



**CITY OF SAINT PAUL**  
Christopher B. Coleman, Mayor

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**DATE:** March 1, 2012  
**TO:** Neighborhood Planning Committee  
**FROM:** Lucy Thompson, Principal City Planner  
**SUBJECT:** Proposed Amendments to the *District 9 Area Plan Summary*

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### **BACKGROUND**

The W. 7<sup>th</sup>/Fort Road Federation has submitted proposed amendments to the *District 9 Area Plan* and *District 9 Area Plan Summary* to address urban design issues along W. 7<sup>th</sup> Street, especially at the gateway node at Grand/Ramsey Street (letter attached). The attached *Area Plan* draft shows the proposed amendments in yellow. The Federation is asking that these changes be incorporated into the full *Area Plan* as well as the *Area Plan Summary*.

The *District 9 Area Plan Summary* was adopted by the City Council in July 2010. In May 2011, at the request of the City Council, the Planning Commission initiated the District 9 Commercial Zoning Study for the area bounded by Grand/Ramsey, Leech, Goodrich, W. 7<sup>th</sup> and Smith. A development moratorium was adopted by the City Council in May 2011 as well. The result of the study was the rezoning of several parcels in the study area from B3 General Business, B2 Community Business and VP Vehicular Parking to T2 Traditional Neighborhood. One of the primary reasons for rezoning to T2 was compliance with traditional neighborhood design standards to address a wide range of urban design issues of concern to adjacent residents.

At the Planning Commission public hearing on the Zoning Study, many of the people who spoke in support of T2 zoning asked that an overlay district with design guidelines be adopted as well. PED staff discussed options with the Commission, but there was not enough time to adequately explore them before the development moratorium expired. To address this outstanding neighborhood concern, the Planning Commission requested that PED staff continue to work with neighborhood, business and District 9 representatives and property owners to explore the best way to "codify" design guidelines for the gateway (resolution attached).

In January 2012, PED staff started meeting with a working group convened by the W. 7<sup>th</sup>/Fort Road Federation (District 9) and Little Bohemia Neighborhood Association. The group met through July 2012, exploring a range of planning and regulatory techniques to address outstanding urban design concerns in the gateway area and along W. 7<sup>th</sup> Street. Options considered were: 1) amending the *District 9 Area Plan Summary*; 2) preparing a new Uppertown Small Area Plan, which would address other development issues as well; 3) adding new standards to the T2, city-wide and/or site plan review design standards; and 4) creating a new overlay district. After exploring the pros and cons of

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the options, the group decided to prepare amendments to the *District 9 Area Plan Summary*, using as its starting point the Fort Road Design Guidelines (1979).

**STAFF RECOMMENDATION**

Staff recommends that the Planning Commission release the proposed amendments to the *District 9 Area Plan* and *District 9 Area Plan Summary* for public review on March 22, 2013 and set a public hearing date for May 3, 2013.

**Attachments:**

- Planning Commission resolution calling for additional work on design guidelines
- January 16, 2013 letter from the W. 7<sup>th</sup>/Fort Road Federation
- Proposed District 9 Area Plan amendments

city of saint paul  
planning commission resolution  
file number \_\_\_\_\_  
date \_\_\_\_\_

**District 9 Commercial Zoning Study**

**WHEREAS**, the *District 9 Area Plan* was adopted by the Saint Paul City Council on July 7, 2010, and contains strategies in the areas of housing, jobs and economic development, community development, land use, historic preservation and aesthetics; and

**WHEREAS**, shortly after the Plan was adopted, it was rumored that one of the parcels near the intersection of W. 7<sup>th</sup> and Grand Avenue/Ramsey Street was going to change hands, raising community concern about the future land use and zoning at this important gateway to the neighborhood; and

**WHEREAS**, a large auto repair business at 414 W. 7<sup>th</sup> has been vacant for some time, and the community wanted to explore zoning tools to allow a mixed-use residential/commercial building that would be in scale with the adjacent residential fabric; and

