DALE

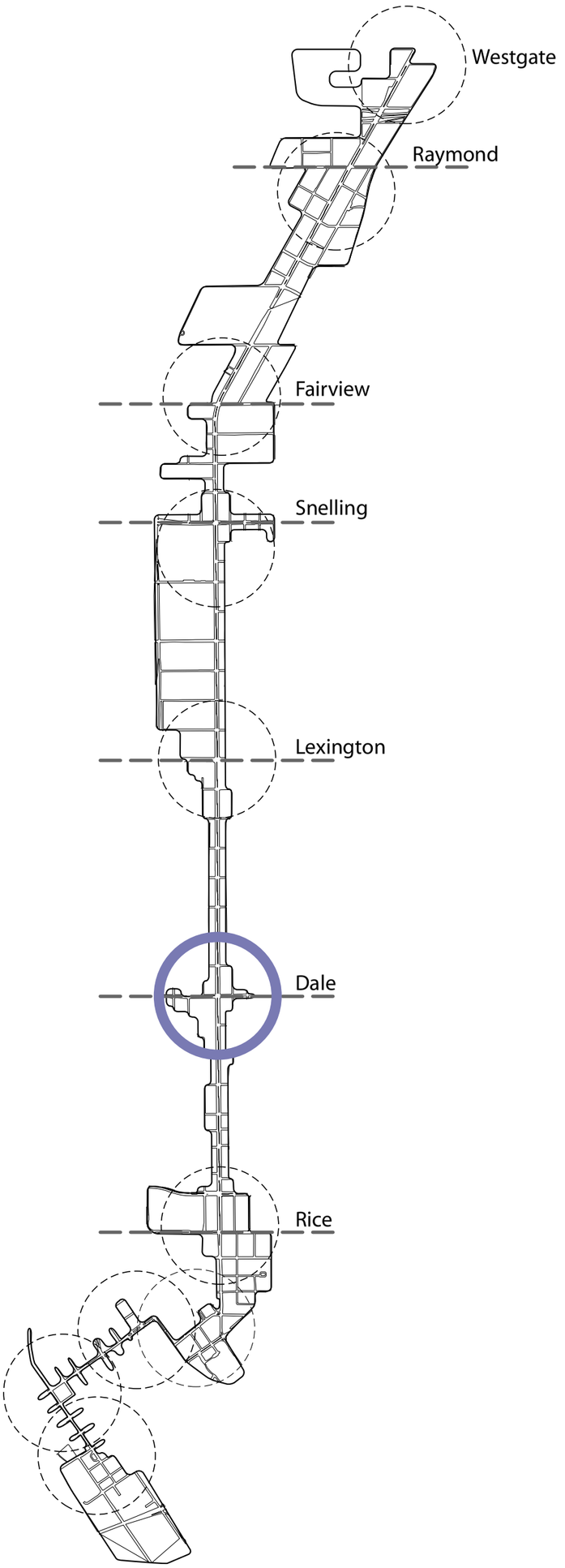
STATION AREA PLAN

Adopted October 22, 2008

SAINT PAUL

COLLIERS INTERNATIONAL

URBAN STRATEGIES INC.


Westgate
Raymond
Fairview
Snelling
Lexington
Dale
Rice

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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

As stated in the Central Corridor Development Strategy (CCDS), Light Rail Transit (LRT) along the Central Corridor represents a tremendous opportunity for Saint Paul to become "a place that has stronger businesses, more vibrant neighborhoods, and more beautiful urban places." The 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.

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.

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.

3-D Model of the Corridor. During the workshops, participants created a 3-D model of potential future development at station areas. The model depicts potential new buildings, open space, and other public realm improvements. Since there is little vacant land along the Corridor, most of the change depicted involves redevelopment and replacement of existing buildings and surface parking lots. While photos of the model are used throughout these plans to illustrate how the principles and objectives for new development could be realized, it is important to note that the model represents only one of many possible development scenarios. The model is not intended to prescribe how new development will look, but to present one example of how the vision, goals and objectives of these plans might be realized. The intent was to model 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.


Abundant

The Dale Station Area Today

1

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

The History of the Dale Station Area

The Dale Street station is centered between two neighborhoods with distinct histories: Frogtown (located north of University Avenue) and Summit-University (located to its south).

Frogtown was settled in the 1860s and 70s by immigrants from Germany, Ireland, Poland and Scandinavia who worked on the nearby railroads. The neighborhood remains largely working class. Over the past 25 years, the area has become home to a large number of Southeast Asian immigrants. Many businesses along this stretch of University Avenue are immigrant-owned and serve a Southeast Asian clientele. The intersection of University and Dale has become known as the center of the Hmong community in the Twin Cities.

The large-scale settlement of Summit-University was made possible by the streetcar lines that ran along University, Rondo and Selby avenues. Summit-University was home to the Rondo neighborhood, which was the heart of Saint Paul's African-American community in the first half of the twentieth century. This community was destroyed by the construction of Interstate 94 in the 1960s, but many former residents still live in the Summit-University area. The neighborhood has also recently become home to Southeast Asian, Mexican, and Somali immigrants.

The recent history of the Dale Street station reflects a shifting cultural landscape. In the early part of the twentieth century, the intersection developed as an entertainment destination with three theaters. The intersection, however, gradually lost its allure. By the 1970s, the theaters played adult-oriented movies. In the 1980s, the surrounding communities and City partnered to clean up the intersection and the theaters were razed or renovated. During this time, Unidale Mall was built on the southeast corner of the intersection, as an incubator for African-American business, although few actually prospered. Newer developments—including the Rondo Community Library—intend to restore the intersection as a community destination.

FIGURE 1.1 - A meat market, 1917

FIGURE 1.2 - Rondo at Arundel Streets, 1940

FIGURE 1.3 - University Avenue, 1952

FIGURE 1.4 -Booker T. Cafe & Tavern, 381-383 Rondo, 1960

Source of photos: Minnesota Historical Society

The Dale Station Area Today

The Dale Station Area is the nucleus of the diverse communities surrounding it.

Although several traditional “Main Street” buildings remain, the heart of the Dale Station Area is today characterized by disinvestment and gaps in the streetscape that diminish the urban quality of this place. While many small businesses remain, the retail and employment base has eroded over time, and sites such as the underutilized Unidale Mall detract from the functional core of this community and its potential to evolve as a remarkable hub to the World Cultural Heritage District. Strong community services have been reinforced recently with the investment in the new District 7 offices and the Rondo Library. Notwithstanding the challenges associated with its dominant auto-oriented pattern, the Dale Station Area enjoys both historic attributes and recent successes that speak to its potential to evolve as a dynamic and distinct urban place.

Recent and planned investments in the area are already contributing to the revitalization of this intersection. The relationship and interdependence of the neighborhoods, small businesses and community facilities create a cultural center for community interaction within this Station Area - a place of cultural memory and celebration, of learning, and a place with a strong sense of home and community.

The intersection is at the geographic core of a functioning gateway, both physically and symbolically, for newcomers to Saint Paul. This area has served historically as a “staging area” for immigrants to the region as they establish themselves, their families and their businesses within their new surroundings. This dominant trait continues to this day, and is reflected by an increasingly high concentration and mix of culturally distinct uses and services centered on the future LRT platform location.

FIGURE 1.5 - The Dale Station Area today acts as an important community focus but physically is hampered by gaps in the streetscape, underutilized retail space and large areas of surface parking.

FIGURE 1.6 - The **Unidale Mall** site is the greatest single site opportunity within the Dale Station Area for an exciting new urban village containing mixed-use development and community open space.

FIGURE 1.7 - Residential **neighborhoods** of Frogtown, Central Village and Aurora St Anthony function with an increasingly diverse range of residential offerings – including both traditional single-family homes and new, apartment dwellings in mixed-use infill buildings.

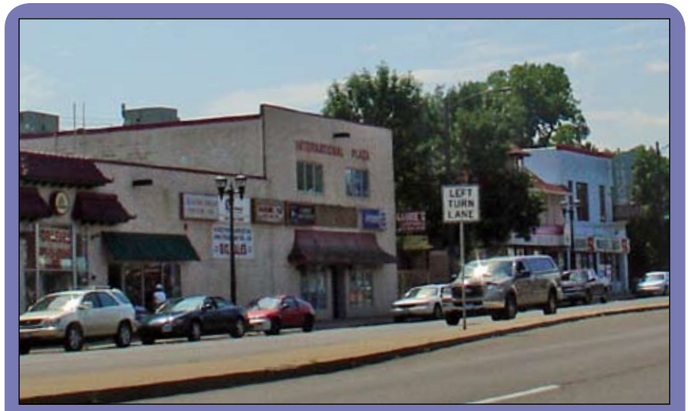


FIGURE 1.8 - Traditional **"Main Street"** buildings along University and Dale host small businesses and community facilities that serve local needs.

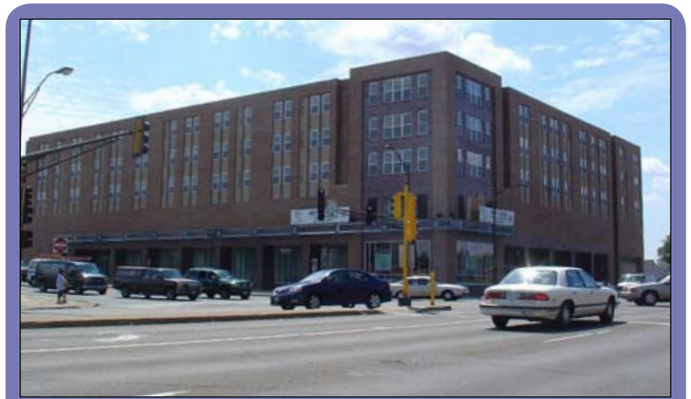


FIGURE 1.9 - The newly constructed **Rondo Library**, a vital community hub and generator of needed activity and life on the street, represents a successful realization of its potential as a strategic, transit-supportive parcel. The library offers important lessons for the Dale Station Area on emphasizing buildings with multiple, active frontages, particularly where direct connections to the street and sidewalk exist.

