WESTGATE

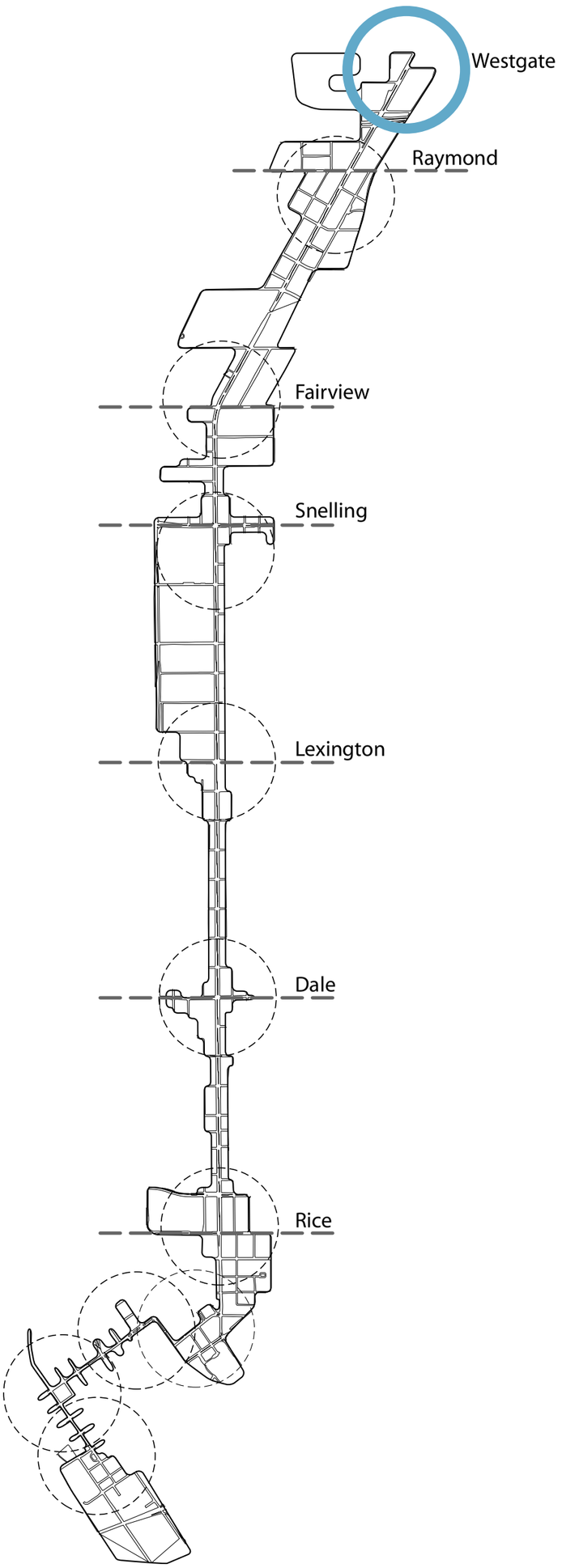
STATION AREA PLAN

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 result 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 spaces 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.


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The Westgate Station Area Today

1

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

The History of the Westgate Station Area

The Westgate Station is the western portal to the City of Saint Paul and was once part of the powerful "West End Manufacturing District."

Construction of Highway 280 and Interstate 94 in the 1960s changed all of this. Commercial and industrial buildings were demolished, the freeways were built, and this bit of Saint Paul became an island that now has only a few remnant structures to recall its past.

The Court International Building is the most distinctive reminder of the former manufacturing district. Constructed in 1915 as a warehouse and assembly plant for the Toledo, Ohio company Willys-Overland—"the name that's meant JEEP for decades"—the building was sold in the 1920s to the International Harvestor Co. In the late 1980s, this National Register structure now known as Court International was renovated into offices and commercial space.

Tucked away in the southwest corner of the station area is a Weyerhaueser lumberyard and distribution center. Built in the 1920s, its simple structures dominate the block. The complex stands in stark contrast to the single-family housing across the street. The reason? Emerald Street is the border between Saint Paul and Minneapolis.

In the northwest corner of the station area, however, the boundary between the two cities is less visible. Here, the KSTP-TV Studios, portions of which date back to 1949, join the two cities with one building and a single land use. Although seamless on the exterior, the interior systems reveal its dual citizenship. There are two sets of electrical and water lines, one for each city.

For the balance of the station area, clues to its past are seen in the type and scale of new development. The Westgate Industrial Park carries forward the area's industrial heritage, while large-scale mixed-use and residential developments south of University Avenue reflect the size and intensity of former commercial and industrial buildings that occupied these large parcels of land.