**WHEREAS**, on October 27, 2010, the City Council passed a resolution requesting that the Planning Commission “undertake a zoning study to assess whether the B3 zoning classification of said gateway parcel and the parcels specified herein which are adjacent to the gateway parcel within District 9 would further the District 9 Area Plan’s Jobs and Economic Development Strategies calling for the preservation of businesses and jobs in the District while at the same time complementing the District’s Housing Objectives;” and

**WHEREAS**, the study area boundaries were generally identified as Grand Avenue on the north, Leech Street on the east, Goodrich Street on the south, and W. 7<sup>th</sup> and Smith on the west; and

**WHEREAS**, at the same time, the City Council placed a one-year moratorium on the issuance of zoning and building permits or approvals in the study area; and

**WHEREAS**, the zoning study and moratorium exempted parcels zoned RT1, RT2, RM1 and RM2 within the larger study area; and

**WHEREAS**, on May 13, 2011, the Planning Commission initiated the District 9 Commercial Zoning Study, consistent with the parameters laid out in the October 2010 City Council resolution; and

**WHEREAS**, the Planning Commission released the study recommendations on June 10, 2011; and

moved by \_\_\_\_\_  
seconded by \_\_\_\_\_  
in favor \_\_\_\_\_  
against \_\_\_\_\_

**WHEREAS**, the study recommended rezoning all B2 Community Business, B3 General Business and VP Vehicular Parking parcels within the study area to T2 Traditional Neighborhood; and

**WHEREAS**, the study concluded that T2 zoning will allow for a concentration of retail businesses at key nodes and higher-density residential use between nodes, and will provide design guidelines that address the key design goals of the Fort Road Design Guidelines – strategies called for in the *District 9 Area Plan*; and

**WHEREAS**, the study also concluded that, given the low-density development immediately adjacent to the commercial corridor, T2 allows for a better density and land use transition between W. 7<sup>th</sup> and the residential neighborhood; and

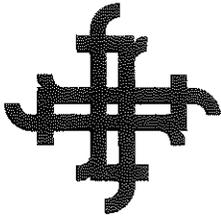
**WHEREAS**, the Planning Commission held a public hearing on July 22, 2011, at which all interested persons were invited to speak and were heard; and

**WHEREAS**, the public record stayed open until 4:30 p.m. on July 25, 2011; and

**WHEREAS**, the Planning Commission duly considered all public testimony.

**NOW, THEREFORE, BE IT RESOLVED**, that the Saint Paul Planning Commission hereby recommends rezoning of the B2 Community Business, B3 General Business and VP Vehicular Parking parcels within the District 9 Commercial Zoning Study area to T2 Traditional Neighborhood; and

**BE IT FURTHER RESOLVED**, that the Planning Commission requests that PED staff continue to work with neighborhood, business and District 9 representatives and property owners to explore the best way to “codify” design guidelines for this section of Grand/Ramsey and W. 7<sup>th</sup> streets.



**West 7th/Fort Road Federation**  
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Saint Paul, Minnesota 55102

651-298-5599  
FortRoadFederation.org

January 16, 2013

Lucy Thompson  
Principal City Planner  
Department of Planning & Economic Development  
City of Saint Paul  
25 West 4<sup>th</sup> Street  
Saint Paul, MN 55102

Re: Amendment to District 9 Area Plan and Summary

Dear Lucy;

On behalf of the Fort Road Federation Board attached please find recommendations from a small working group that was formed to explore options to articulate and preserve the historic character of the West 7<sup>th</sup> neighborhood for future construction and development plans. These recommendations have been adopted by the Fort Road Federation Board and we request that they be adopted by the City of Saint Paul.

**Background:** Over the past two years there have been a variety of instances where property owners felt that they were forced to protest or resist plans that had received the initial approval of the city planning staff. This demonstrated a need for more specific design guidelines than were provided in the District 9 Area Plan. The Fort Road Federation felt that specific guidelines would be instructive for the city staff to use when conducting site plan review as well as other planning and permit processes. In addition, design guidelines would be useful for other projects in the West 7<sup>th</sup> neighborhood.