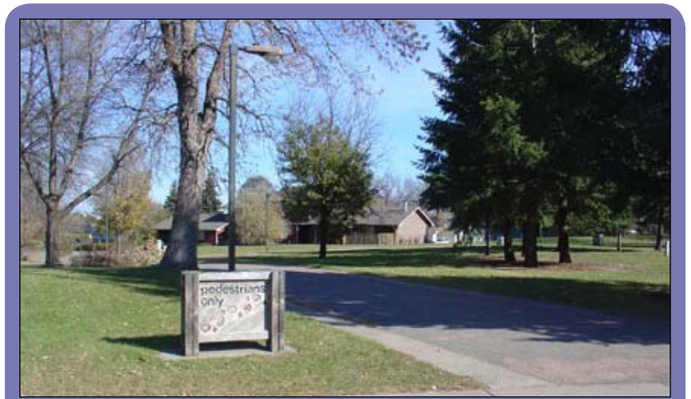


FIGURE 10 - Central Village Park is poorly connected to its surroundings, with little visual identity. Park users describe the feeling of intruding upon a semi-private or exclusive park enclave, rather than of welcome guests.

FIGURE 1.11 - An abundance of **surface parking** fronting directly onto the Avenue detracts from the station area's vitality and attractiveness.

2

The Future of the Dale Station Area

The Future of the Dale 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 Dale 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 the broader Central Corridor.**

The Future of the Dale Station Area

The Dale Station Area is on the cusp of significant change and redevelopment.

Even in advance of investment in LRT, the sum of the area's recent and planned developments, strong neighborhoods, multi-cultural identity, and important role as a community services and programs hub speak to the potential to continually improve this Station Area as a complete and healthy community. The area will thrive with vibrant public spaces, a range of mobility options, a diverse mix of uses, and attractive buildings framing lively, pedestrian-friendly streets.

2.1 The Dale LRT Platform

The future Dale LRT platform (Figure 2.1) is currently planned as a split-side platform centered on the intersection of Dale Street and University Avenue. The split-side platform is a two-platform configuration, which means that LRT passengers will access their respective platforms from signalized pedestrian crossings located on opposite sides of the intersection: westbound passengers will board and disembark from a platform on the west side of the intersection adjacent to the westbound travel lane for vehicles, while eastbound passengers will board and disembark from a platform on the east side of the intersection adjacent to the eastbound travel lane.

Traffic operations at the intersection of Dale and University will continue to operate largely as they do today, with traffic lights controlling all vehicular, pedestrian and LRT movement through the intersection.

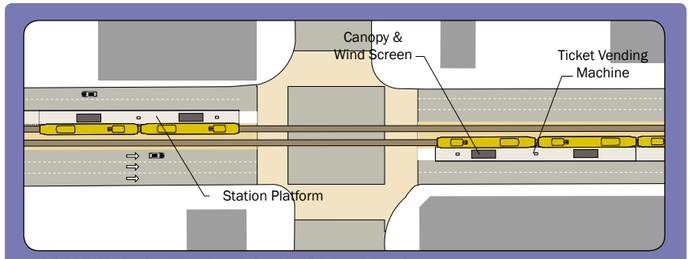


FIGURE 2.1 - Typical Split Side Platform

2.2 Market Forecast

Building on the Central Corridor Development Strategy market forecast (Figure 2.2), a review of the Dale Station Area characteristics and market potential was undertaken to consider the extent and timing of future development potential. The Dale Street market area is predominantly residential in character, with relatively lower average household incomes and property values compared to other Station Areas within the Central Corridor.

However, the strong ethnic and cultural diversity of this area has created a catalyst for a proposed World Cultural Heritage District, which should provide a needed boost to retail destinations along University Avenue. Improved streetscaping and green spaces will also help to improve the climate for future investment, as will the continued involvement of the Greater Frogtown CDC with Frogtown Square, a new residential retail and office building planned for the northeast corner of Dale and University.

Given these factors, it is estimated that, within the next 25 years, the Dale Station Area will grow modestly in the areas of housing and commercial development. This forecast suggests opportunity for mixed-use infill and additional community-serving facilities, with the large, central Unidale Mall site affording the potential to set the tone for all future investment.

The table below provides the estimated total potential development within the Dale Station Area over the next 25 years.

Dale Station Area Market Potential

	Market Forecast 2030 January 2008	Pre-Construction 2008-2009	During Construction 2010-2014	Early Operation 2015-2020	Mature Operation 2020-2030	Specific Market Opportunities
Residential: Rent	400 - 600	50	50 - 100	100 - 150	200 - 300	CDC Collaborative; Unidale Site Mixed Use Potential
Residential: Own	50 - 100	-	-	25 - 50	25 - 50	Scattered Townhomes; Live-Work
Office Space sq ft	50,000	-	-	20,000	30,000	Small Spaces Live-Work; Some Institutional
Retail Space sq ft	50,000	10,000	5,000	10,000	25,000	Ground Floor of Mixed Use, Frogtown Square, Unidale
Industrial sq ft	-	-	-	-	-	-
Hotel Rooms	-	-	-	-	-	-

FIGURE 2.2 - The **Dale Station Area Development Forecast** predicts modest growth with opportunities for mixed use infill development and additional community facilities.

2.3 Defining the Study Area

The Dale Station Area has the potential to evolve as a place with more employment, a greater range of businesses, more vibrant neighborhoods, and new and enhanced beautiful public spaces. The Station Area Plan process used four mapping layers to investigate and understand the Dale Station Area.

The Station Area boundary captures the Frogtown, Aurora St. Anthony and Central Village neighborhoods, which surround the future station location, and both the Dale Street and University Avenue corridors. This boundary is the primary focus for all recommendations contained within this document. Within the boundary, a refined *Area of Change* has been delineated through the station area planning process. The *Area of Change* denotes the parcels where change is welcome and should be encouraged within the Dale 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 Area. Section 5.0 of this Plan presents recommendations for balancing modes of movement within this active hub.

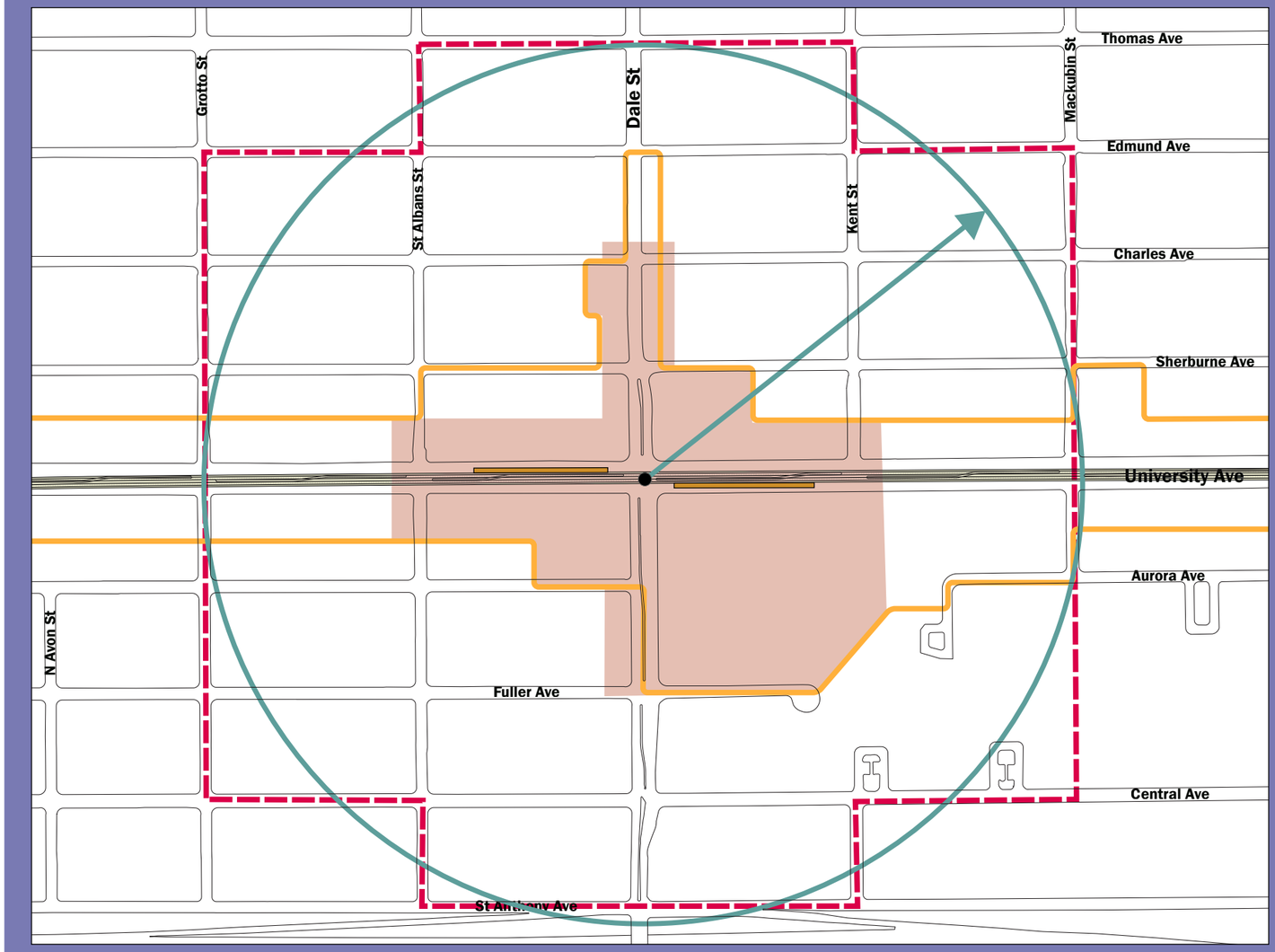


FIGURE 2.3 - The **Four Lenses of Exploration** illustrate the evolution in understanding the Dale Station Area.

2.4 Looking Ahead – The Dale Station Area in 2030

Looking Ahead describes a community-crafted vision for the future of the Dale Station Area (Figure 2.4). This narrative generally outlines the sum of desired characteristics for this community and its future role within the broader Central Corridor.

University Avenue at Dale Street will become the spine that seamlessly connects adjacent neighborhoods to the uses and services its residents rely on daily. This mixed-use corridor will offer a mobility hub, with easy access to employment, residential, educational and cultural activities offered by the larger metropolitan region; and a needed focal point for community life through the creation of a significant new green space offering a range of passive and programmed events. The pedestrian activity, bicycle traffic and active open spaces further enhance the area's character as a busy, but safe, urban corridor that accommodates a wide range of activities throughout the day and evening.