FIGURE 1.1 - Hwy. 280 construction, 1954

FIGURE 1.3 - Court International, 1991

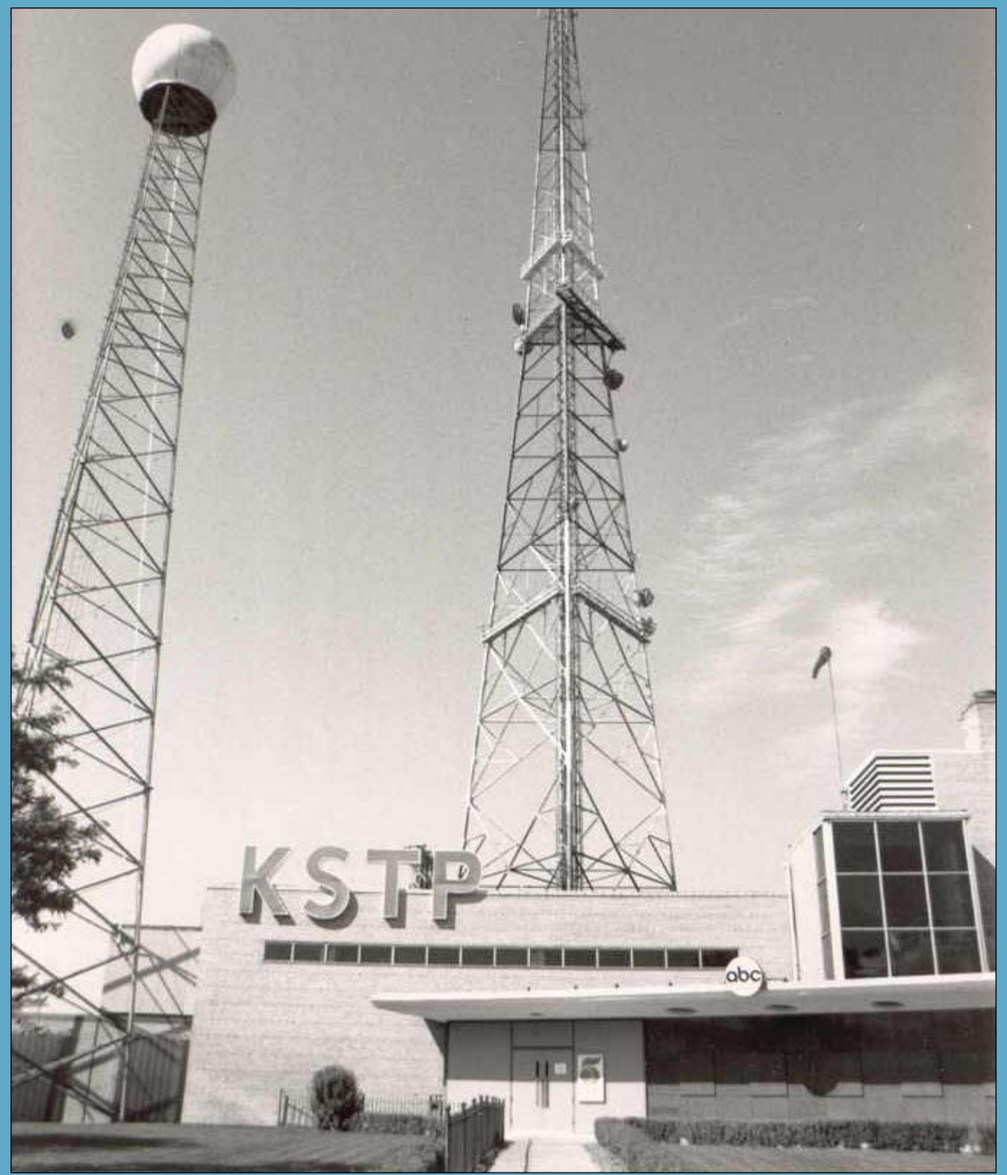

FIGURE 1.2 - KSTP building, 1991

Source of photos: Minnesota Historical Society

The Westgate Station Area Today

This area, more than any other Station Area along University Avenue, has come the farthest to prepare itself for LRT; and to demonstrate the marketability of higher-density infill and its ability to sensitively fit into a traditional neighborhood fabric.

Each of its four boundary conditions, defined by the Highway 280 to the east, Interstate 94 along its southern edge, the Minneapolis/ Saint Paul border to the west, and the University of Minnesota Transit Way to the north, create often 'orphaned' spaces and isolated places bearing little relationship to one another, and which passes constrained frontages, few pedestrian amenities, and limited access. Notwithstanding these barriers, the Westgate Station Area maintains excellent redevelopment opportunities by virtue of its central position within the Twin Cities region. It exhibits significant potential to evolve as a new, mixed-use village of employment, residential and commercial uses.

Primary Station Area uses today fall into two categories. The first, a range of employment uses, includes professional office and research laboratory spaces such as those housed in the University Enterprise Laboratories (UEL) and Court International Building; warehouse showroom spaces at Westgate Industrial Park and industrial operations anchoring the north and south sides of the Station Area. These uses exhibit significant commercial and industrial use diversity. The second catagory is an expanding residential village where new TOD developments such Emerald Gardens and 808 Berry reinforce the Curfew pocket neighborhood. Both uses are highly desirable for this Station Area, constitute a strong transit ridership base, and provide opportunities to build on recent successes and improve relationships between existing and emerging character areas. In addition to infill redevelopment opportunities, there are several large-scale future development parcels, such as the Weyerhaeuser site and planned expansion of the UEL campus, with tremendous potential to reinforce the recent transit supportive development patterns in the Westgate Station Area.

Though the continued success of these uses is vital to realizing the potential of Westgate, the amenities and services that support each have been slower to materialize. The streetscape on the Avenue and on surrounding streets lacks character and amenity, and, as yet, fails to host the array of neighborhood retail needed to serve area residents and employees. Opportunities for creating stronger street networks that act as active, people-oriented places linking the residential and employment components will be key to the future success of the Westgate Station Area. Perhaps here more than any other Station Area, this emerging community lacks a defining green or gathering space to act as its focus of community life, and space to provide relief from the acoustical and visual effect of the adjacent freeways.

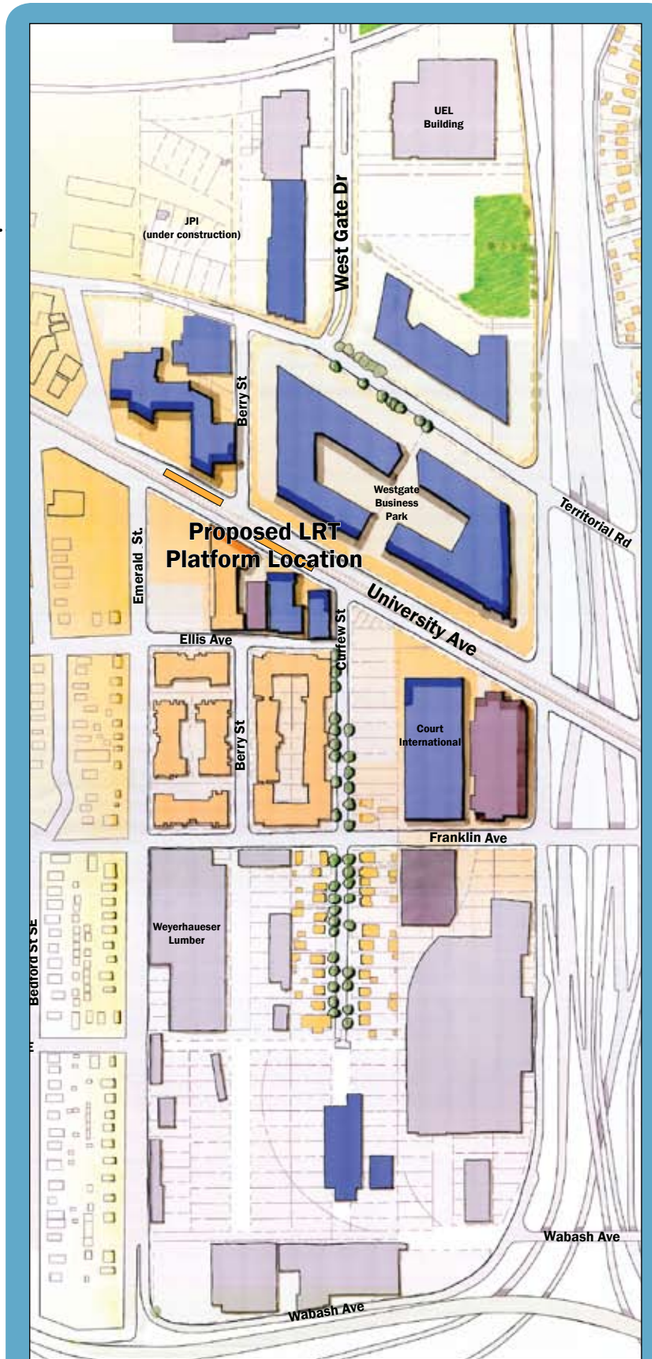

FIGURE 1.4 - The Westgate Station Area today acts as a major employment center and emerging residential community. While office uses line the Avenue, there are also a significant number of large underutilized industrial sites.

FIGURE 1.5 - The Avenue today acts principally as an automotive conduit with little pedestrian amenity or character. New TOD developments have demonstrated the potential of neighborhood retail and cafe space to activate the streetscape.

FIGURE 1.6 - The **new residences** at the northern end of Berry, south of University Avenue, promise to bring more people and greater demand for pedestrian amenity to the area.

FIGURE 1.7 - Employment uses such as the Court International (above) and the University Enterprise Laboratories play an important role in supporting the Station Area as a place for people to both live and work.

FIGURE 1.8 - This sidewalk along **Berry Street** exhibits the poor pedestrian condition north of the Avenue. It has few amenities such as pedestrian-scaled lighting or seating and is partially blocked by the utility poles that run along its length.

FIGURE 1.9 - Larger **redevelopment opportunities** such as the Weyerhaeuser site create a tremendous chance to continue the transit-supportive development patterns that have emerged over the last few years.

FIGURE 1.10 - The **University of Minnesota Transit-way** creates an important east-west movement corridor along the top of the Station Area, yet the lack of bus stops and minimal links to the wider cycling network restrict its ability to enhance movement to and within the Station Area.

