportunity for enhanced mobility around the Hamline station occurs in three key areas. To the north, an opportunity exists to rebalance Hamline Avenue in favor of pedestrians. This will help to improve the walkability of the area.

Along the Avenue, new infill development will help to frame and enliven this retail and services corridor. An enlivened pedestrian realm, seating areas and busy transit stops will foster a greater sense of personal safety and vitality on the Avenue, and encourage people to linger here.

South of University Avenue, an opportunity exists for the incremental transformation of the Midway shopping district. As new development occurs, each site should contribute to the creation of a pedestrian-friendly street and block pattern with a more balanced mobility system that accommodates cars, pedestrians and cyclists.

Special strategies for the Hamline Station Mobility Enhancement Area include:

- Incorporating on-street parking along new streets within the Midway shopping district to offset the loss of on-street parking on the Avenue, support a finer grain of uses and more activity along Fuller Avenue, calm traffic and create an additional buffer between pedestrians and moving vehicles;
- Incorporating urban streetscape standards within any redevelopment of vacant or underutilized sites, including reduced curb radii, bump-outs, narrower streets and special paving patterns; and
- Providing enhanced pedestrian and bicycle crossings on Hamline Avenue at both Charles Avenue and the Fuller Avenue alignment to create two east/west connections and support proposed bicycle boulevard routes along the corridor.

The Station Transfer Zone

The Station Transfer Zone is identified in Figure 5.2. It stretches from Albert Street to Syndicate Street and encompasses a large section of the Avenue character area, including several potential mixed-use redevelopment sites where underutilized and/or abandoned auto-oriented uses presently exist. An opportunity exists to improve the character of the Avenue by expanding sidewalks and incorporating pedestrian amenities that will support the emergence of a healthy main street and positive transit experience.

Special strategies for the Hamline Station Transfer Zone include:

- Capitalizing on the substantial redevelopment opportunities that exist to provide setbacks along the south side of the Avenue above and beyond the minimum 14-foot dimension. This will help to mitigate against the proposed scale of new development and provide additional room for street-related activities such as sidewalk patios and cafes;
- Incorporating special streetscape treatments and public art that help to celebrate and distinguish the Midway neighborhood;

- Providing transit connection areas, those areas where transfer between buses and the LRT will occur, with a higher level of pedestrian amenity such as increased lighting, garbage receptacles, seating and wayfinding signage; and
- Providing bicycle racks and lockers for cyclists, which should be placed along the streets within the station transfer zone as space permits.

The Designated Crossings

Within the Hamline Station Mobility Enhancement Area there are a number of designated crossings. The main platform entrance is located at the intersection of Hamline Avenue and University Avenue. It will be the primary area where LRT links with the bus network and the principal hub of station activity.

Two non-signalized crossings are located along University at Albert Street and Syndicate Street. These will be linked directly to the far sides of the station platforms to provide additional access to the station.

Along Hamline Avenue there are two east/west bike and pedestrian crossing at Charles and the future intersection with an extended Fuller. These are important crossings that will extend the corridor-wide east/west bicycle routes east to the Lexington Area and west towards Snelling.

For more detailed descriptions of the Mobility Enhancement Area, Station Transfer Zone and Designated Crossings proposed for the Central Corridor, please refer to Chapter 1 of the full set of Station Area Plans.