The Dale Station Area Vision:

A healthy and functioning "Main Street" where buildings, pathways and open spaces are oriented to the corridor. Activities, uses and destinations here are expressive and supportive of the area's "Main Street" character, which is primarily oriented to meeting the daily needs of the surrounding residential and small business community.

FIGURE 2.4 - The Dale Station Area 2030: The model represented here illustrates one possible long-term scenario for meeting community, placemaking and transit-supportive opportunities. It describes a vision for the Dale Station Area as a vital community hub organized around a strengthened and attractive "Main Street" with a mix of residential dwellings, small businesses and a significant institutional presence. 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 2030 market forecast (Figure 2.2) for this Station Area, but demonstrates examples of transit-supportive developments for individual parcels.

3

Public Realm - Creating Places

The following *Key Moves* identify priority investments for improving the public spaces and pedestrian environment in the Dale 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, new passive and active park spaces, community gathering places and expressions of public art.

The Dale Station Area today is distinctly lacking an outdoor public space that can act as community focal point.

This community has fewer parks and green spaces than other similarly-sized Saint Paul neighborhoods, and, despite its important role as a community focal point, lacks a defining community park or gathering space to serve as a clear focus of community life.

Central Village Park, though physically close to the community's core, is poorly connected to its surroundings, with little visual identity or cue to identify its public presence. Further, its edges are poorly defined, and seem to "bleed" into adjacent residential properties, creating the impression of a semi-private or exclusive space within which users of the park are made to feel as intruders rather than welcome guests. This lack of structure and identity has resulted in a park space that is underutilized and undervalued by the station area community. The park holds tremendous potential for revitalization and new programming.

The orientation and quality of the streetscape in the surrounding area, and pedestrian amenity available within private development and public infrastructure, are limited. The current structure of the Dale Station Area public realm, defined by an irregular block pattern, discontinuous streets and disconnected green spaces, is too fragmented and illegible to promote as a place where people gather and enjoy walking and lingering - one of the key principles of the CCDS.

FIGURE 3.1 - The **Public Realm Plan** identified here illustrates one possible configuration of an improved network of open spaces and pedestrian routes.

Ⓐ Public Art Opportunities

3.1 Dale's Public Realm: *Key Moves*

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 below. These conceptual *Moves* will require a range of implementation measures - from allocation of City capital works budgets to private investment and parkland dedication and/or acquisition - to be determined on a site-by-site basis as investment occurs.

A minimum of 14-foot sidewalks be established within the "Mobility Enhancement Area" defined for each station area. The Mobility Enhancement Area is the area around each station where a higher level of pedestrian activity is anticipated and a high-quality pedestrian environment is key.

Rondo Park

FIGURE 3.2 - The proposed new **Rondo Park** will create a significant new gathering space and help to create a key connection linking the Dale LRT station with Central Park to the south.

There is a significant need for a new, high-quality open space within the Dale Station Area. A new open space, actively programmed and linked to the Dale LRT platform, will act as a focal point for community life and culture within the area. In addition to providing gathering space for existing residents, this future park space will support a substantial increase in residential density in the area, promote greening and streetscape improvements for streets adjacent to the park, and generally create a stronger sense of place and community within the Dale Station Area.

The proposed Rondo Park will also create an important hinge in the Corridor's mobility network, connecting the Dale LRT platform directly to the St Anthony neighborhood south of the Avenue, and east through a more welcoming Central Village Park.

Fuller as a Green Street

FIGURE 3.3 - The **Fuller Green Street** will create a strong east-west connection linking east to the Capitol and west to Snelling.

Fuller Avenue is a strong east-west connection through several station areas, a preferred bicycle route, and a linear entrance to the existing Central Village Park. This street has the potential to extend the Dale Station Area park spaces (both existing and future) westward into the adjacent community. This reinforced open space connection should be accomplished with a generous street tree planting program.

Public Art Opportunities:

FIGURE 3.4 - The New Rondo Park, in combination with Central Village Park, creates an opportunity to create a public art trail extending east to the Western Sculpture Park and Capitol Area.

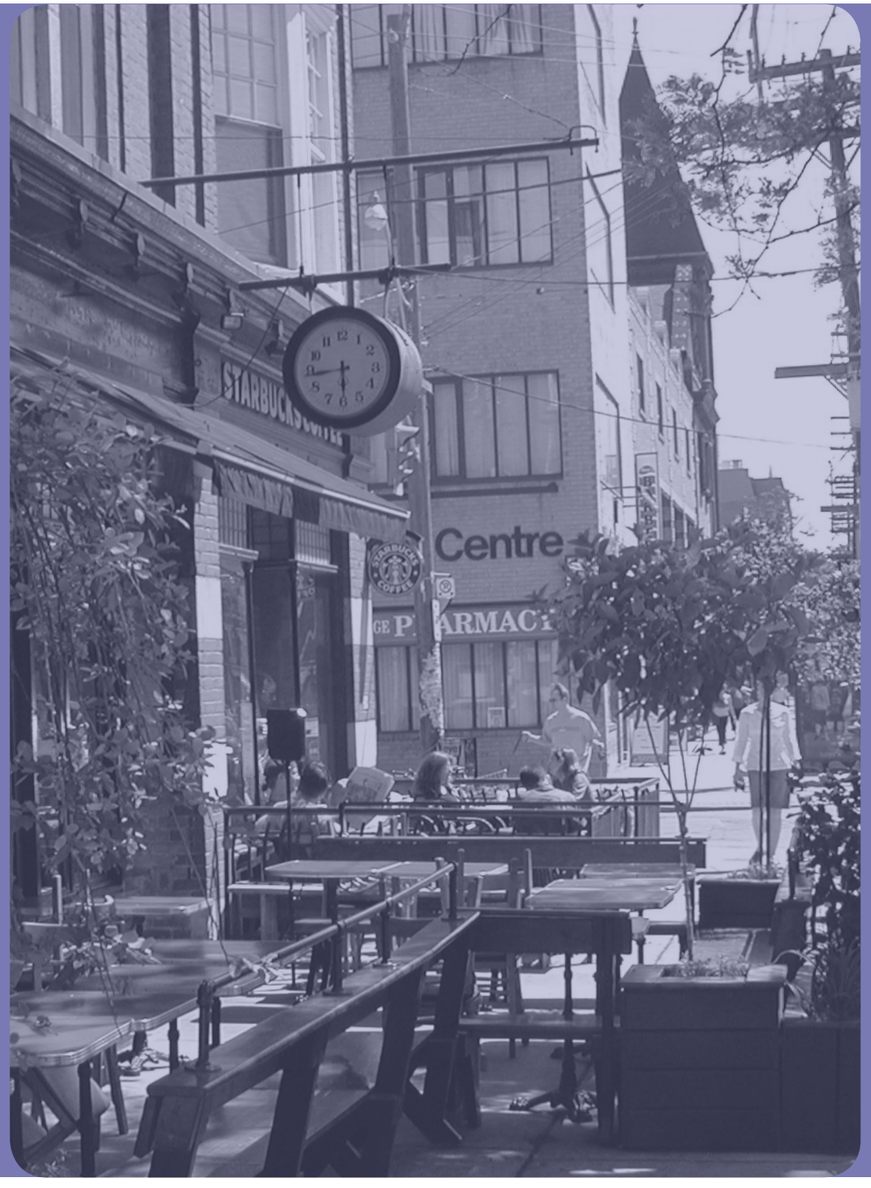
Public art should be integral to all future development and public realm projects within the station area. The public art collection should express distinct station area character, as well as the wholeness and continuity of the corridor.
Public art is:

1) the result of including artists on professional design teams to affect space design from the initial stages of planning;
2) the creation of site-specific objects to beautify public spaces, improve their function and enhance their meaning in the community; and
3) the creation of site-specific experience using various art forms and media, including time-based works, to enhance the sense of place.

Public art strategies should engage both public agencies and private property owners and developers as they build the city.

While public art opportunities are broadly available to national and even international artists, special efforts should be made to engage local artists. Artists engaged in shaping the form and experience of the key station areas should consider the following concepts and opportunities identified through the workshop process:

- **The University/Dale intersection** marks the midpoint of the World Cultural Heritage District and the start of the Historic Rondo Gateway. Developed in consideration of its eastern counterpart at Rice Street, it offers opportunity to explore, reflect upon and celebrate the cultures and experiences of those who have journeyed to live here throughout the city's history.
- **Rondo Park,** envisioned as a key new space, offers opportunity in its heart for a visual terminus for both Aurora Avenue and a future pedestrian promenade.
- **A gateway to Central Park** (where Aurora and Fuller avenues converge) and to new and existing park spaces may create a sense arrival and distinguish the character of the place.
- The heart of **Central Village Park** offers an opportunity to establish a continuum of artful spaces throughout the surrounding community.
- **The Dale LRT Station** offers an opportunity to define and distinguish the station and its surrounding community, to tell the story of the area's rich and evolving human and cultural history, and express the significance of LRT. Consistent with the *Central Corridor Development Strategy*, designate the Dale Station as Dale/Historic Rondo to support cultural tourism.
- **A Historic Rondo Gateway** along the southern route of Dale will guide visitors to the community's rich cultural and commercial corridor.



Future Character Areas - Policy Directions

4

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

Utilizing a series of working 3D foam models produced in 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 Dale 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; strategies 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.

This section is illustrative of how the goals and objectives of the station area plan may be realized. It is intended, in the case of transit-supportive development or other development that will increase density within station areas, that the policy directions under this section be interpreted to support flexibility in the application of these guidelines in order to achieve transit-supportive or denser development within station areas.

Future investment in Dale's Station Area should build on five distinct *Character Areas*.

Future development in the Dale Station Area should preserve the integrity and character of the stable residential neighborhoods adjacent to the Avenue while continuing to promote new and diverse housing options. A flexible and permissive land use strategy follows that emphasizes connectivity, design performance, transit-supportive qualities, a broad mix of uses, flexibility of regulation over time, active first-floor buildings faces, and shared parking solutions.

Together, these approaches will strengthen and repair the area's "Main Street" quality, and reinforce the fabric of the area as a complete community with housing, employment and movement options for all.