The Future of the Westgate Station Area

2

The Future of the Westgate 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 Westgate 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 Westgate Station Area

The Westgate Station Area is on the cusp of a positive transformation.

Even in advance of investment in the LRT, the sum of the area's recent and planned developments, existing concentration of jobs, and emerging residential community speak to the potential to continually improve this Station Area as a complete and healthy community with vibrant public spaces, a range of movement options, a diverse mix of uses, and attractive buildings framing lively, pedestrian-friendly streets.

2.1 The Westgate LRT Platform

The future Westgate platform is currently planned as a split side platform centered on the intersection of University Avenue and Berry Street. 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.

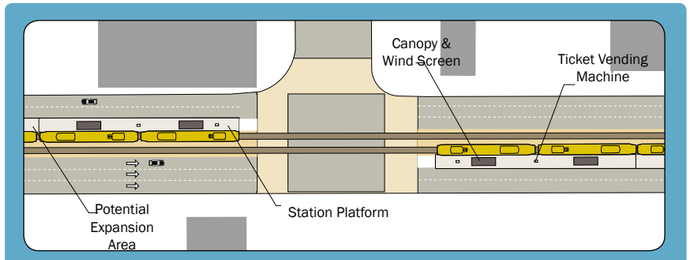

FIGURE 2.1 - Typical Split Side Platform

2.2 Market Forecasts

Building on the CCDS market forecast, a detailed review of the Westgate Station Area characteristics and market potential was undertaken in order to consider the extent and timing of future development potential. The Westgate Station Area exhibits substantial market interest today - even in advance of the LRT – for the strengthening of this strong employment center and emerging residential area. There is latent demand for more localized, neighborhood retail, amenities and entertainment. The centrality and accessibility of this Station Area suggests that this is one area along the Avenue that may lend itself to shared use parking serving weekend event attendees when office spaces are empty. Amongst the many redevelopment opportunities located here, the Weyerhaeuser site is identified as one of the most promising parcels for a higher intensity, mixed-use or residential development.

Within the next 25 years, the Westgate Station Area is estimated to grow substantially in both housing and commercial development, with new residential units accounting for approximately one third of all residential development forecast for the Central Corridor.

The table below (Figure 2.2) provides the estimated breakdown of the total potential development within the Westgate Station Area over the next 25 years.

Westgate Station Area Market Potential

	Market Forecast 2030	Pre-Construction 2008-2009	During Construction 2010-2014	Early Operation 2015-2020	Mature Operation 2020-2030	Specific Market Opportunities
Residential: Rent	1,500 - 2,000	150*	150 - 250	400 - 500	800 - 1,000	Jefferson Commons (student housing)
Residential: Own	300 - 500	0	50 - 100	100 - 150	150 - 250	Weyerhaeuser Site - Wild Card
Office Space (sq ft)	700,000	60,000	100,000	200,000	340,000	University Enterprise Lab Expansion
Retail Space (sq ft)	60,000	20,000	15,000	15,000	10,000	Mixed-use development '2700 The Avenue' to commence Fall 2008 next to Metro Lofts.
Industrial (sq ft)	Preserve/redevelop	0	-	-	-	-
Hotel Rooms	150	0	150	-	-	Not Light-Rail Influenced

FIGURE 2.2 - The **Westgate Station Area development forecast** predicts growth with opportunities for mixed-use infill development, additional community facilities and new employment uses.

2.3 Defining the Study Area

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

The Westgate Station Area boundary extends to Wabash Avenue - further south than the traditionally defined quarter-mile station area radius - in order to capture all of the strategic future redevelopment parcels flanking Highway 280 and Interstate 94. The northern half of the Station Area boundary also extends beyond the quarter-mile radius, and reaches the University of Minnesota Transit-way to capture the entire Westgate Industrial Park and University Enterprise Laboratory lands. 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 Westgate 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.

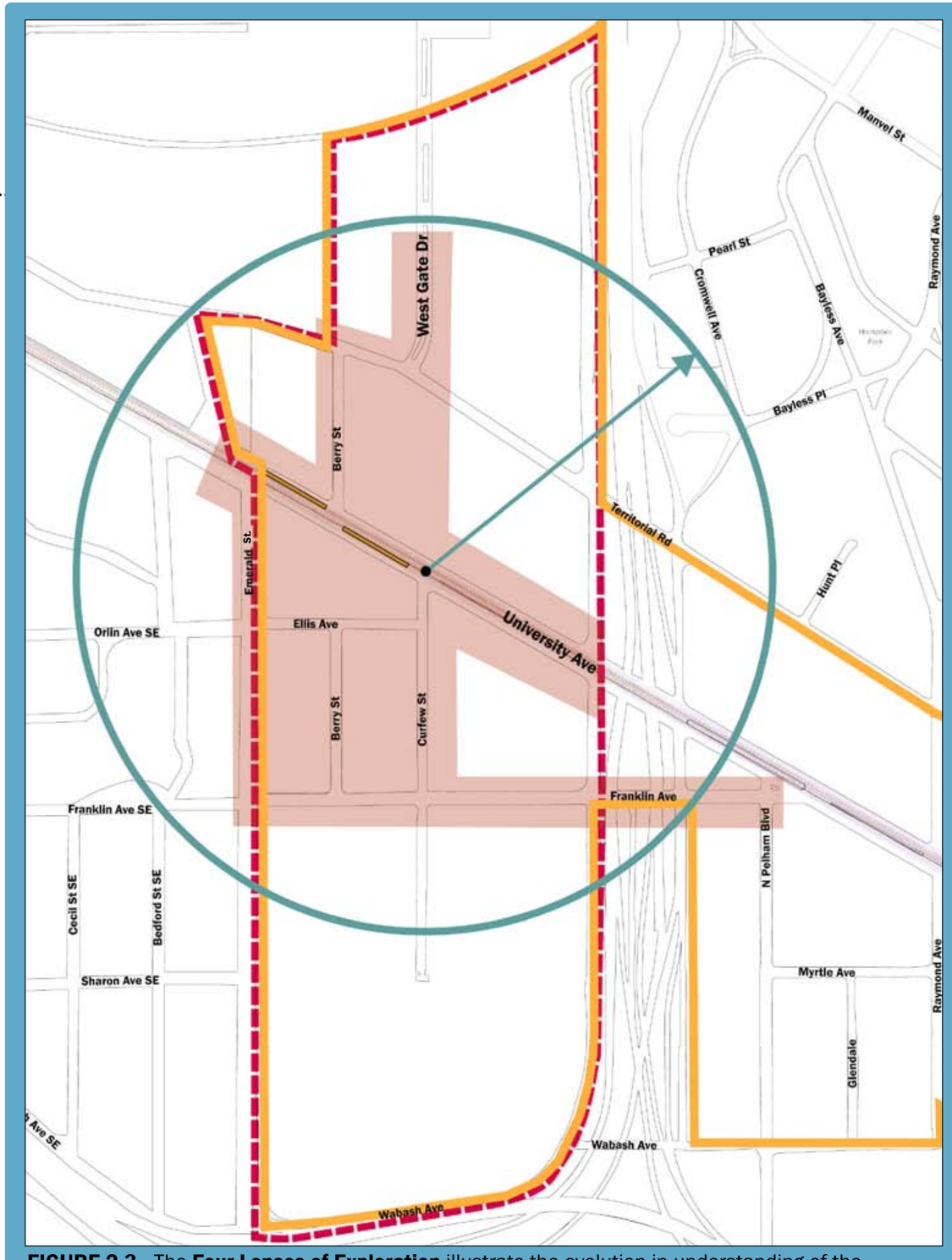

FIGURE 2.3 - The **Four Lenses of Exploration** illustrate the evolution in understanding of the Westgate Station Area.

