



CITY OF SAINT PAUL

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**Hamline, Victoria, and Western
Station Area Planning Steering Committee Agenda
June 16, 2010, 4:30 p.m. – 6:30 p.m.
Central Corridor Resource Center 1080, University Ave. W.**

Discussion of Victoria Station Area Plan

1. Branding. Some unique identities to this area include:

- Historic Rondo/Rondo Renaissance district
- Re: Future Frogtown Farms - urban agriculture, farming traditions of immigrant cultures, community gardens, and general greening
- Part of a larger World Cultural Heritage District

How do we incorporate these branding/identity ideas (a separate section, or throughout?) Are there specific vision, public realm, public art, mobility, built form text or image recommendations? Could these replace some of the more negative statements (e.g., on page 8, first paragraph, "several larger vacant lots...create gaps in the streetscape, diminishing the overall image of the area").

2. Related to the future Frogtown Farm site (Lafond & Victoria), planners/supporters have talked to the St Paul Port Authority about the possibility of promoting the now-vacant business site between Minnehaha and Pierce Butler as a green industry incubator. While this is outside the purview of the LRT planning process, should we expand the text in the mobility or public realm sections to build a sense of "green-friendliness" along Victoria? Better promote connecting these sites to LRT?

3. Should biking on Victoria be further encouraged (extending treatments to the north and south, parking right at Victoria, banning on-street parking, etc)? This is different from the Bike Walk Plan, which recommended local routes on Victoria to connect to Charles and Fuller, but which placed primary north-south emphasis/treatments on Grotto and Chatsworth – see Figure 5.2 on page 37.

4. What should the plan say about University Ave having one or two lanes of traffic in each direction, as related to parking, pedestrian safety, potential traffic reduction or congestion? As a reference the Bike Walk Plan has this language: "When travel lanes on University Avenue are programmed, explore a range of enhanced bicycle accommodations (i.e. signage, shared use, peak hour use, etc.), as well as the reintroduction of on-street parking to help buffer automobile traffic from pedestrian activity." Should we also include this or other language?

5. Reference is made in paragraph 2 under 2.1 of the loss of parking. Should the plan specific mention about the impact to businesses, at least in the short term for current business uses, and the potential for alley parking with modifications? Should we incorporate more specific transitional language or even actual design concepts from the parking work?

6. Victoria Station plan could show art depictions more reflective of the Rondo Community (i.e. history of Pullman porters). Are there other specific examples of things that could be specifically shown or referenced in the public art section to tailor it to this area?

Staff notes (for discussion if time allows):

A. The Green Dots used in figures on pages 15, 18, 20, 30, 37 are meant to show general streetscape improvements, not new trees specifically. This has been a point of confusion generally since these figures were created. Staff will work on clarifying this through adding legends, removing dots from places that they do not make sense (like on page 30), and perhaps changing to a different symbol/color.

B. Labels! We received lots and lots of comments about what was/wasn't labeled and why. We will relook at all of these and make the labels and landmarks shown more purposeful and consistent.

C. As in the Western plan, several comments surrounded the mobility section. Following the Western discussion, staff is recommending that we zoom to 1/2 mile in Figure 5.1 for all station plans to give a better context. We'll also look at moving/updating/incorporating the system wide map that is currently in the introduction to the plans, and emphasizing that Figure 5.2 is likely more immediate phasing while Figure 5.1 is more of a long-term vision. We will add text regarding building Complete Streets on all streets and incorporate text regarding the new state legislation and city ordinance.

D. Questions about gentrification also came up in the Victoria plan. Taking cues from the Western discussion, staff will work to come up with some text edits/additions to specifically break out the main ideas (e.g. prevent involuntary displacement, but encourage local investment).

Next meeting:

Discussion of the Hamline Plan. Wednesday, June 30, 2010, 4:30 p.m. – 6:30 p.m. at the Central Corridor Resource Center