Beginning in January 2012 and as part of the Commercial Zoning Study for the Mobil station/Burger King lots, Lucy Thompson from the City of Saint Paul led a community input process that included residents and business owners from the Irvine Park, Uppertown, Dousman Park and Little Bohemia neighborhoods. Over the course of three meetings, participants expressed a hope that new zoning would support an urban and pedestrian-friendly neighborhood and discourage past practices like large surface parking lots along West 7<sup>th</sup> street or suburban-style development that does not fit well with the historic character of the neighborhood.

In addition to the zoning discussions a small working group was formed including Betty Moran, Lucy Thompson, Marit Brock, Paulette Myers-Rich and Becky Yust. The group reviewed available options for creating and enforcing design guidelines, including:

- a) Creating an Overlay District for an additional layer of specifics beyond the zoning code.
- b) Requesting changes to the zoning codes to accommodate the interests of the neighborhood.
- c) Updating the District 9 Area Plan to provide guidance regarding design specifics.
- d) Doing nothing. Allow the current zoning to guide future development.

**Recommendation:** The working group learned that the current TN zoning will effectively address design items such as parking, building height, orientation of buildings to the street and pedestrian access that were the primary concerns of the neighborhood participants. In addition, the Fort Road Federation has developed extensive resources that can be used to provide design guidance, but those resources were not widely known or available. Based on this information, we agreed that the best option to assure a clearly articulated design plan is to update the District 9 Area Plan. The following changes are recommended, with the specifics highlighted on the attached documents:

- Update the section titled Historic Preservation and Aesthetics on Page 18 of the plan. Add specifics in the Urban Design Guidelines section on Page 19.
- Create Appendix A – Visual Examples of Appropriate Design. The content of this section is based on the 1979 Fort Road Design Guidelines.
- Add item 53 on the Area Plan Summary specifically referencing Appendix A.

These changes will provide updated design standards in an easily accessible format to provide direction for city staff during the site plan review, planning and permit process. One shortcoming of this recommendation is that it will not create enforceable design requirements for future development. However, with the support of the new zoning regulations and considering the time required to develop and gain approval for an overlay district or other zoning changes we feel that an update to the District 9 Area Plan is sufficient at this time.

**Timeline:**

January-March 2012: Community input meetings with residents and business owners in the Little Bohemia, Uppertown, Dousman Park and Irvine Park neighborhoods.

April – July 2012: Working group meetings to develop a recommendation based on community input.

August 2012: Review and feedback from Fort Road Federation board.

September 2012: Adoption by the Fort Road Federation board. Changes submitted to the Planning Commission for approval.

Please contact the Fort Road Federation at (651)298-5599 with any remaining questions.