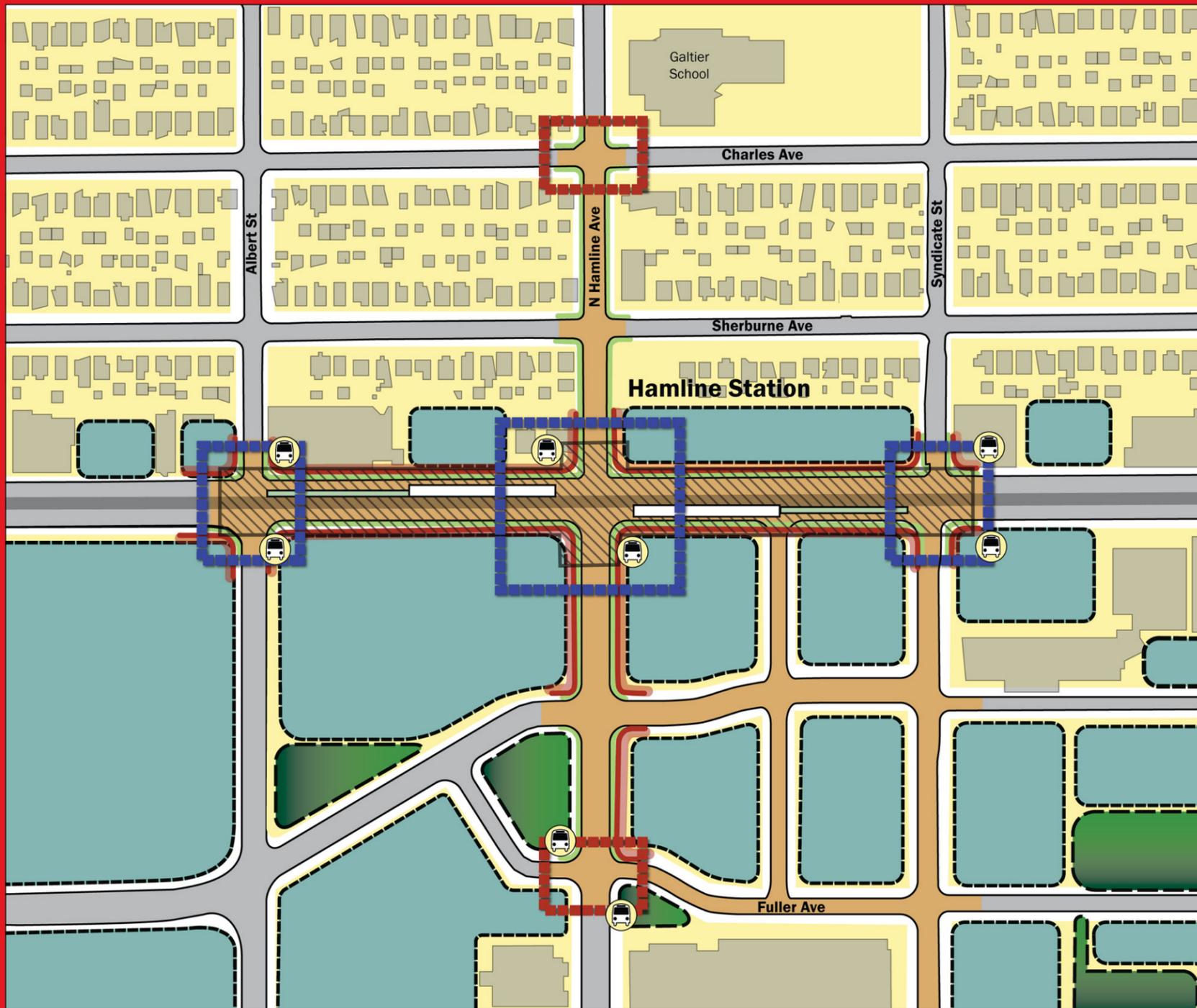


FIGURE 5.2 - The Mobility Enhancement Area illustrates the area around the station where a higher level of pedestrian activity can be anticipated.

-  LRT Platform
-  LRT Platform Extension
-  Mobility Enhancement Area
-  Station Transfer Zone
-  Bus Stop
-  Priority Active Frontage
-  Open Space Candidate Site
-  Sites with Future Development Potential
-  Station Access Point and University Avenue Crossing
-  East - West Bike / Pedestrian Crossing



Getting There

Achieving the long-term objectives set out in this document for the Hamline Station Area will require the sustained collaboration of many local partners, investors and stakeholders and will occur over time. The following recommendations provide direction on key initiatives that are core to the success of the future Hamline Station Area.

In addition to the broader Community-Building Strategies described in the CCDS and the Station Area Implementation Strategies set out in Chapter 9 - Moving Forward, the following describes place-specific considerations for the Hamline station area.

The Hamline station area was initially addressed in the Station Area Plans for Snelling and Lexington adopted October 22nd, 2008. Given the identification of an additional station at Hamline, this Station Area Plan provides a greater level of detail for the Hamline station area and addresses the context of the area surrounding the new station. Following the adoption of this plan, the directions here will supersede those of the previous two plans for the lands within the Hamline Station Area Planning Boundary (see Figure 2.3).