While this overall direction will help guide change over the entire Dale Station Area, this section describes five *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 guide future development in 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 on built form, land use and development patterns, and circulation, parking and access.

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

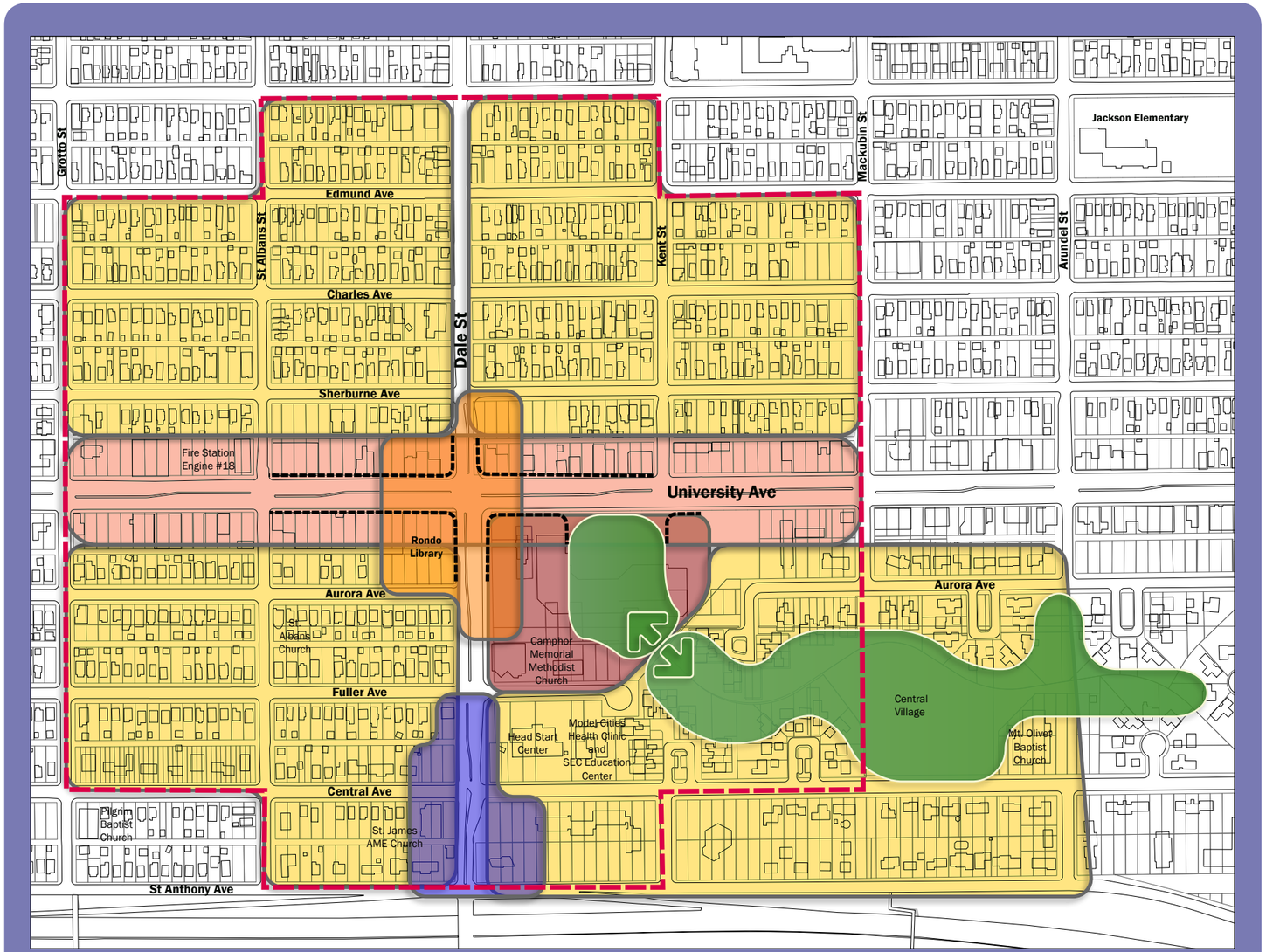


FIGURE 4.1 - The Dale Station Area is comprised of five *Character Areas,* each with their own potential.

- Strengthening the Avenue
- Reinforcing the Dale Hub
- Marking the South Entry
- Building Around the Park Edges
- Sensitive Neighborhood Infill
- Priority Active Frontage
- Proposed Park Space
- Key Open Space Connection
- Station Area Planning Boundary

Future Character Areas - Policy Directions

4.1 Strengthening the Avenue

The single greatest challenge and opportunity within the Dale Station Area is repairing and restoring the traditional "Main Street" character of University Avenue.

The Avenue is the seam that connects neighboring communities. Though the new Rondo Library and planned Frogtown Square mixed-use development will improve the edge condition of University Avenue, the station area suffers from a lack of buildings defining the street. Numerous half-depth infill sites create an opportunity for a range of built form responses and uses, including retail, employment, residential and live-work uses in buildings of various transit-supportive heights and densities. The end result will be a strengthened neighborhood "Main Street" character with a mix of new housing, locally-owned businesses, community service providers, and places for residents to linger and meet.

FIGURE 4.2 - The model illustrates the potential for a strengthened neighborhood main street with buildings at a variety of heights and densities. The model is intended to represent one possible built form scenario, and it is not intended to be interpreted as prescriptive for evaluating future development proposals.

4.1.1 Built Form

New development should fit with its surroundings.

North of the Avenue

a) Along the north side of the Avenue, new development or expansion of existing buildings should be predominantly low-to mid-rise in scale, up to 3 stories in height. Three residential stories above one story of first-floor retail would also be acceptable.

b) In instances of larger sites with frontage along both University and Sherburne, buildings should transition down in height towards the north and incorporate residential uses with direct first-floor access. To repair the residential character of the street, new buildings along Sherburne should be of similar setback, height and massing as existing residential development along the street.

South of the Avenue

c) The south side of the Avenue has the potential for greater height given its physical separation from the low-rise neighborhoods to the north.

d) New development or expansion of existing buildings along the south side of the Avenue should frame streets and open spaces, and establish a base height of between 4-6 residential stories or 3-5 commercial stories.

e) To create a comfortable relationship with the Avenue, taller buildings should be stepped back from University Avenue above the 3rd floor.

f) In instances of larger full-depth sites with frontage along Aurora, buildings should transition down in height toward the south and incorporate residential uses with direct first-floor access. To repair the residential character of the street, new buildings along Aurora should be of similar setback, height and massing as existing residential development along the street.

g) In certain prominent locations such as the Dale/ University intersection, fronting the proposed Rondo Park or at corner locations south of the Avenue, taller "point towers" of up to 10 stories may be appropriate. These 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.

h) All first-floor units and storefronts should have at least one entrance oriented towards the Avenue, access points to the station platforms, and/or key gathering places.

i) Commercial or retail uses located at grade should help to animate the street by incorporating large glass frontages that allow the activity within to be seen from the street.

4.1.2 Land Use & Development Pattern

The neighborhood "Main Street" should have many uses.

a) A greater mix of uses should be concentrated along the edges of the Avenue where they afford an easy connection to public transit, and benefit from the visibility and profile of being located on a major transportation corridor.

Flexible live-work spaces should be encouraged.

b) Removing barriers to the creation of live-work and studio spaces can promote new investment in older and under-utilized buildings.

c) New developments should incorporate adaptive, grade-related live-work units that can evolve over time to accommodate a wide range of uses: studios, professional offices, community services, etc.

All new development should promote transparency and activity at street level.

d) First-floor units and storefronts should have at least one entrance oriented towards the Avenue, access points to the station platforms, and/or key gathering places.

All new private development should contribute to adjacent streetscape improvements.

e) 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 ft. would provide for street trees, sidewalk and some outdoor seating space.

f) Developments within the area defined as Priority Active Frontage should provide for active uses at grade to support their immediate proximity to the future LRT station platform.

g) Building gaps along the street frontage within the Station Transfer Zone should be prohibited. Where gaps do exist, they should be adequately landscaped along the street frontage.

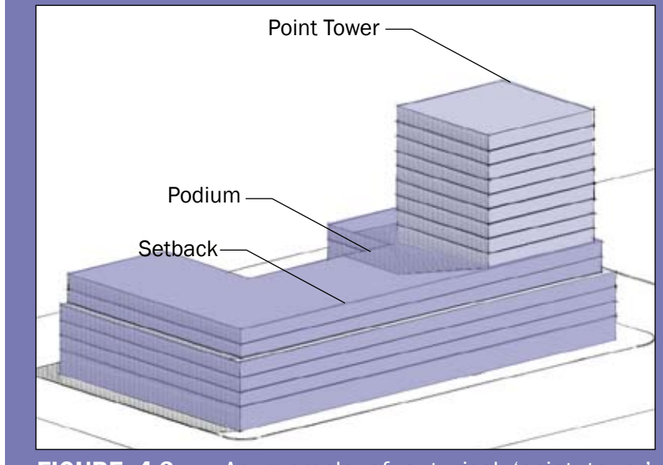


FIGURE 4.3 - An example of a typical 'point tower' illustrates how the tower is setback from the base podium to reduce the towers impact at ground level.

4.2 Reinforcing the Dale Hub

The Dale Street and University Avenue intersection enjoys an enviable advantage over many of the other station areas – it is well on its way to completion.

Both the Rondo Library and planned Frogtown Square are strong anchors in this community, and are ideally situated to take advantage of the future LRT. The underutilized Unidale Mall site, a large and strategically-situated Urban Infill Block, will define, more than any other site, the future success and character of the area. The corners of this intersection should, through building and public realm design, mark this significant community nucleus. As such, any redevelopment of the site or expansion of the existing Unidale buildings should demonstrate how it can reinforce the longer-term potential of the site as a TOD village, as identified in the CCDS.