2.4 Looking Ahead – the Westgate Station Area in 2030

Looking Ahead describes a community-crafted vision for the future of the Westgate Station Area. This narrative generally describes the sum of desired characteristics for this community, and its future role within the broader Central Corridor.

The Westgate Station Area will leverage its location, accessibility and boundary conditions to define two distinct mixed-use transit villages that combine a high concentration of employment and residential uses in proximity to the LRT. These villages, located on the north and south sides of the Avenue, will each be structured around two shared elements: first, the Avenue, which will be the focus of civic life for this community, where residents and employees mingle on a "Main Street" corridor lined with cafes and shops catering to local goods and services; and second, two proposed open spaces that anchor opposite ends of the Westgate villages, and act as transitional and defining spaces for the residential and employment functions found here. These villages will be connected by a new green spine running through the middle of the Station Area and connecting to the LRT platform.

The Westgate Station Area Vision:

A healthy mixed-use corridor functioning as the seam between two very distinct, yet interconnected, transit villages. Collectively, they create a new gateway to Saint Paul defined by a linear cluster of residential, employment and research uses lining the Avenue, and linked to two new dynamic park spaces at the core of these attractive and highly desirable clusters.

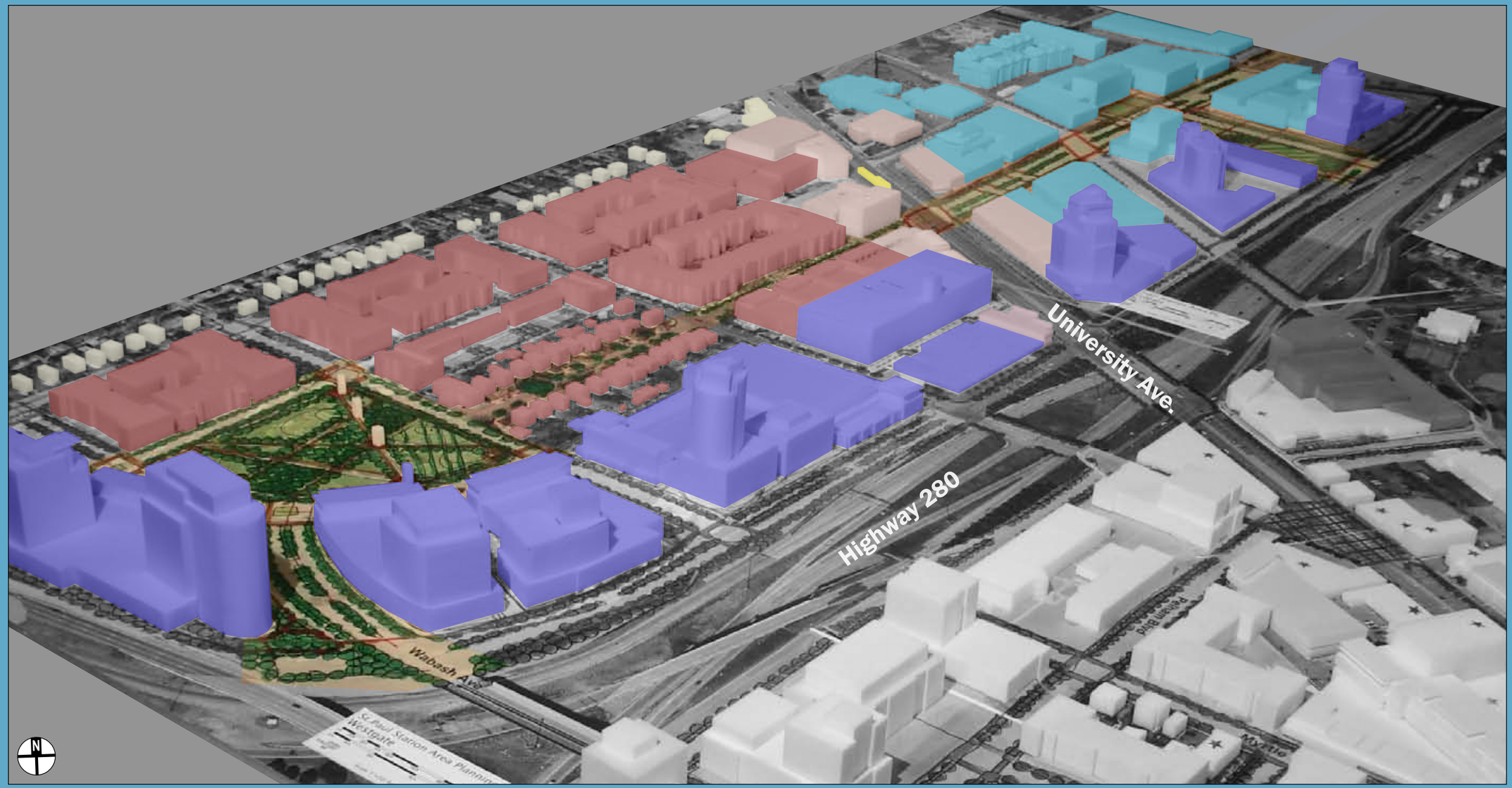

FIGURE 2.4 - The Westgate Station Area 2030: The physical model represented here illustrates one possible long term scenario for meeting community and place-making and transit-supportive opportunities. The colors represent distinct *Character Areas* addressed in Chapter 4 of the Station Area Plan. Rather 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 Westgate 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.

Public Realm - Creating Places

The Westgate Station Area lacks significant green space and attractive streetscapes to support either the residential or employment populations in the area.

Despite a growing residential presence, there are no outdoor public gathering spaces, an issue identified by current residents as a priority improvement. North of the Avenue, the University of Minnesota has expressed interest in creating a common green space as its facilities expand at the University Enterprise Laboratories. Two future green spaces, located in the north and south quadrants of the Station Area and connected by an attractive, landscaped green pedestrian street, would create a needed visual and physical connection between these separate yet highly compatible and mutually supportive urban villages. In addition, the streetscape along University Avenue is bleak with infrequent and poorly-marked pedestrian crossings, very few pedestrian amenities, and no visual cue that one is entering (or leaving) Saint Paul.

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 Westgate's Public Realm: Key Moves

The following *Key Moves* describe a series of proposals 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 municipal capital works budgets to private investment and parkland dedication and/or acquisition – determined on a site-by-site basis as development occurs.

A minimum of 14-foot sidewalks should 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.

Establish a New Curfew Commons

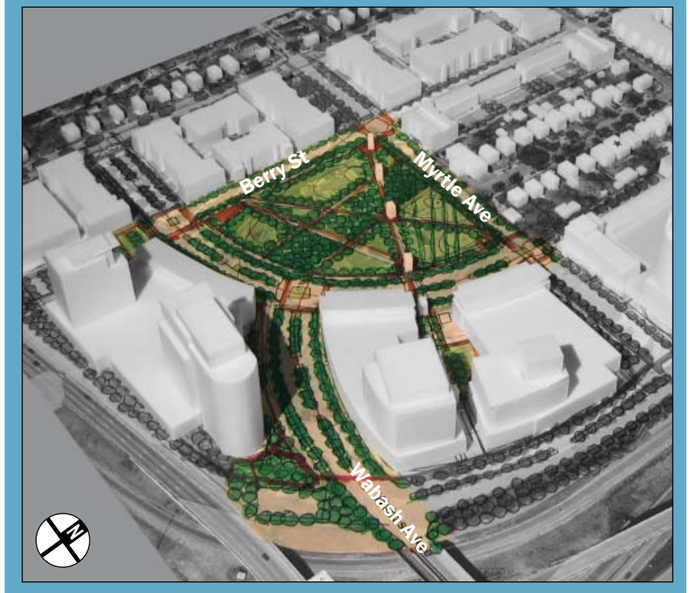

FIGURE 3.2 - The proposed new Curfew Commons will help to create a structure and address for new uses south of Franklin Avenue while creating an active green space for the growing residential population of the area.