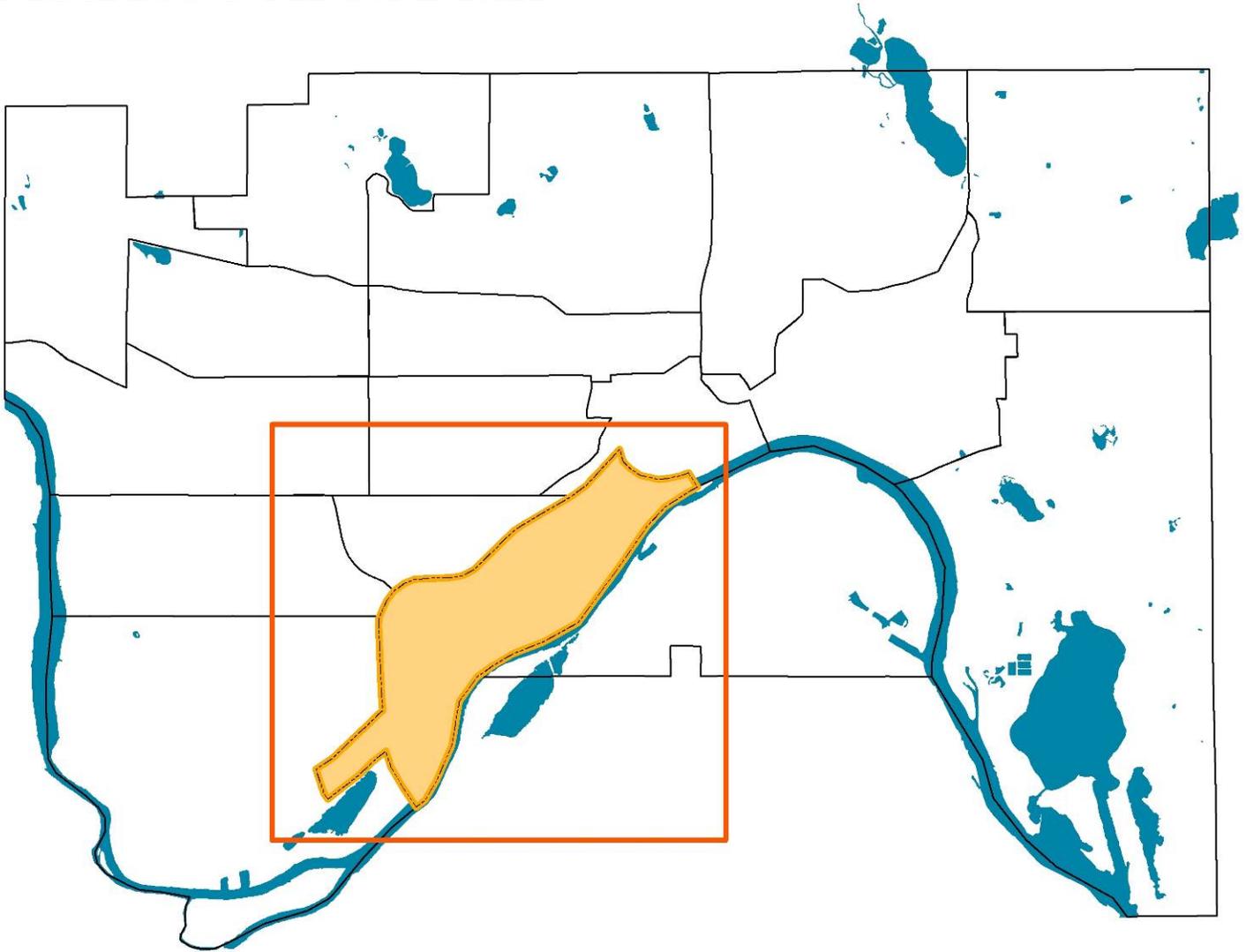
Respectfully submitted,



Marit Brock  
Fort Road Federation Board member

# West 7<sup>th</sup>/Fort Road

## District 9 Area Plan



Source: SDE Server  
Prepared by PLD Staff  
City of Salt Lake  
February 2008

# Summer 2006

**Amended 2012**

# West 7<sup>th</sup>/Fort Road District 9 Area Plan

**Summer 2006**

**Amended 2012**

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## Historic Preservation and Aesthetics

West 7<sup>th</sup> is steeped in the history of St. Paul. Our comprehensive district plan is worth nothing if it does not reflect the value of the historic roots of our community. We recognize that we cannot be a museum, but new development should complement the existing community. Specific areas that have sustained their character for more than 100 years need special attention to ensure that they are not lost to development and gentrification during the next decades.

The aesthetic quality of our physical environment is based on the *Fort Road Design Guidelines*, adopted in 1979<sup>1</sup>. The guidelines are still relevant today. An abbreviated summary of the guidelines with examples of appropriate and inappropriate designs are included in the appendix.

<sup>1</sup> The *Fort Road Design Guidelines* were reviewed and expanded in this chapter and an appendix was added in Summer 2012.