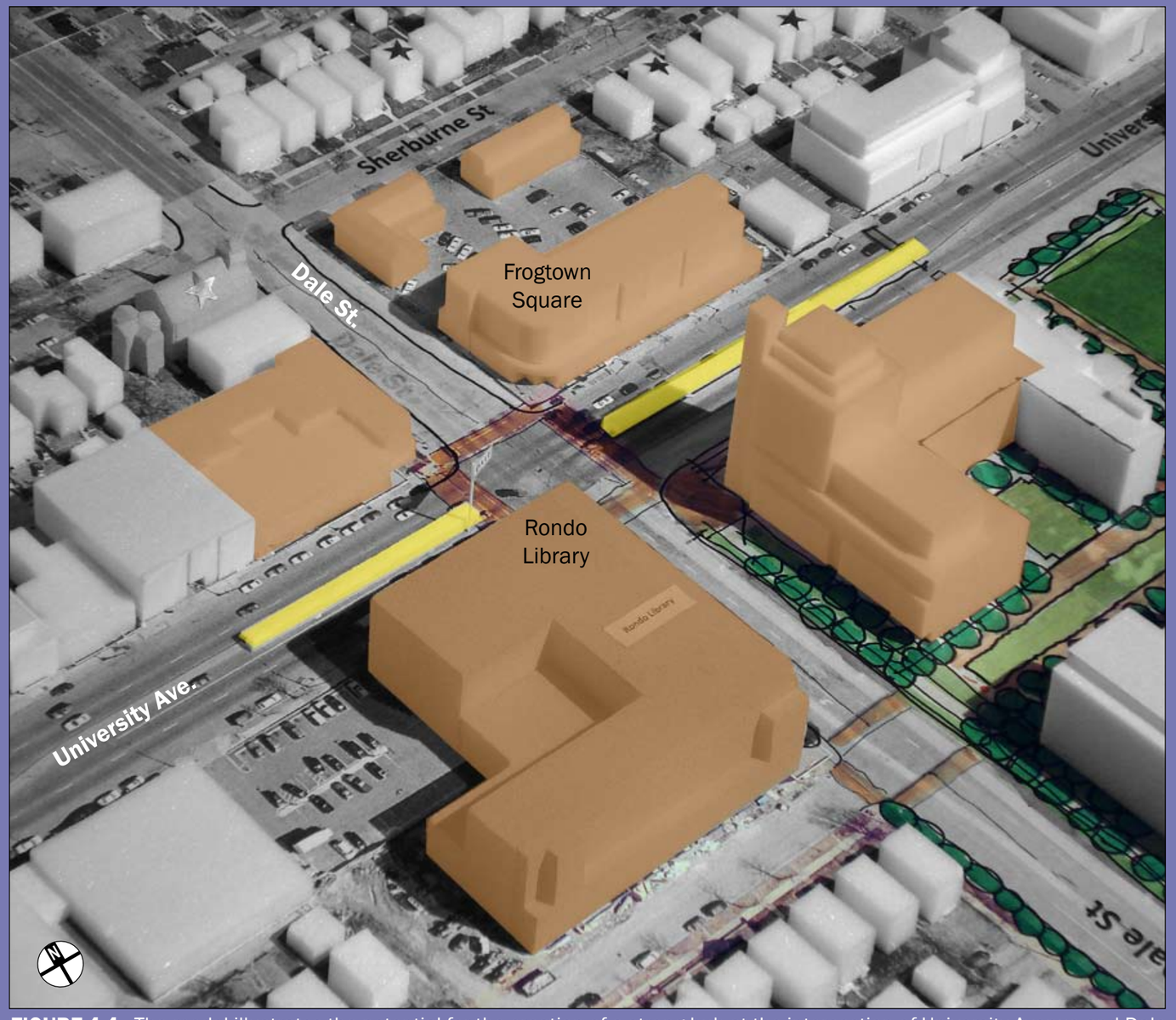


FIGURE 4.4 - The model illustrates the potential for the creation of a strong hub at the intersection of University Avenue and Dale Street.

4.2.1 Built Form

New buildings should landmark the corner.

a) Future development of the Dale/University corner should hold and define the intersection as a prominent gateway site. The southeast corner of this intersection would be an appropriate location for a base podium and "point tower" building with heights up to 10 residential stories.

b) Where existing sidewalk widths are inadequate, buildings should be set back from the corner to provide a more generous pedestrian boulevard.

New development and public realm improvements should create opportunities to celebrate the culture of this diverse community.

c) The design of taller buildings should be iconic, and help to identify Dale's role as a hub in the future World Cultural Heritage District and the start of the Historic Rondo Gateway.

d) Architectural expression and public realm design should be encouraged that celebrates the unique cultural characteristics of the area.

All new development should promote transparency and activity at street level.

e) First-floor units and storefronts should have at least one entrance oriented towards the Avenue, access points to the station platforms, and/or key gathering places.

f) First-floor commercial or retail uses should help to animate the street by incorporating large glass frontages that allow the activity within to be seen from the street.

4.2.2 Land Use & Development Pattern

New development should promote a true mixed-use corridor.

a) All compatible, transit-supportive uses should be permitted here, including all types and tenure of multiple-family residential dwellings, commercial and retail uses. Transit-supportive uses exclude traditionally low employment density and auto-oriented uses, such as large-format retail uses, commercial drive-throughs and car dealerships.

FIGURE 4.5 - The Lyons Court building in Saint Paul (top) and this mid rise development from Vancouver (bottom) illustrate how new development can hold the corner and help to define the gateway to an area.

4.3 Building Around the Park Edges

Extending Central Village Park to University Avenue in the Dale Station Area provides a much-needed new public park space at the heart of this community, and strengthens connections between the future LRT and the neighborhoods to the south.

This will be a core place-making community space with the potential to sustain high-density development along its edges. The relationship of open space to building is mutually-supportive as new, higher-density development with direct first-floor access to the park will create a critical mass of activity for animating this space.

Improving the edge condition of buildings adjacent to Central Village Park will help to clearly define the park as a public open space.

FIGURE 4.6 - The model illustrates the potential for new development to clearly define both the new Rondo Park and Central Village Park as gathering spaces at the heart of the Dale neighborhood.

4.3.1 Built Form

Buildings should frame the open space.

a) New development should face onto the park and establish a base podium height of between 4-6 residential stories or 3-5 commercial stories.

b) Taller "point towers" of up to 10 stories north of Aurora would be appropriate. These should be set back from the base podium in order to reduce their impact at ground level.

c) Development south of Aurora should transition down in scale to complement the neighboring low- and medium-density housing adjacent to Central Park. East of Kent Street, these buildings should be no greater than 3 stories in height. To the west of Kent Street, between the proposed Rondo Park and Dale Street, buildings of 4-6 residential stories or 3-5 commercial stories stepped back above the third floor are appropriate.

d) The existing residential uses adjacent to Central Park should be encouraged to define their thresholds so that there is a clear distinction between the public and private realm.

Buildings should enliven park spaces.

e) All new development should promote transparency and activity along the park frontage. Wherever possible, new development should incorporate and orient first floors, outdoor cafés, display spaces and storefront entrances towards the proposed Rondo Park.

f) Commercial or retail uses located on the first floor should help animate the park by incorporating large glass frontages that allow the activity within to be seen from the street.

g) Ground-level residential units should provide for direct access to the street.

4.3.2 Land Use & Development Pattern

An active open space should be nurtured.

a) Land use immediately adjacent to the proposed Rondo Park should provide for a mix of residential, commercial and cultural uses. Cultural uses may include museum, historical display, performance, multimedia, and/or conference uses and spaces.

b) First-floor units will provide an ideal setting for flexible live-work units and family-oriented units. The first-floor uses along the building corners that front both University and Rondo Park may also include cafe or retail uses.

The impact of surface parking should be minimized.

c) New surface parking lots should not be permitted abutting Rondo Park or along University Avenue.

d) All parking for new development should be provided in underground structures with access from Aurora Avenue. Parking access should be prohibited from any frontage directly facing the future park space.

4.3.3 Circulation, Parking and Access

The urban grid pattern should be re-established.

a) Where large single parcels of land exist, they should be subdivided to create a more walkable environment of smaller-scaled streets and blocks. The proposed extensions of the urban grid pattern listed below are illustrated in Figure 5.1.

i) Extending the Fuller and Kent alignments to meet will help open Central Park to the Avenue and allow the continuation of the Fuller Green Street east along Aurora.

ii) An additional north south street between Dale Street and Kent Street would help to frame the park and create additional frontage off of the Avenue.

FIGURE 4.7 - These mid-rise developments adjacent to Wacouta Commons face onto the park and promote greater levels of activity by providing direct access to the street.

4.4 Marking the South Entry

An array of underutilized parcels fronting St. Anthony Avenue and along Dale Street leave large gaps in an area well situated for future residential or small scale employment uses.

Significant opportunity exists through future infill redevelopment to mark this southern entryway to the Dale Station Area. Community landmarks such as the Tiger Jack Shack have a long history in the neighborhood, but would benefit from greater utilization and improved landscape treatment. New development should help to repair these edges and strengthen this gateway into the Historic Rondo community.

FIGURE 4.8 - The model illustrates the potential to improve the entrance to the Dale Station Area north of Interstate 94.

4.4.1 Built Form

The existing fabric should be reinforced.

a) Buildings of up to 3 stories will assist in repairing the gaps in the street fabric while providing an appropriate scale and transition to the abutting residential neighborhoods.

b) East of Dale, where the relationship to low rise neighborhoods is not as strong, new development should frame the street and establish a base podium of between 4-6 residential stories or 3-5 commercial stories.

4.4.2 Land Use & Development Pattern

Land uses that bring new jobs should be encouraged.

a) The size and location of these parcels relative to Interstate 94 may make them desirable over time for new employment uses. However, a range of uses, including multi-unit residential, live/work, retail, and employment, is appropriate as well.

Parking should be as unobtrusive as possible.

b) Parking demands may be met through a combination of small private and shared surface parking areas and on-street parking stalls.

FIGURE 4.9 - The scale of this infill development along Selby (top) helps to repair the gaps in the street fabric in a manner that respects the existing buildings. The scale and massing of this Lake Street development (bottom) helps to enhance the entrance to Minneapolis as you cross the Mississippi River.

4.5 Sensitive Neighborhood Infill

The strong neighborhoods that surround the Dale Station can be reinforced through reinvestment and sensitive residential infill.

This process is already underway with many of the community development corporation housing repair programs. New buildings should respect and fit in with the development pattern, scale and height of adjacent properties. This may include rehabilitation of existing single family homes, the construction of new single-family and multiple family townhome dwellings, and the construction of new accessory units.