These considerations should be read in conjunction with the aforementioned implementation recommendations, and take precedence where discrepancies exist.

Using this Station Area Plan

The development concepts illustrated in this Plan, including the location of new open spaces, represent possible development scenarios. Their purpose is to illustrate how the principles and objectives for new development, as contained within the CCDS and this Station Area Plan, could be realized over time. They are not intended to be prescriptive for evaluating future development proposals, but are examples of how the vision, goals, and objectives of this plan can be realized. Until such time as the City is able to secure necessary resources, either through public investment or through negotiation with private developers for desired new open spaces or other public infrastructure, private property may be used for any legal use permitted under the current zoning classification, provided that the proposed use meets all applicable conditions and/or standards.

Once adopted as a component of the City of Saint Paul's Comprehensive Plan, City staff intend to pursue mechanisms, programs and partnerships that will collectively assist in realizing the vision and objectives created for each station area. The Central Corridor Development Strategy's 21 Community-Building Strategies (Section 4.3), the Getting There recommendations from individual Station Area Plans (Section 6.0), and the Station Area Plan Chapter 9 - Moving Forward contain a range of strategies, partnerships and recommendations for assisting in realizing the strategic place-making and economic-development potential of this station area.

Securing Hamline's Network of Park Spaces

As development proceeds, the City's parkland dedication ordinance will be an important tool for acquisition and development of parkland that is compatible with and supportive of new and existing development. Where proposed new development within the Hamline station area meets the requirements for parkland dedication, the City should require dedication of land suitable for park use as a first priority, or, if that is not appropriate, collect cash-in-lieu of dedication funds to acquire land for creation of new park spaces within the Hamline Station Area. The City of Saint Paul's parkland dedication ordinance should be reviewed and revised to take full advantage of the transit-oriented development that will occur within the Central Corridor. The potential may exist for these new parks and open spaces to be partially funded through tax-increment financing and/or a regional transit-oriented development "bank," as described in Chapter 9 - Moving Forward.

Open space strategies created by large developments through the development approvals process shall be used by the City of Saint Paul in review of future development applications for the purpose of: coordinating the design and

configuration of both public and private green and open spaces across adjoining development parcels; and directing appropriate cash-in-lieu funds for the expansion and/or creation of public parks.

Parking Solutions

The City of Saint Paul began the Neighborhood Commercial Parking Pilot Program (NCP) to help mitigate the proposed loss of on-street parking. The NCP is funding a limited number of projects that improve parking management, increase the amount and utilization of commercial parking, and/or encourage business and property owners to equitably share the use and costs of off-street parking. The forgivable loan program encourages short-term, low-cost solutions that will help businesses through the construction and transitional years until light rail is operational.

One of the key objectives associated with the intensification of the Midway shopping district is the provision of shared, structured, above or below-grade parking. Opportunities for public/private cooperation on the creation of shared, publicly accessible parking spaces for new developments should be explored. This is particularly relevant for developments within the Midway shopping district over 30,000 square feet which will be required to provide structured parking solutions.

Programming Traffic Lanes on University Avenue

As LRT ridership matures, the City should reevaluate the number of traffic lanes on University Avenue and explore a range of enhanced bicycle accommodation options, as well as the reintroduction of on-street parking and deliveries to better serve businesses and to help buffer pedestrian activity from automobile traffic.

Complete Streets

The City of Saint Paul should work with local stakeholders to develop new criteria for assessing level of service for all modes of transportation including pedestrians, cyclists, transit and private vehicles. The benefits and trade-offs of different street design strategies should then be identified in relation to the impacts on various users so that decisions can be made with an understanding of the full service impacts. The Bike Walk Central Corridor Action Plan has identified a range of design approaches for cyclists and pedestrians throughout the corridor.

A Central Corridor Systems Plan

The City should study and propose strategies for operation and maintenance of major city systems within the Central Corridor, including snow plowing and/or removal, alley circulation and maintenance, deliveries and loading, safety and security, refuse and recycling, medians and streetscape landscaping, street furniture, right-of-way acquisition, stormwater management, and other city systems that will be impacted. The study should address strategies both for the construction period and for more long-term permanent solutions.