## Preserve historic character of the community

It is advantageous that the majority of the housing and commercial buildings that exist today are original to the community. This also means that the structures can be costly to maintain and improve. Others may be threatened by demands to utilize higher economic uses of commercial and residential areas.

## Urban design guidelines

Urban design guidelines need to be enforced to ensure an aesthetic environment that supports the character of the community and enhances the neighborhood's quality of life. Because of the age of the community, new developments need to respect the historic antecedents, where appropriate, while creating a living and working environment for the 21<sup>st</sup> century. Design guidelines are iterated in the *Fort Road Design Guidelines* as well as in each of the small area plans adopted since 2000. Recent adoption by the City of Saint Paul of Traditional Neighborhood Districts zoning include design guidelines (Sec. 66.343), which are supported in this plan.

New construction, particularly along West 7<sup>th</sup>, should have the scale, proportions, colors, rhythm of solids and voids, and expression in character with adjacent buildings. Contemporary design is supported if sympathetic to the streetscape. The first floor should be active and have a strong relationship to the sidewalk. Where original storefronts remain, their character should not be altered. Existing historic elements should be repaired, preserved and maintained. When possible, storefronts that have been altered should be restored to, or close to, their original character. In some cases, the original building fabric may be found behind the alterations. In all cases, as much original fabric should be maintained as possible. The back of commercial buildings should not be neglected from the perspective of shoppers or residents. Mechanical systems should not be located in public view.

Street furniture along West 7<sup>th</sup> should provide continuity and a welcoming pedestrian scale. Historic lanterns should be installed along the entirety of West 7<sup>th</sup>.

Examples of appropriate designs are included in the appendix.

## Preserve historic character of the community

### Actions:

- Consider phased development of the Schmidt Brewery including interim usage of some of the buildings.
- Pursue local and National Register designation for the Schmidt Brewery historic buildings.
- Pursue local designation of the Leech/McBoal and Butternut neighborhoods, either as individual buildings or as districts.
- Pursue local and National Register designation of the original limestone residential and commercial buildings in West 7<sup>th</sup>.
- Restore the original Fire Station #1 that was designed by Capp Wittington, currently owned by Kraus Anderson St. Paul.
- Maintain commercial facades along West 7<sup>th</sup> and restore their original features.
- Preserve the Island Station building.
- Explore loan programs that are targeted to the sensitive rehabilitation of historic buildings.
- Identify funds to target rehabilitation to older structures (similar to Dayton's Bluff Guidelines).
- Promote use of historic house/building tax credits as an incentive for rehabilitation.

## Urban design guidelines

### Actions:

- Utilize and enforce the *Fort Road Design Guidelines* to address commercial development along West 7<sup>th</sup>.
- Utilize Crime Prevention Through Environmental Design (CPTED) guidelines to guide improvements to the physical environment to reduce crime (i.e., develop defensible spaces) and improve the aesthetic environment.
- Encourage green roofs and LEED standards in commercial buildings.
- Encourage redevelopment that maintains appropriate scale and view sheds towards the river and to the upper bluff including the Cathedral and the Capitol.
- Improve the appearance of entrances to the community with sidewalks and landscape buffers.
- Maintain the existing urban street grid and reestablish it in the Schmidt Brewery site development.
- Develop the intersection at Randolph and Shepard Road to be more welcoming as a central gateway intersection of the community integrating it from Shepard Road to 35-E.
- Improve the southeast intersection of West 7<sup>th</sup> and Jefferson to respect the importance of this intersection as the keystone of the redevelopment of the Schmidt Brewery.
- Enforce the *Victoria Park Master Plan* guidelines.

# Appendix

Examples of successful and not so successful designs for commercial development are included in this appendix. Adjacent buildings should work together to create a common street character (unifying) but also to allow diversity and individual expression to avoid monotony (diversifying).