Two proposed green spaces are needed to anchor the emerging residential and employment villages structured around University Avenue. The southern of these two, Curfew Commons, should be designed to combine active green space and gathering places for the area's growing residential community, and passive open spaces that provide visual relief for employees from adjacent commercial buildings. The Commons will further act as both a terminus and entry point for the Wabash bike and pedestrian connection over Interstate 94 and to destinations further east.

Establish a New Technology Commons

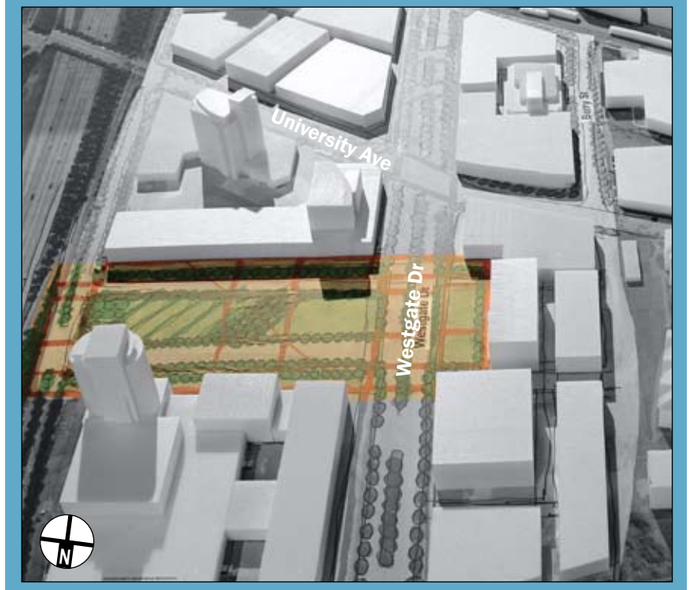

FIGURE 3.3 - The proposed new Technology Common will help to create a structure and address for new uses north of University Avenue and serve as a focal point for the emerging technology cluster.

This proposed new Commons should serve as the focal point for an expanded technology and research park north of the Avenue. This outdoor gathering space should also be linked to a redesigned Eustis Street in order to function as a green, linear gateway to the expanded campus.

Extending Curfew Street

FIGURE 3.4 - The proposed Curfew extension will help to structure the Station Area, improve the relationship between uses north and south of the Avenue and create opportunities for an extended bicycle and pedestrian network.

Over time there may be an opportunity to reconfigure Curfew Street and the block pattern north of the Avenue in order to strengthen connections between destinations on either side of the Avenue. An extended Curfew Street will become a strong north-south element of this Station Area. This key spine offers exposure and access to the very distinct uses that will define this place over time: from higher-density urban infill residential and commercial developments at its southern terminus, through an existing single-family residential pocket, across the Avenue and to a new park space anchoring an expanded research, high-tech and corporate campus.

The principal change would consist of extending Curfew north of the Avenue to meet the existing Westgate Drive, which would create better access between the LRT and each of the identified redevelopment parcels, the Jefferson Commons student residence, and the University's Transit Way. This extension would create an excellent opportunity for a new U of M Transitway bus stop near the LRT. The improved pedestrian route should be designed as a green boulevard with high-quality street and landscaping features.

Establish a Corporate Address Along Eustis

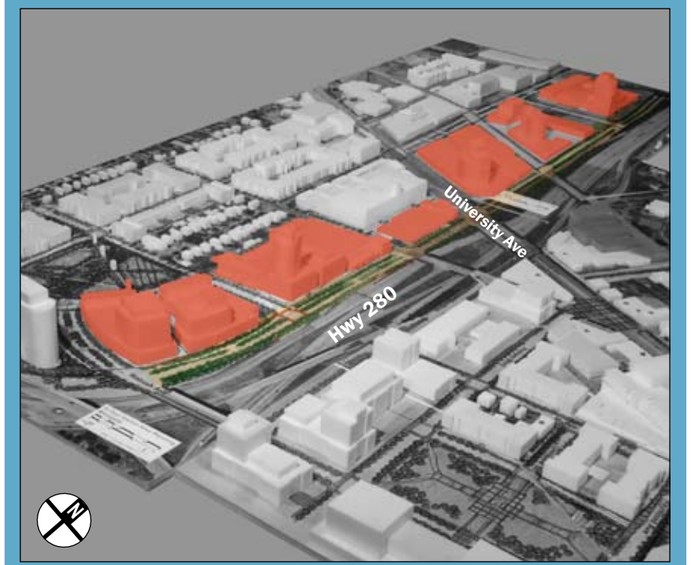

FIGURE 3.5 - Turning Eustis from a service road into a highly landscaped boulevard allows for an opportunity to create a corporate address for new employment uses along the highly visible Hwy 280 corridor.

Over time, Eustis Street should evolve into a highly attractive and prominent address for new corporate and employment functions. High-quality landscaping will contribute to the creation of a prestigious corporate address, and act as a visual and acoustic buffer to the adjacent Highway 280. All intersections of Eustis with Highway 280 crossings should be designed with generous sidewalks and streetscaping to encourage pedestrian movement to neighborhoods to the east.

Strengthening Franklin Avenue

FIGURE 3.6 - Franklin Avenue has the potential to act as an important east-west connector linking Westgate to both the Mississippi River and University Avenue.

Transforming Avenue Pocket Parks

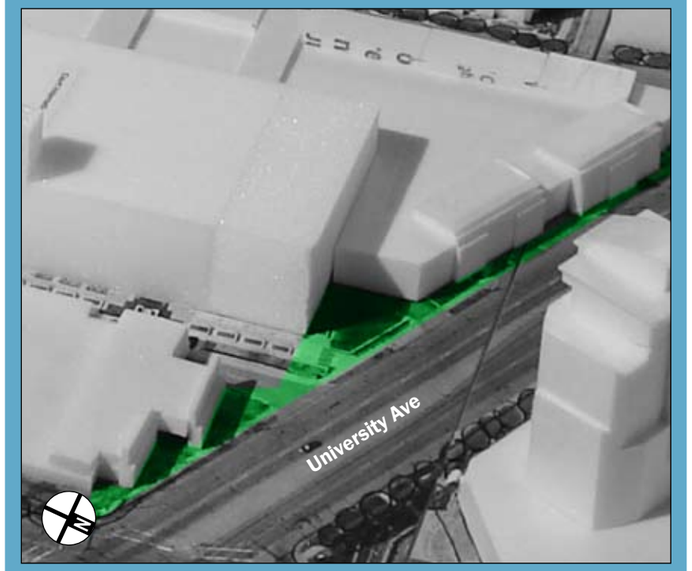

FIGURE 3.7 - Transforming the underutilized leftover spaces created by the skew in the street grid will help to green the Avenue and mark the entrance to the city.