Small Business Support

The City of Saint Paul is helping to support active small businesses throughout the construction period with programs such as Ready for Rail. The City should also seek to attract new small businesses who may be drawn to the accessibility and profile afforded by LRT. These efforts could include marketing support such as: regular mail-outs to customer bases, identifying access disruptions and alternate routes, promotion of retail sales and the coordination of community events.

Space to help grow and foster new businesses could be generated through a municipally led program targeting the rehabilitation of existing, underutilized buildings aimed at repurposing these structures as shared incubator and business start-up spaces.

Transition Over Time

Meeting the full development potential of the Central Corridor, as conceptually illustrated in each Station Area Plan, will occur over a long period of time. Recognizing the market may not be uniformly ready to respond to the ambitious visions illustrated in each plan nor to the full extent of the Transit Opportunity Zone (TOZ) regulatory framework outlined in the Central Corridor Development Strategy, both sets of policy documents should allow for market transformation and uptake over time.

For example, a near-term development proposal that does not meet density expectations for central, strategic sites, or does not secure a shared parking agreement with a neighboring land owner, yet meets other long-term objectives such as increasing the range of available housing types, supporting economic development, increasing retail options and employment opportunities, or providing active uses at grade, should be accommodated. In these instances, proponents of development applications should demonstrate how specific physical and/or market constraints make the full range of station area objectives difficult to achieve, how the general intent and purpose of the CCDS and respective Station Area Plan will be met, and additionally how other standards are being met and/or exceeded.

The development principles matrix, outlined in Chapter 9 - Moving Forward, may also assist City officials, staff, and community members in evaluating the benefits of development proposals in terms of economic value and transit-supportive principles included in the CCDS. Please refer to Chapter 9 - Moving Forward of the full set of Station Area Plans for additional details.

Involving Local Partners

Meeting the long-term objectives of the Hamline Station Area Plan will require private investment and assumption of risks by a wide range of existing and future businesses. The Plan should be interpreted to encourage and support private investments in more intensive high-quality development. In order to achieve the goals in this Plan, the City should encourage open and positive communication between property owners, developers, businesses, residents, District Councils, community development corporations (CDCs), the Midway Chamber of Commerce and other interested parties.

Aurora St. Anthony, Sparc and University UNITED

Local CDCs will set high standards for redevelopment in the community, strengthen stable neighborhoods through rehabilitation and infill and through development of larger parcels as they become available.

Union Park District Council and Hamline Midway Coalition

District Councils will review development applications coming forward, promote and work towards quality development projects and meet with residents, institutions, business and property owners to discuss and document evolving community concerns and objectives for new development.

Saint Paul Smart Trips

As the Transportation Management Organization for the City, Smart Trips should work with local partners to provide information about parking and promote opportunities for walking, bicycling, and transit.

Midway Chamber of Commerce, University Avenue Business Association and other business groups

These business groups will ensure the interests of area businesses and property owners are adequately represented through comprehensive policy framework reviews.

Central Corridor Funders Collaborative

The Funders Collaborative will assist in securing resources for community improvement projects.

The Central Corridor Design Center

The Central Corridor Design Center will be a champion and advocate for the principles and vision of the Central Corridor Development Strategy as they guide public and private investment in the corridor. The CCDC will be involved in design review and guidance of the Central Corridor LRT and other public realm improvements; design development conversations with large and small property owners; technical assistance to small businesses to redesign their facilities to take advantage of the LRT and proposed public improvements; providing leadership in energy and environmental design; and education and training of City staff, consultants, developers and property owners in maximizing transit-oriented design opportunities along the Corridor and in the neighborhood.

Public Art Saint Paul

Public Art Saint Paul will advocate for and support new and existing public art in the station areas, as well as along the Corridor with the Central Corridor Public Art Plan.

FORECAST Public Art

FORECAST Public Art will support the public art goals by using its existing network of local artists and community members to facilitate projects, connect to the public, and advocate for artists.

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HAMLIN | Victoria | Western

Westgate | Raymond | Fairview | Snelling | Lexington | Dale | Rice