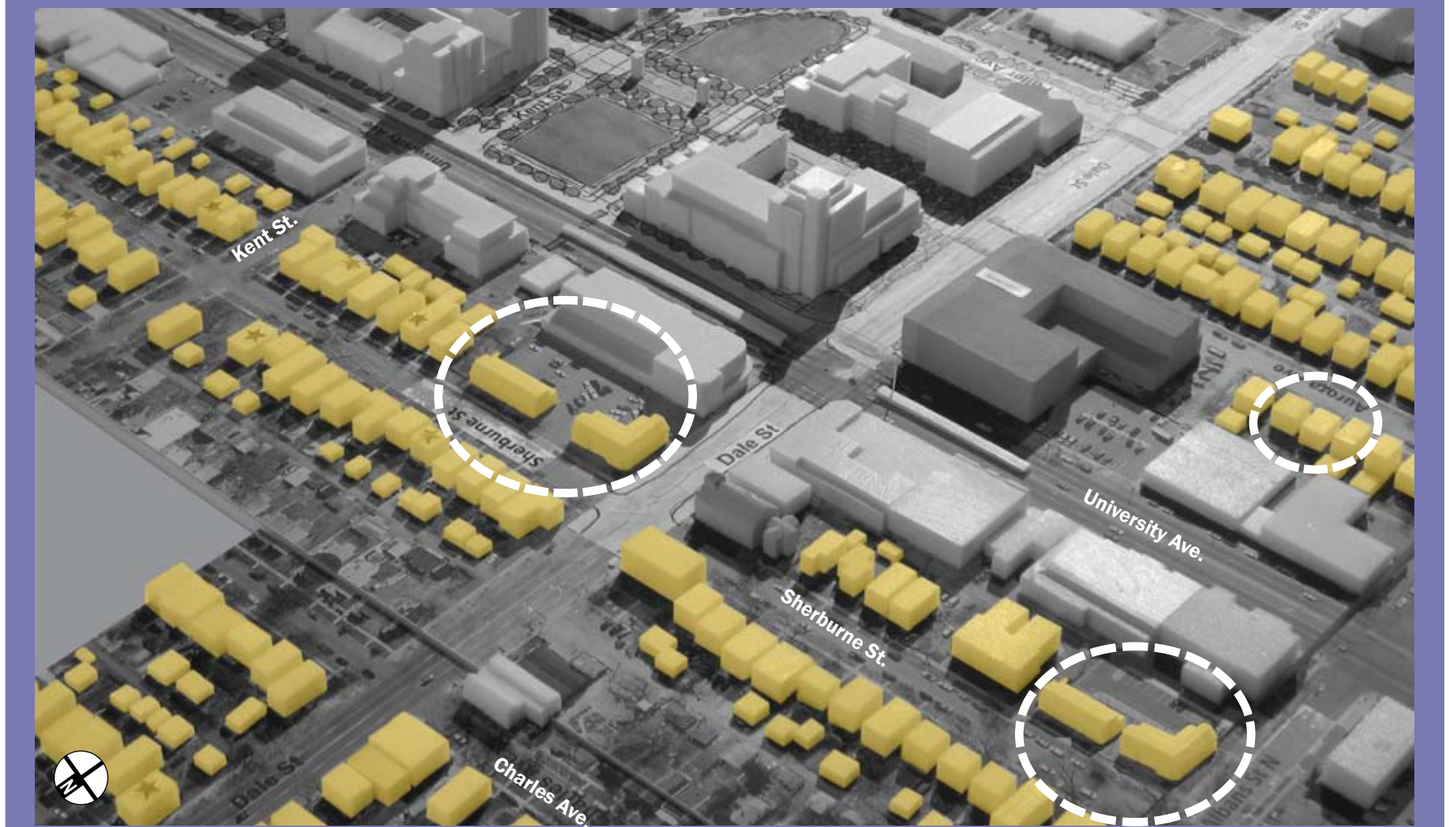


FIGURE 4.10 - New developments (circled) on this model help reinforce the existing scale and character of the neighborhoods surrounding the station.

4.5.1 Built Form

Infill should be sensitively designed to fit its context.

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 greater than 3 residential stories in height, and have setback and massing characteristics similar to the existing residential development along their street.

4.5.2 Land Use & Development Pattern

Accessory units should be encouraged in areas of stability.

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

4.5.3 Circulation, Parking & Access

a) All residential parking demand should be met on-street, or, where feasible, in private driveways accessed from shared rear alleys.

b) Private residential parking will not be permitted between the primary frontage of any dwelling and the public sidewalk.

c) Existing surface parking lots should be phased out and replaced by structured parking, preferably in mixed-use buildings.

FIGURE 4.11 - These infill housing examples from Saint Paul fill gaps in the existing neighborhoods at a scale and massing in keeping with the character of their surroundings.

4.5 Managed Parking Strategies

Accommodating parking associated with existing businesses and residents and new development will be an important challenge as the Dale Station Area evolves.

To properly assess and manage Park & Ride and Hide & Ride, comprehensive strategies must be implemented so that remaining on- and off-street parking can best serve residents and businesses in the Corridor, and support walkable, transit-oriented neighborhoods.

Clearly, the reliance on surface parking at current development standards is a large contributor to the underutilization of land within the station area. A transformation from surface parking to structured and underground parking will need to happen over time and in conjunction with new development. The following policies provide the direction to facilitate this transformation, critical to the creation of active and vibrant streets within the Dale Station Area.

a) The establishment of new single-use surface parking lots on University Avenue, and the expansion of existing lots within the station areas, should be discouraged.

b) Major redevelopment sites should be explored for opportunities to create shared, structured or below-grade parking.

c) Where surface parking occurs along University Avenue , it should occur to the side or behind buildings, 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 to minimize the impact on the pedestrian environment.

d) Parking requirements should be reduced or eliminated to reduce development costs, support transit ridership and open new possibilities for flexible live-work spaces on smaller sites where on-site parking is not available.

e) On-street parking opportunities should be maximized to reduce the demand for private, off-street parking. This can be accomplished by minimizing curb cuts on all major streets by consolidating driveways, implementing flexible stall spacing, and utilizing meters and time-limited signage on side streets to ensure higher vehicle turnover.

f) Access to surface parking lots from side streets or alleys should be encouraged. Curb cuts on University Avenue should be minimized and consolidated as opportunities arise, encouraging shared access with neighboring uses.

g) The implementation and management of the current residential permit parking system should be evaluated.

h) Both long-and short-term bicycle parking should be provided.

FIGURE 4.12 - A 56-foot wide surface parking lot in Portland, Oregon incorporates features such as permeable paving, integrated bike parking and pedestrian-scaled lighting. It is heavily landscaped and concealed from the street by an integrated former building facade.

Movement - Balancing Modes

5

This chapter contains strategies for improving options to move to, from and within the Dale 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 Dale LRT platform and destinations along University Avenue.

Movement - Connecting the Corridor

The intersection of Dale and University is a hub of pedestrian, bicycle, car and transit modes. While today most of this activity is locally-generated, LRT may make it more of a regional draw.

The intersection of Dale and University is already heavily used by pedestrians. Movement to and within the Dale Station Area is drawn to the high concentration of community institutional and retail uses focused on or near the intersection of Dale and University.

City transportation planners already have concerns about the current and near term increase in vehicular traffic at University Avenue, and its potential impact on traffic operations at Dale and at access points to Interstate 94. The intersection has heavy vehicular counts that will continue to increase over time.

Three Interstate 94 crossings (two pedestrian and one mixed-traffic), ease of access to both Minnehaha and Pierce Butler bike routes, connectivity to four bus routes, and a high concentration of public transit riders render the station area an important bicycle and pedestrian hub. Notwithstanding this condition, Dale is one of the few station areas currently lacking a formally-marked bicycle route, and to-date, has little future provision for prioritizing pedestrian movements once the LRT is operational.

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 in the Dale Station Area, from both 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.

5.1 Connections

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

Strengthened North-South Bike Routes

Grotto and Mackubin are natural north-south bicycle routes through the Dale Station Area, as each connect northbound cyclists to West Minnehaha Avenue and the Pierce Butler Trail, and south to existing pedestrian and bike crossings over Interstate 94. Each of these routes also intersects with signalized crossings at University.

Strengthened East-West Bike Routes

Two primary east-west bicycle routes, north and south of University Avenue, have been identified through the station area planning process. North of the Avenue, Charles Avenue is the preferred route because of its calm traffic pattern and convenient but safe distance from the Avenue (from which through and right-turning vehicles are exiting Mackubin, Dale and Grotto Streets). South of the Avenue, the preferred route is split:

- west of Dale, the route traces Fuller Avenue to Snelling Avenue; and
- east of Dale, the route offers a direct connection through a new open space at the southeast quadrant of Dale and University and to an improved Central Village Park, continuing along Aurora Avenue to Western Sculpture Park and the State Capitol campus.

Dale Street Spine

This critical, multi-modal route should be better balanced to accommodate and encourage pedestrian and bicycle activity. Key to this improvement will be the calming and redesign of the Dale/St. Anthony intersection with curb bump-outs, marked pedestrian crossings, enhanced streetscaping and other pedestrian-oriented amenities. The Dale Street spine should be improved along its length with enhanced streetscaping and the construction of east-west bicycle and pedestrian crossings consistent with the Dale Mobility Enhancement Zone recommendations.

Linking Aurora and Fuller

The termination of these streets at the Unidale Mall represent missing links in the Dale Station Area block pattern. Permitting Aurora Avenue to extend west of Kent Street, either as a pedestrian promenade or limited access thoroughfare, and extending Fuller east and north where it will merge with Aurora at the south-eastern quadrant of the future park space, will improve the porosity and legibility of the entire southeastern station area quadrant. These key structural components will improve access for the potential redevelopment of the Unidale Mall site, and repair the urban fabric by reconnecting the Central Village neighborhood to University Avenue.

Connecting Central Village Park

Future park space within the Dale Station Area should be oriented to connect with Central Village Park. This linear open space expansion, in conjunction with a westward extension of Aurora Avenue, will dramatically improve the presence and accessibility of this underutilized asset, and attach the Central Village neighborhood directly to the Avenue and the Dale LRT platforms with a green, attractive pedestrian and bicycle route.