Greening HIghway 280

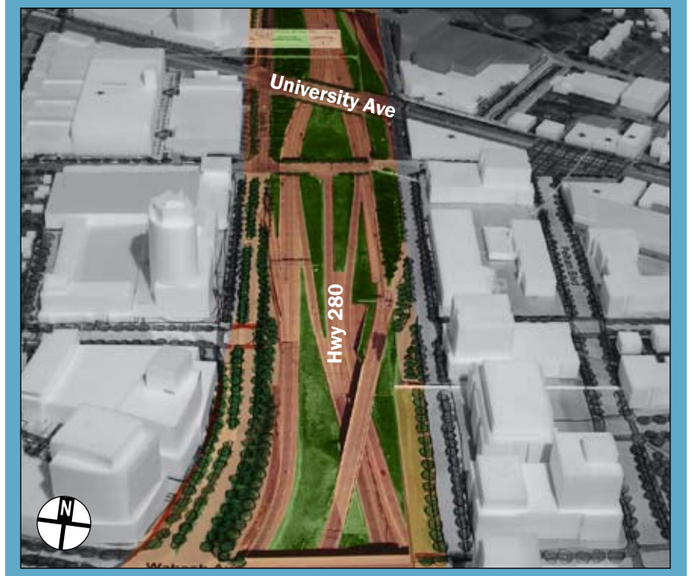

FIGURE 3.8 - The greening of Hwy 280 will signal the entrance to Westgate and help to reinforce the image of a high-quality corporate address for businesses in both the Westgate and Raymond Station Areas.

Franklin Avenue is a key east-west bicycle and pedestrian route connecting the Westgate Station Area to Minneapolis and the Mississippi River. This route also offers an existing pedestrian and bicycle crossing over Interstate 94, beyond which it will intersect with University Avenue near the Raymond Avenue LRT platform. Though recent residential development has improved the quality and appearance of this route, east of Curfew it remains a sparse, auto-dominated arterial with little amenity for other users. Franklin will continue to face mounting pressure to balance different modes of travel, as employment and residential functions along it grow over time.

The skewed orientation of buildings along University Avenue within the Westgate Station Area creates a series of interesting leftover spaces. These distinct remnant spaces should be capitalized upon and transformed into a series of pocket parks lining both sides of the Avenue. These pocket park spaces should be hard, landscaped, urban spaces creating front addresses to adjacent buildings positioned tightly against their edges. Each should have an orientation towards the Avenue, and wherever possible incorporate opportunities for people to linger and gather in cafés. These spaces have the potential for expression of a sequence of public art installations along active frontages.

Highway 280 should become the focus of an environmental remediation and naturalization program. This should be conducted in concert with economic development strategies to promote this new corporate address along Eustis and Cromwell Avenue.

Public Art Opportunities:

FIGURE 3.10 - Westgate Station at the western edge of Saint Paul offers an opportunity to identify this city gateway and to celebrate and reflect upon the City's history, aspirations and people. Key sites to consider are The LRT Station, the Avenue's Pocket Parks and Technology and Curfew Commons.

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:

- Westgate Station at the western edge of Saint Paul offers the opportunity to identify this city gateway and to celebrate and reflect upon the City's history, aspirations and people. Key sites to consider are **The LRT Station**, the **Avenue's Pocket Parks** and **Technology and Curfew Commons**.

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 Westgate 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 Westgate 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.

4.0

Future Character Areas - Policy Directions

Future investment in Westgate Station Area should build on five distinct *Character Areas.*

The key to the continued success of land use and development in the Westgate Station Area is twofold: 1) to preserve the integrity and character of the existing and emerging residential neighborhoods south of the Avenue, and those viable employment uses with a long-term economic future within the Station Area, while continuing to promote new and diverse residential and employment uses that are transit-supportive; and 2) to provide a flexible and permissive land use strategy that emphasizes connectivity, design performance and transit-supportive qualities, a broad mix of uses, flexibility of regulation over time, active building faces at grade, 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 mobility options for all.

While this overall direction will help guide change over the entire Westgate Station Area, this section describes five distinct yet overlapping 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 are intended to guide future development in the station area.

Each *Character Area* relies on images of the model to illustrate key principles for the area, including a narrative describing the general character and structure of the place, and a series of policies on the distribution of building heights, massing, block structure, and transition to lower intensity neighborhoods.

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 Westgate Station Area is comprised of 4 distinct yet overlapping *Character Areas* each with their own unique potential over time.

- Strengthening the Mixed Use Corridor
- The Berry Street Neighborhood
- High Tech Employment campus
- A Corporate Address on Eustis
- Park Space
- Active, Station Supportive Frontage
- Key Open Space Connection
- Station Area Planning Boundary

Future Character Areas - Policy Directions

4.1 Create A Corporate Address On Eustis

The accessibility and visibility of Eustis Street, relative to transportation infrastructure and regional employment nodes, affords a strategic economic development opportunity to promote the creation of a prestige corporate office area.

The highly-visible and accessible frontage would be ideal for a linear corporate campus for a multinational corporation; or consist of a series of multi-tenanted research park, laboratory and office buildings. The centrality and accessibility of this area by various modes could also make this area attractive for a new hotel use catering to both tourists and workers travelling to both downtown Minneapolis and Saint Paul, the University of Minnesota, or the Twin Cities Region.

The reconfiguration of Eustis Street into a fully functioning urban boulevard, with access points to Highway 280 and Interstate 94, will be critical to the success of this bold scheme. Along Eustis, a high level of public investment in quality streetscaping and public realm should set the standard for future commercial development along its western edge. Current surface parking areas should also be replaced with either shared structured parking or new development incorporating shared parking areas below grade.