## Shop Fronts

Shop fronts should emphasize pedestrian scale along the sidewalk. There should be a strong sense of entry, frequently recessed, and windows should allow pedestrians to view inside. Windows should be kept at their original scale in old buildings. In the 1870's, innovation in storefront design was possible because of the development of large plate glass windows and cast iron for frames. Over time, many of these storefronts were bricked in and large signs attached to attract automobile drivers, ignoring the pedestrian shopper. Newly constructed buildings should have a similar proportion (width to height ratio) of the facades of adjacent buildings. The new facades should be consistent in the number of bays, size, and proportions and number of openings with that of neighboring buildings. The height of commercial structures should be a minimum of two stories and ideally within 10% of the height of adjacent structures. One-story buildings should be avoided. Commercial buildings should have zero setback from the sidewalk and be in line with adjacent structures.

### DO:



This block of buildings has maintained the entries and windows at the street level to appeal to shoppers. Keeping the original windows on the second and third floors, as well, maintains the structures' historic character.

### DON'T:



These pictures show buildings that have lost their original integrity through the bricking up of the first floor, elimination of original building details (such as cornices), and lack of sense of entries.



## Windows

Next to the material of a building, the size, shape, placement, and trim of windows constitute the major character-creating element of the building. In restoring an historic building, the practice of “blocking-up” or “blocking-down” existing window openings to fit a smaller than original window should be avoided because it does more than any other single element to change the basic appearance of a building—seldom for the better. Use of an interior sloped or boxed soffit can allow the window to retain its full height. In new construction, windows should provide character and evidence of human occupancy.

### DO:



In the first picture, windows were restored at the street level in this series of commercial buildings (however, cornices are missing).



In this newly constructed building on the left, appropriately-sized windows at the street level and in the second floor residential units are designed to be functional and reflect proportions of older structures.

### DON'T:



Windows in this large office building are monotonous and lack interest in this structure.



Original first floor windows were removed and the openings were bricked up in the building to the left. The windows installed do not conform with the building's historic character. The narrow rectangular horizontal orientation is incompatible with the age of the structure.

## Exterior Materials

Existing masonry should not be covered with other materials, but should be maintained in a manner that will preserve it. Waterproofing, water repellant coatings and sandblasting should be avoided as they can accelerate deterioration of the masonry. When tuck-pointing the joints, new mortar should duplicate the original mortar in composition, color, and joint profile. In new construction, materials should be used that complement other nearby structures that have kept their original materials, such as stone and brick.

### DO:



Maintenance of the original brick, stone and other materials makes this a successful historic structure.



Use of two color tones of brick horizontally delineating commercial and residential floors is effective in this new construction.



Use of blocks of material types creates visual interest and a sense of entry.



Use of brick and metal reflecting an industrial physical form is appropriate for this new construction in a former industrial area.

### DON'T:



The first floor of the building to the left was covered with materials inappropriate to the original materials used in the structure.

## Cornices

Cornices are projections from buildings that help to keep rainwater away from the front of the structure. They are most often at the top of a building, creating a “crown” effect, but they may also be above a lower floor as well, creating a more human scale to the building. Historically, each building usually had a distinct cornice style, and when combined in a streetscape they had a unifying effect. Cornices should be restored to their original appearance as much as possible. A new, sympathetic cornice could be used to replace a cornice beyond repair. Cornices can be applied to structures to help unify the façade of the streetscape when the building is out of character with the rest of the streetscape and when there is a break in the cornice flow.

### DO:



In the picture to the left, cornices were preserved on an historic office building. At the first floor level, the cornice contributes to making the building pedestrian friendly. At the top of the building, the cornice “finishes” the façade setting off the architectural elements of the structure. The topmost façade can also hide mechanical systems.



In this newly constructed building, a cornice at the top of the building is complementary to other cornices in the area.

### DON'T:



The cornice was removed during a remodeling many years ago and broke the cornice line with the adjacent buildings.