Future Bus Service

The Route 16 serves a distinct market from the proposed LRT service. When the Route 50 was added, it did not diminish the ridership on the Route 16, as the Route 16 is particularly important to those who cannot easily walk long distances – the very young, the very old, those who are transporting goods (i.e. groceries and some durable goods) and/or children, and those who are transit-dependent with physical limitations. Although not uniformly true, most of these patrons need service more during the mid-day, and on weekends; rather than during the peak hours. Therefore, it is important that the current Route 16 service during the mid-day, evenings and weekends be retained.

The Route 94 service, running between the downtowns, will also be retained, but with an abbreviated schedule. The abbreviation of the service should continue to meet the demand for express service between downtown Minneapolis and downtown St. Paul.

It is essential that north-south service be bolstered, as current service is insufficient to adequately serve the greater Midway area. The Midway is an area of relatively high residential densities, high transit-dependent populations and numerous jobs. As such, a ½-mile urban grid of transit service is essential. To accommodate timed transfers between the 1-mile grid of north-south bus service and LRT, bus service should be no less frequent than meeting the LRT every other train (15-minute frequency) during peak hours. In particular for the Dale Station Area, 15-minute peak-hour and 30-minute non-peak hour minimums on Route 65 connecting Grand & Dale, Selby & Dale, Har Mar, and Rosedale Transit Center are required.

Improved Freeway Crossings

As freeway crossings (with traffic bridges) are redesigned and reconstructed, widened sidewalks, crash barriers between traffic and sidewalk, pedestrian-level lighting, and approach sidewalk lighting and landscaping should be included. Pedestrian-only freeway crossings should be rebuilt or retrofitted to include well-lit crossings of St. Anthony and Concordia, bridge lighting, and landscaping that does not obscure views to and from the bridge.

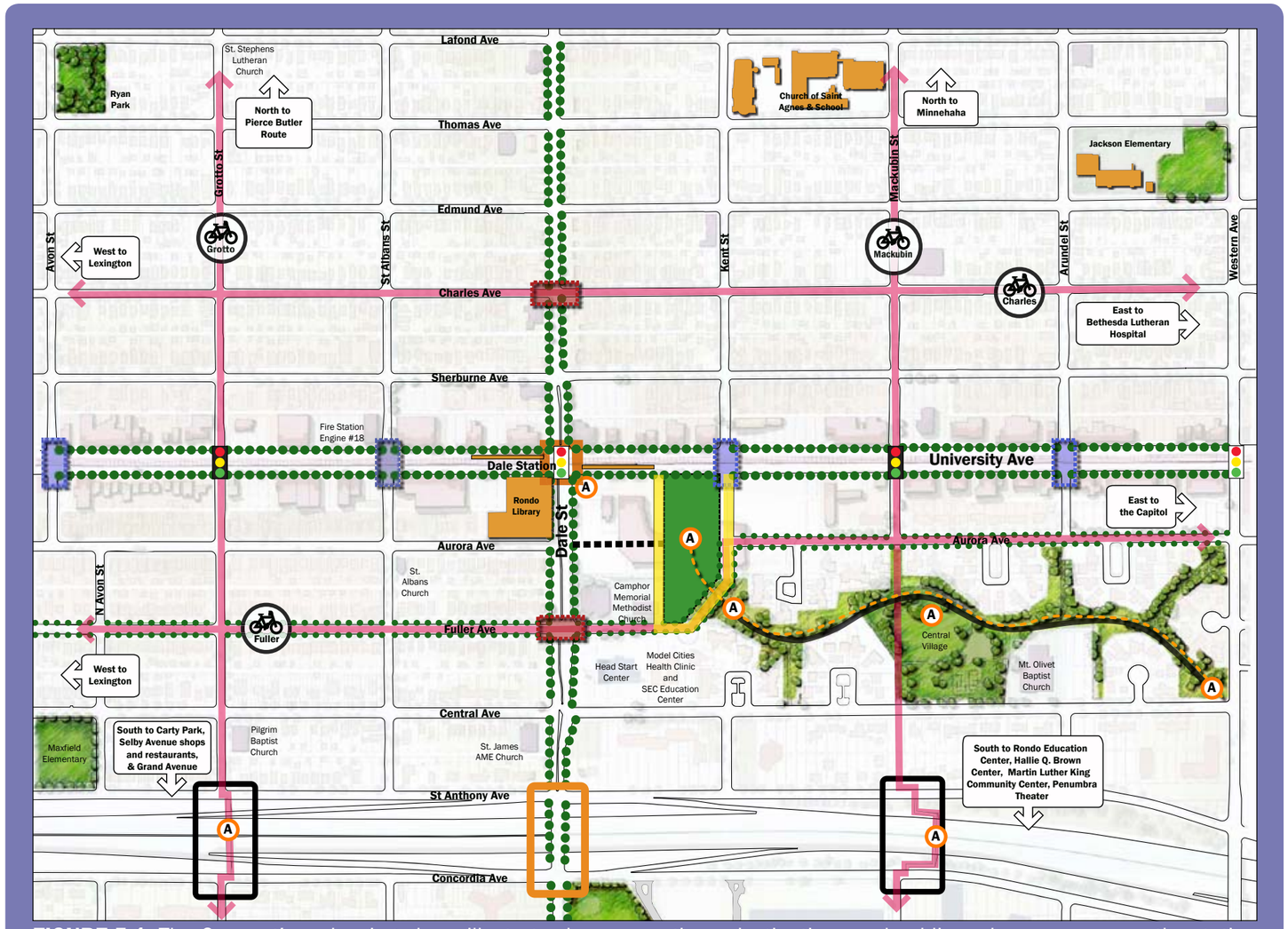


FIGURE 5.1 -The *Connections* drawing above illustrates key connections, destinations and public realm moves across the station area.

- Key Pedestrian Pathway
- Proposed Mid-Block Connection
- Existing Bikeway
- Planned Bikeway
- Future Signalized Intersection
- Existing Signalized Intersection
- Potential New Street Pattern
- Key Public Art Location
- Primary Platform Crossing
- East - West Bike/Pedestrian Crossing
- Non-Signalized Crossing
- Streetscape Improvements
- Pedestrian Bridge Improvement
- Bridge Improvements
- Local Destinations
- Corridor Destinations

5.2 The Mobility Enhancement Area

The *Mobility Enhancement Area* diagrams (Figure 5.2) illustrate the current and future movement patterns within the Dale Station Area.

Mobility Enhancement Area

An opportunity for enhanced mobility around the Dale Street Station occurs in two key areas. To the north, an opportunity exists to rebalance Dale Street in favor of pedestrians and cyclists. This will help strengthen the connections to neighborhood uses and community facilities, such as the district council offices to the north.

South of University Avenue, an opportunity exists through the redevelopment of the Unidale Mall to focus development around a new neighborhood open space. Strategies should ensure that new streets, blocks and sidewalks contribute to the creation of a pedestrian-friendly, walkable environment where the streetscaping helps to extend the character of the open spaces north to University.

Special strategies for the Dale Station *Mobility Enhancement Area* include:

- on-street parking along Fuller Street, Kent Street and within the proposed Unidale Mall redevelopment to support more active uses at street level fronting the park, calm traffic and create an additional buffer between pedestrians and moving vehicles;
- urban streetscape standards within any Unidale Mall redevelopment with reduced curb radii, bump-outs, narrower streets and special paving patterns;
- enhanced pedestrian crossings at Fuller between the existing Central Park and proposed Rondo Park to strengthen the proposed green connection east to the Sculpture Park and Capitol Area;
- enhanced pedestrian crossings of Dale Street at Fuller to create a green east-west connection along the Corridor;
- a mid-block connection extending east to Kent Street in order to provide a more walkable grain of development: and
- sidewalks of 14 feet in width.

The Station Transfer Zone

The Station Transfer Zone is identified in Figure 5.2. It stretches from St. Albans Street on the west to Kent Street on the east and encompasses a large section of the Avenue Character Area (page 24). As such, 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”. Reinforcing the connection between the Avenue and the proposed Rondo Park will be an important to linking the neighborhood with the station.

Special strategies for the Dale Station Transfer Zone include:

- special streetscape treatments that reflect the theme and design treatment of the proposed Rondo Park to link the park with the Avenue; and
- special signage and wayfinding to direct visitors south to Central Park and east along the proposed public art trail.

The Designated Crossings

Within the Dale Station *Mobility Enhancement Area* there are a number of *Designated Crossings*. The *Primary Platform Crossing is* located at the intersection of Dale Street and University Avenue. It will be the primary area where the LRT links with the city’s bus network and the principal hub of station activity.

Two *Non-Signalized Crossings* are located along University at St. Albans Street and Kent Street. These will be linked directly to the far ends of the station platform to provide additional access to the station.

Along Dale Street there are two *East - West Bike / Pedestrian Crossings* at Charles and Fuller. These are important crossings that will extend the Corridor-wide east - west bicycle routes east to the Capitol Area and west towards Snelling.