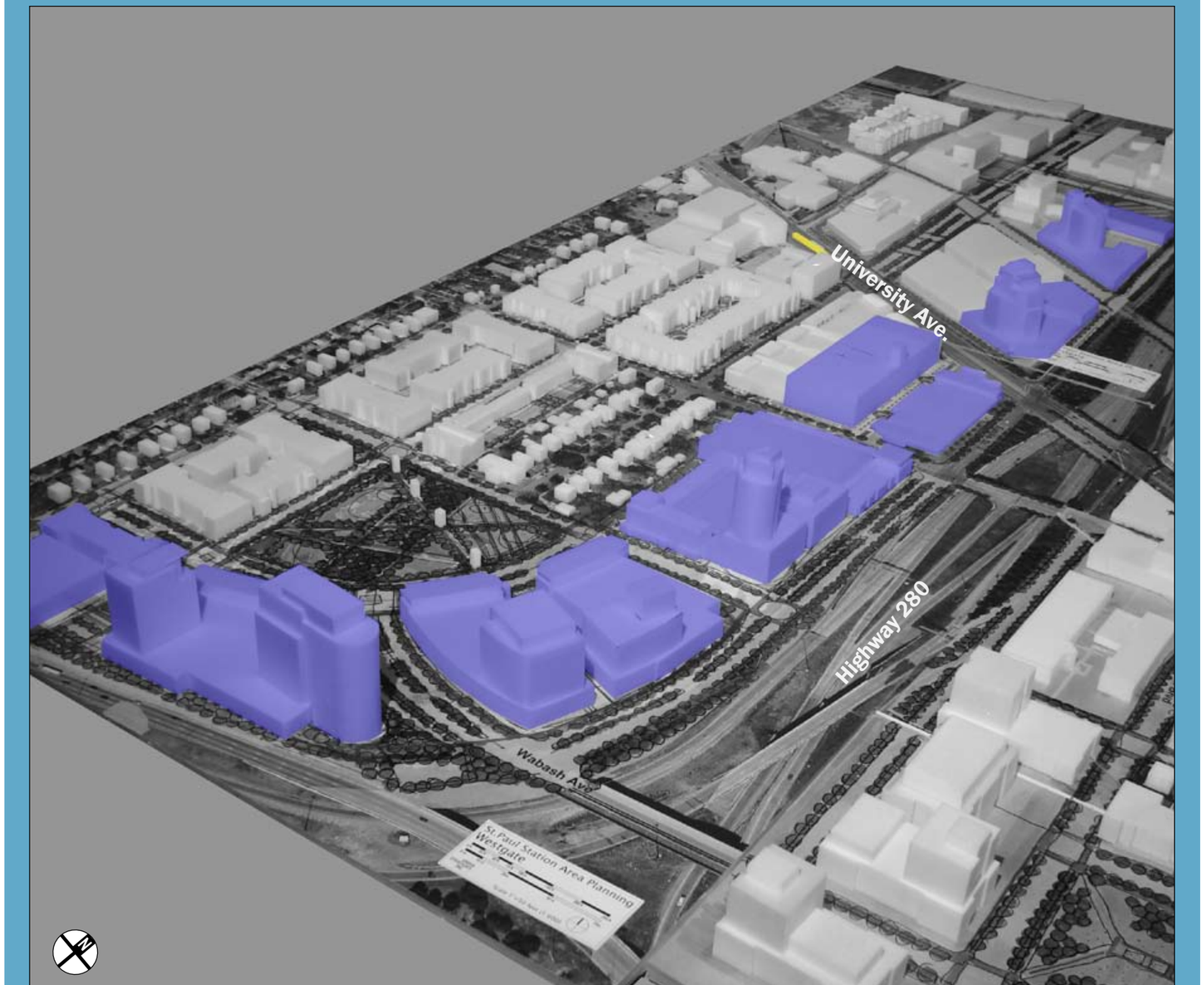

FIGURE 4.2 - The model illustrates the potential for the creation of a new high profile corporate address along Eustis. The model is intended to represent one possible built form scenario, and it is not intended to be interpreted as prescriptive for evaluating future development proposals.

4.1.1 Built Form

Create a prestige employment address.

a) The primary commercial frontage for new development in this area should be along Eustis Street. Street level commercial uses may also provide secondary entrances onto Curfew Commons.

b) Buildings fronting Eustis should ideally be 6 stories in height to capitalize on the high profile frontage and the adjacency to Highway 280 (height/width ratio). There should be no height maximums for buildings fronting onto Eustis.

c) Buildings should step down to a maximum height of 6 stories along Curfew Commons. South of Franklin adjacent to the existing low rise housing, buildings should step down to a maximum height of 3 stories.

d) New development fronting Eustis Street should face both Eustis and Curfew Commons to the west. Developments fronting solely onto Eustis Street should preserve space for new development facing onto the proposed Curfew Commons.

e) Full-block, large floorplate commercial developments should be permitted.

f) All development should contribute to a coordinated landscaping and streetscaping program for Eustis Street.

g) Where there is not sufficient public right-of-way for new street tree planting or public realm amenities, new buildings should be setback from property lines to establish an outdoor area for seating, display space and/or landscaping as appropriate.

4.1.2 Land Use & Development Pattern

Promote a prestige employment hub in Saint Paul.

a) Land use should be geared primarily to employment, hospitality, convention, entertainment, and related ancillary services and uses in order to maximize this economic development opportunity. Limited residential uses may be permitted, though restricted to the western edge of the new park space.

b) Ancillary uses and services are restricted to the first floor of all new development, and should be oriented towards Eustis Street.

c) Large format retail should be prohibited within this Station Area. Retail may only be permitted as a secondary use within a mixed-use development and may not exceed more than 20% total Gross Floor Area (GFA) of a building.

4.1.3 Circulation, Parking & Access

Develop parking solutions for large employment uses.

a) Surface parking fronting Eustis Street should be prohibited as it detracts from the intended vitality and prestige of this future corporate address.

FIGURE 4.3 - A coordinated landscape and streetscaping program at the Cité International in Montreal helps to integrate and create a prestigious address for a diverse range of hotel and employment uses.

4.2 The Berry Street Neighborhood:

New residential development in Westgate should build on the successes of the existing new mid-rise development along Berry to reinforce the Curfew Street residential neighborhood.

A mixed-use urban village here will provide a transition from the employment uses to the east, help to integrate the existing Curfew Street residential uses back into the surrounding fabric and establish a residential population capable of supporting more diverse retail offerings. New development should be comprised of attractive mid-rise buildings oriented around private, interior courtyard spaces. It should be structured around the existing street grid and anchored in the southeast by a large, flexible open space. This orientation of buildings and open spaces may generally be described as replicating the development pattern of the adjacent Emerald Gardens.

FIGURE 4.4 - The model illustrates the potential to extend the existing pattern of residential development south across the Station Area to increase the local population and improve the relationship between the area and established neighbourhoods in Minneapolis.

4.2.1 Built Form

Create a mid-rise urban neighborhood.

a) New development should line streets and open spaces and establish a height of 4 to 6 residential stories.

b) Building heights could increase adjacent to the new park space at the foot of Curfew and Berry Streets, but should transition down to 4 stories along Emerald and Curfew Streets to preserve the existing scale and character of the street.

Complete the Curfew Street neighborhood.

c) New townhome developments should act as a lower-intensity transition between the existing Curfew Street single family homes and the taller mid rise development on Emerald Street. These should generally be of 3-4 stories in height.

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

d) Ensure first floor units and storefronts orient their entrances towards public streets and open spaces. In similar fashion to recent developments in the area, all buildings should provide, where feasible, first floor residential units with private entrances and/or semi-private terrace spaces at grade. This layout will help to enliven the surrounding streets, provide attractive housing options for families, and create long-term flexibility for live-work units.

4.2.2 Land Use & Development Pattern

Foster a complete community.

a) Land use should be primarily residential, with flexibility for adaptation as a live-work or professional office unit.

b) In addition to the retail concentration along University Avenue, a limited amount of neighborhood retail accommodating cafes, corner store and other service uses, should be permitted on Berry and Curfew Streets where adjacent to future park spaces.

4.2.3 Circulation, Parking & Access

Meet neighborhood needs.

a) Private residential parking should be provided in below grade parking structures.

b) Limited on-street resident and visitor parking may also be provided though not at the expense of a generous public realm where right-of-way dimensions are constrained. A permitting system should be implemented to discourage use of on-street parking spaces by area employees.

The urban grid pattern should be re-established.

c) 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.

Where possible the existing streets north of Franklin Avenue and west of Emerald Street should be extended to create a more finely grained structure of public streets and blocks that will help to integrate the area with older established neighborhoods to the west.

FIGURE 4.5 - Extending the existing highly successful pattern of residential development on Berry (pictured above) will help to increase the local population and support the expansion of local retail services.

4.3 Strengthening the Mixed-Use Corridor

This stretch of the Avenue must play two important roles: it must function as a legible and distinct linear gateway, defined by building frontages adjacent to the Avenue; and it must evolve as a mixed-use corridor with a high concentration of goods and services that cater to the area's employment and residential markets.

The gateway function will be accomplished by creating a strong sense of place with numerous activities and uses that promote the area as a destination.

The mixed-use corridor function will be greatly enhanced by improved connectivity to surrounding neighborhoods and uses, and by creating an attractive streetscape with a well defined built edge and public realm. Expanding the retail and commercial offerings and first floor uses will further enliven the Station Area.