## Roofs

Roofs retaining their original shape should be maintained and preserved. Deteriorated roof coverings should be replaced with new material that matches the old in color and texture. Roofs can help in hiding mechanical systems from the street and from other viewpoints of the building. All architectural features which give the roof its essential character such as dormers, cupolas, cornices, brackets, chimneys, cresting, etc., should be preserved or replaced where necessary.

### DO:



Each of these structures has kept its original roof line and features, including a residential structure that is now used for commercial purposes.



## Graphics

The use of graphics on buildings should be kept in character with the age of the building. Signs should be pedestrian oriented in size while also allowing for identification from vehicles. Signs should be simple and bold, attracting the passerby, both driving and walking. Signs should not be above the sill of the second floor unless it reflects a different occupant than that of the first floor. Projecting signs should clear the sidewalk by at least eight feet and have a horizontal rather than a vertical format. Graphics painted or stenciled in shop front windows were common, historically. The clutter and chaotic diversity of signs can be a problem, and is compounded by large signs and lighting techniques. The resulting visual environment is extremely confusing to one not familiar with the area, making it difficult to find a particular store or place. Paper and vinyl signs attached to store windows and buildings should be discouraged unless they are for a temporary public notice.

### DO:



Each of these examples displays signage appropriate to the era of the building. The signage is clear, easy to read from the sidewalk and from a car, and the signage does not restrict views into the building. Note that graphics painted on an awning is also traditional for historic buildings. Lighting of signs should be similar to the period.



### DON'T:



A plastic sign, backlit with fluorescent lamps, is easy to see at night, but is inappropriate to the age and integrity of the building.

## Awnings

Awnings provide shelter from the natural elements, and create a feeling of protection and human scale. People are drawn to walk beneath them and view shop front displays, an important factor in increasing sales. Colors are encouraged when complementary to the building. The size and scale of the awnings should be appropriate to the building openings and care should be taken not to cover any fine details on the façade. Awnings at the second and third floor levels should not be used unless documentary evidence shows that they existed on that building.

### DO:



The awnings in the three pictures on the left are simple, protective, and help to orient pedestrians to the buildings.

### DON'T:



While the awnings in the picture to the left are simple and colorful, they have no purpose in relationship to the function of the building.



The “awning” on the lower picture overwhelms the pedestrian scale at the sidewalk.

## Color

Color is an extremely important element in the street environment. Inappropriate colors and misuse of them can destroy the image of a building. Exterior colors should harmonize with other colors on the same building and with the colors on the street in general. Pastels were not a color tradition in the history of this community and should be avoided.

### DO:



The use of variations in color can break up a large structure into smaller units, making it more interesting.



Paint colors selected for wood components of buildings should complement the other exterior colors and be appropriate to the age of the structure. Historic color palettes are carried by most major paint manufacturers. The National Register of Historic Places can also provide resources.



Sometimes, a burst of color on a building or on awnings can be effective, such as on the buildings on the left.

### DON'T:



Given the number of bleak months during the year in this environment, plain concrete is not an effective color.

## Building Rear

The design guidelines focus primarily on the front streetscape of commercial buildings along West 7<sup>th</sup>. But, the back of buildings should not be neglected when shoppers have access to them from parking lots. Space for delivery and trash and recycling can be developed to allow room for pedestrians. Landscaping and identification graphics should be used to improve the rear of buildings. Additionally, because West 7<sup>th</sup> transects the street grid, the front door of many residences faces the rear of commercial buildings; for others, they may share an alley. Below are some examples of how businesses have dealt with “their backdoor” in relationship to their shoppers and neighbors.

### DO:



These three examples solve different parking and access situations, but each is attractive to shoppers and to neighboring properties.



### DON'T:



Many residential properties face this fence and the large expanse of asphalt. Additional vegetation would soften the view for the residential and pedestrian community.