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

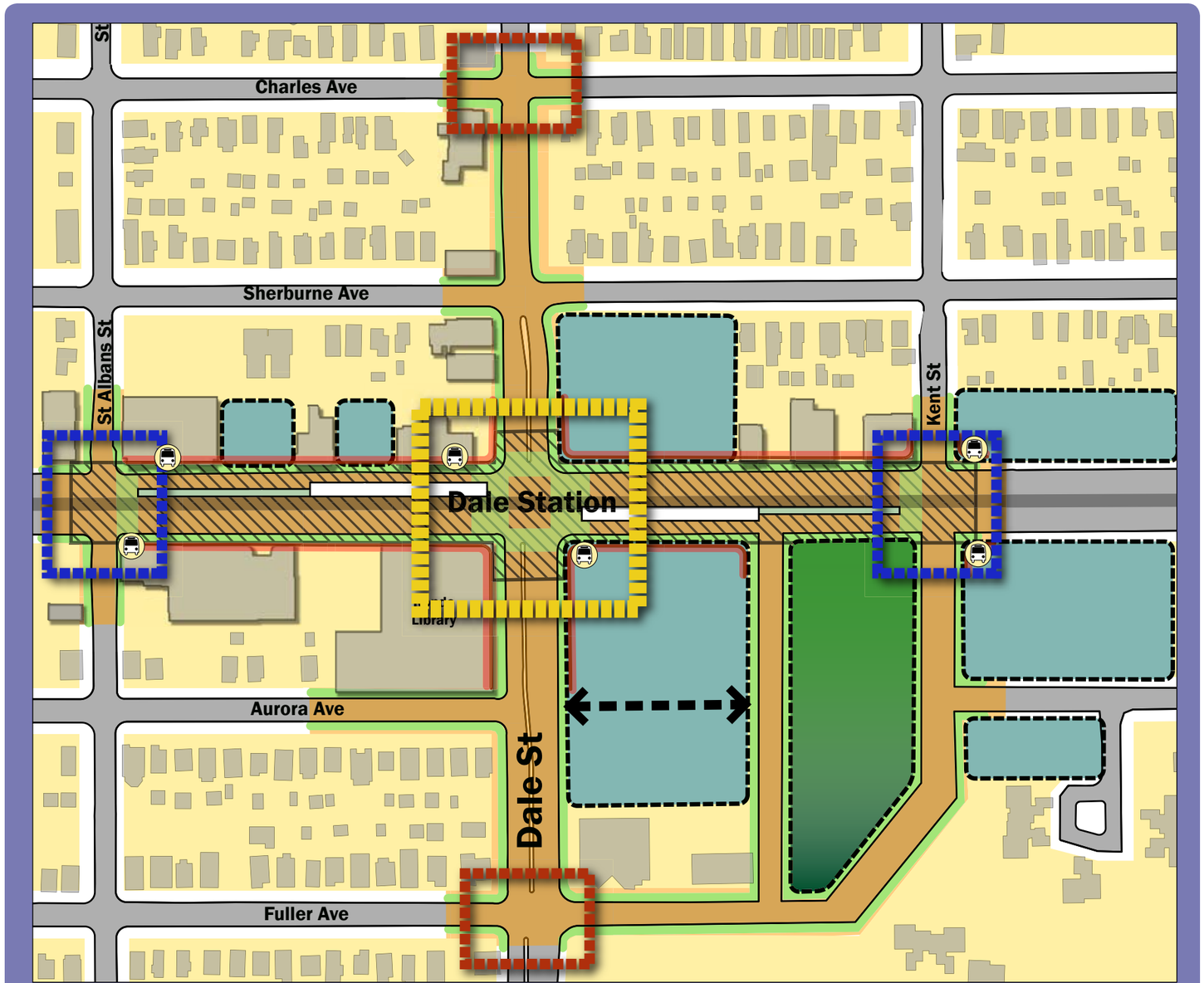
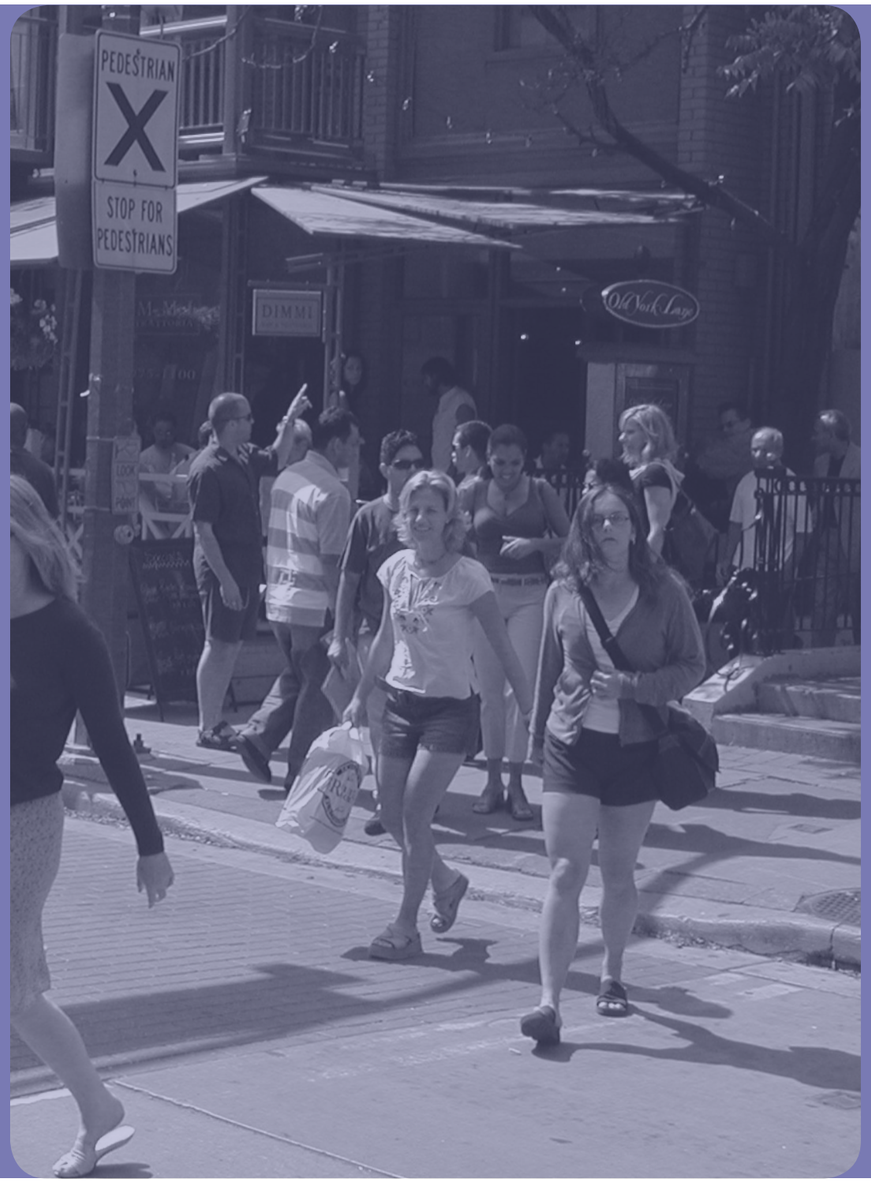


FIGURE 5.2 - The Mobility Enhancement Area illustrates the area around the station where a higher level of pedestrian activity can be anticipated.


PEDESTRIAN
X
STOP FOR
PEDESTRIANS
DIMMI
Old York Lane

6

Getting There

Achieving the long-term objectives set out in this document for the Dale 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 Dale 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 in this series of Station Area Plan documents, the following describes place-specific strategies for the Dale Station Area.

Using This Station Area Plan

The development concepts illustrated in this plan, including the location of new open spaces, represent one of many 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 sum of the CCDS'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 Rondo Park

As development applications proceed, all future parkland dedication within the Dale Station Area should be applied to the acquisition of lands for the creation of the proposed Rondo Park. Land dedication should be the preferred approach for future redevelopment of a portion of the Unidale Mall site. The future redevelopment of all adjacent parcels within the station area should require cash-in-lieu of dedication for the purpose of acquiring additional lands for the Rondo Park. Given the desire to reduce residential and commercial parking standards within the Dale Station Area (see below), the City may need to pursue an alternate parkland dedication formula that is not dependent on parking ratios in order to maximize dedication. 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.

Unidale Mall Site as a TOD Demonstration Site

The City should work with the owner of this site to develop a comprehensive master site plan for its future redevelopment. The master plan should reinforce the long-term vision set out in this document, describe the more precise location and configuration of new roads and park spaces, and set detailed guidelines for public realm improvements. All future development applications within the site should then demonstrate compatibility with the master plan, clearly indicating how dedications for public rights-of-way and open space are being met, and how the incremental creation of an urban block pattern is being achieved. The future viability and success of this site coming forward as a TOD Demonstration Site may in part be assisted through some combination of Tax Increment Financing, the STAR Program, and/or a Regional Transit-Oriented Development "Bank," as described in Chapter 9 Moving Forward.

A Shared Parking Structure

To ensure that redevelopment and the placemaking potential of this station area are not lost through the retention and/or creation of additional surface parking, a shared parking structure(s) should be pursued. This structure could consist of one central, above-grade facility located on the Unidale Mall site with active uses at grade; or a series of below-grade structures incorporated into mixed use developments throughout the station area. In this latter instance, public access should be secured to the shared parking facility through either a Municipal Parking Authority for some portion of the structure; or through the creation of a long-term lease with a commercial parking operator.

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 or 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, 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.

Complete Communities

The greatest strength of this community is its diversity. The potential for gentrification and displacement of low-income individuals, families and small businesses from the Corridor as property values rise is a primary concern of area residents and stakeholders, as it would erode the unique qualities that distinguish the area's past, present and future. Members of the community who wish to stay in this area and contribute to and benefit from its revitalization must have the option to do so.

Chapter 4 of the CCDS, the companion document to this station area plan, contains a series of strategies and recommendations for realizing a complete and inclusive housing and business community. These include supply-side regulatory and financial incentives to encourage the construction of affordable housing units; assistance to individuals and families to purchase their own home; strategies to support small businesses, both through the short-term construction of LRT, and for the long-term benefits afforded by this investment; and options for securing community benefits as new development occurs throughout the Corridor. In addition, some combination of Tax Increment Financing, the STAR Program, a Regional Transit-Oriented Development "Bank," or Invest Saint Paul, each described in Chapter 9 Moving Forward, may assist in the creation of more inclusive and complete communities.

Involving Local Partners

Meeting the long term objectives of the Dale Station Area Plan will require coordination with:

Thomas-Dale and Summit University Councils. To 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.

Local CDCs, including Greater Frogtown, Aurora Saint Anthony CDC and Selby Area CDC. To continue setting high standards for redevelopment in the community; strengthening stable neighborhoods through rehabilitation and infill; and through development of larger parcels as they become available.

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

Midway-Chamber, University Avenue Business Association and other business groups. To ensure the interests of area businesses and property owners are adequately represented through comprehensive policy framework reviews.

University UNITED. To assist in the on-going review of development applications in conjunction with District Councils, and to continue enriching dialogues around improving the character and quality of area planning and development. U-Plan, a program of University UNITED, will provide technical support services to community groups, small businesses and other stakeholders.

Central Corridor Funders Collaborative. To assist in securing resources for community improvement projects.

Individual property owners. Consultation and discussion should begin well in advance of submission of development applications, and continue through the development approval process.

The Central Corridor Design Center. The Central Corridor Design Center (CCDC) is an initiative by the City of Saint Paul to apply the proven practices of the Saint Paul on the Mississippi Design Center along the Central Corridor. Its mission is to 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.