## Street Furniture

Street furniture, both publicly and privately owned, provides necessary services to a pedestrian environment, as well as providing a continuous element on the street. Benches and waste receptacles should be carefully placed for convenience of use, and to not interfere with pedestrian walkways (maintain 6 feet clear for walking). Historic street lighting (lantern style) should be installed along the entire length of West 7<sup>th</sup>. Trees should be carefully placed so that they don't obscure business fronts. In the west end of West 7<sup>th</sup>, many more trees should be planted; in other areas, they should be used to fill in the massing of the facades. Parking lots should be screened by a fence or a masonry wall and landscaping. A standard form of street graphics, with a single lettering style and a limited and consistent number of colors, should be used for identification of the community of West 7<sup>th</sup>/Fort Road. After the original design guidelines were adopted by the West Seventh/Fort Road Federation, such a graphic was integrated into sidewalk imprints and signage. This should be integrated into new developments to strengthen the identity of West 7<sup>th</sup>/Fort Road.

### DO:



Street furniture can be used to accommodate and encourage healthy means of transportation. The bicycle rack allows for bikes to be parked without interfering with the sidewalk.



The trees were planted so that they do not block the entrance to this business. For additional greenery, large planters are used.

### DON'T:



The fence material is appropriate to the streetscape, but trees should have been planted behind the fence to soften this edge and to fill in the void between commercial buildings.

## Parking

Parking in West 7<sup>th</sup> needs to be addressed on a block by block basis. An area for potential parking development may be found in underutilized spaces behind existing commercial buildings. These areas have the potential of meeting the need for more and convenient parking. An alternative solution to parking is for businesses and adjoining properties to share parking when the uses occur at different times of day and different days of the week. For example, a retail store and a restaurant/bar have parking needs at different times of the day. A similar situation could occur with places of worship and restaurants. Another example for large parking is to create green space parking pods for overflow parking. Development of any parking should be coupled with an up-grading of the entire area including creation of a walk area having safe and attractive features, landscaping, benches, adequate lighting and well designed and effective signage for directions and identification.

### DO:



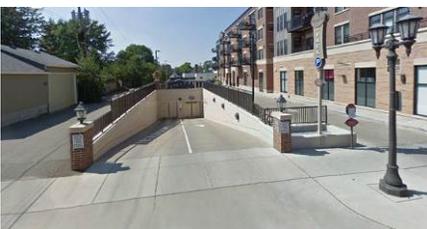
On the left, access to a row of parking is narrow and the parked cars are partially shielded by vegetation and neighboring buildings.



The picture on the left shows the parking solution at the American Swedish Institute in Minneapolis. Each green parking pod accommodates four additional parking spaces when necessary.



The view on the left is of parking located behind a commercial building, accessed through the alley. Decorative fencing and vegetation border the sidewalk.



In the picture below, an alley, access to underground parking and access to surface parking are each accommodated from a side-street. The way these are integrated provides a buffer between the back of residential structures on the left and the back of the commercial structure on the right.

### DON'T:



There is no delineation between the busy street, the sidewalk, and the parking lot for the businesses, making it a vast expanse of pavement. Wide driveways into the lot also contribute to pedestrian and automobile safety concerns.

## Scale

The relationship of the size of structures to one another and to pedestrians is a concern of “scale.” New construction does not have to be exactly the same size as adjacent buildings, but it should ideally be within 10% of the height of adjacent structures. One story buildings should be avoided given the urban environment of our community. Commercial buildings should have zero setback from the sidewalk, be in line with adjacent structures, and be “pedestrian friendly.”

### DO:



The series of residential structures along West Seventh are each different in the number of stories, but they are acceptable in scale to one another because of the overall height of each.



The commercial structure on the left has incorporated full height windows on the first floor and trees, and shrubs along the sidewalk to make it pedestrian-scale friendly.

### DON'T:



The height of the structure towers over its historic neighboring buildings. It is too tall compared to its adjacent buildings. It is more similar to heights of buildings in the central business district of St. Paul.



The sidewalks along the two parking garages on the left are brutal environments for pedestrians. The building structures overwhelm the pedestrian scale of the street and provide no refuge for pedestrians, albeit one lone bus stop bench.