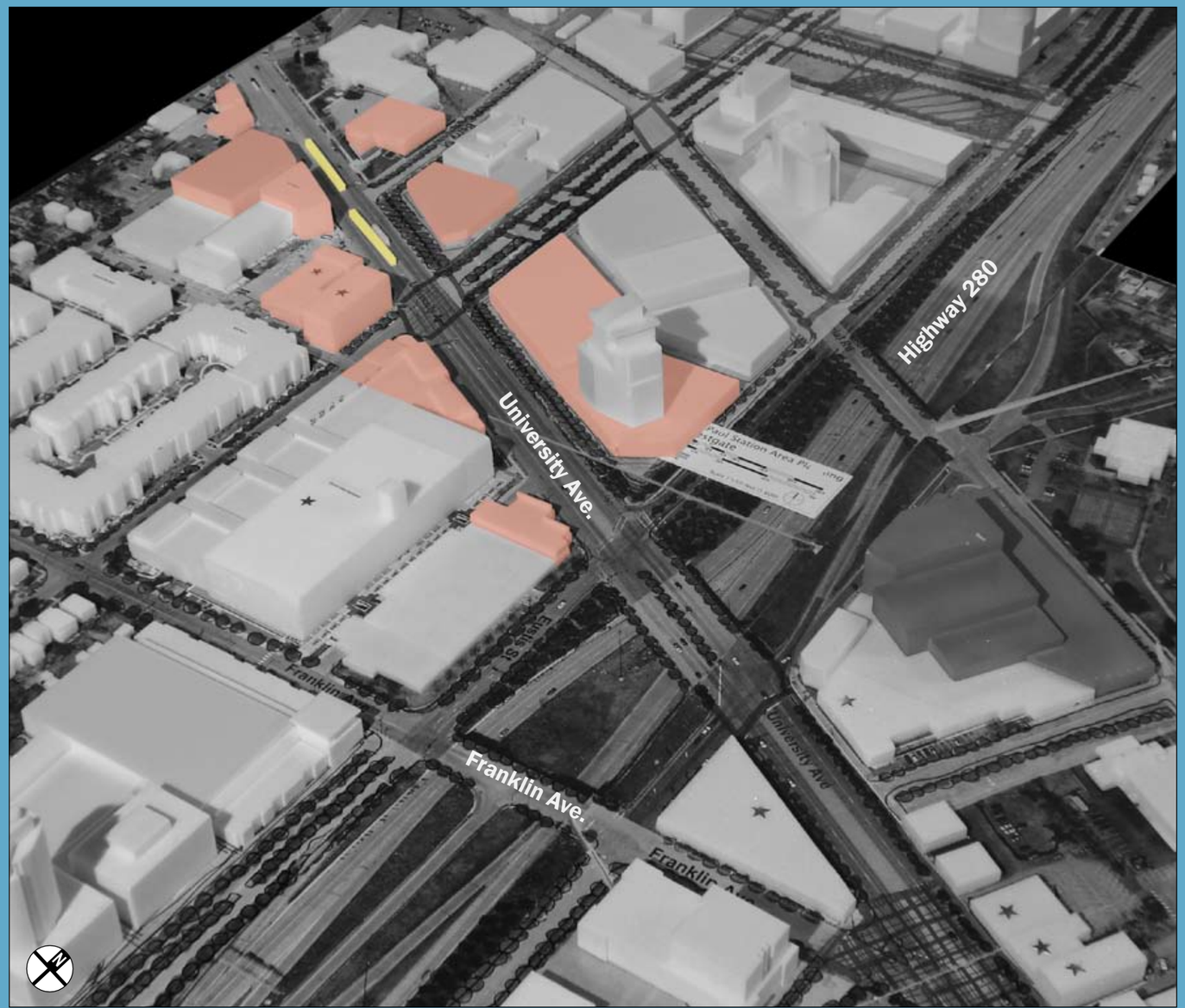

FIGURE 4.6 - The model illustrates the potential for new development to front onto the Avenue and better define the gateway into the city.

4.3.1 Built Form

Create a main street fabric.

a) Building heights should be relatively uniform along this stretch of the Avenue to create a legible precinct. These should generally be in the range of 4-8 stories.

b) A taller, 'point tower' building at University/Eustis would have landmarking potential. A tower of 15-20 stories would be appropriate here set on a base of 4-6 stories. There is also potential for a taller building at 2700 University, up to 8 stories in height, to mark the gateway to the city from the west.

c) Facades should be vertically articulated with regularly spaced bays to diminish visual impact of large development blocks.

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

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

f) Where opportunities exist for urban pocket parks, entrances shall be aligned to utilize these spaces as forecourts and entrance plazas with outdoor seating and gathering spaces.

g) Buildings located at corners should exhibit relationships to both facing streets.

4.3.2 Land Use & Development Program

All new private development should contribute to adjacent streetscape improvements.

a) Where there is not sufficient public right-of-way for new street tree planting or public realm amenities, new buildings should be setback from property lines to establish an outdoor area for seating, display space and/or landscaping as appropriate.

b) 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.

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

Urban infill along the Avenue should have many uses.

d) A broad 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.

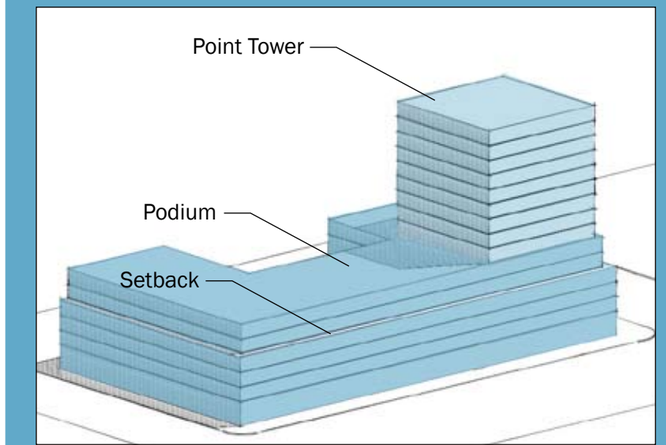

FIGURE 4.7 - (Above) Mixed use corridors such as this example from Toronto help to support transit ridership, promote activity at street level and provide a range of local services for businesses and residents. (Below) An example of a typical 'point tower' illustrates how the tower is set back from the base podium to reduce the tower's impact at ground level.

4.4 High Tech Employment Campus

This area north of the Avenue should evolve as a high intensity cluster of employment activities.

A new green space located just south of the University Enterprise Laboratories should become the structuring heart of this employment community around which new development and intensification of existing uses could occur.

The relatively detached nature of this location results in few incompatible land uses on neighboring properties. This lack of immediate context should be leveraged to promote taller building heights, particularly along Eustis to identify this landmark employment district. Much of the existing low density employment could be redeveloped over time to create higher employment and development densities that utilize the strategic potential of this central site.

FIGURE 4.8 - The model illustrates the potential for the creation of a high tech employment campus structured around a new open space.

4.4.1 Built Form

Create a prestige employment address.

a) The architectural design of buildings along Eustis will create iconic landmarks that define the prestige of this area and mark a suitable gateway for Saint Paul. Building heights here should be permitted in the range of 15-20 stories.

b) Further west, building heights internal to the Station Area should be permitted in the range of 6-8 stories.

c) Full block, large floorplate office/research/light industrial developments should be permitted.

d) Commercial uses shall be principally oriented towards Eustis Street. Commercial should provide secondary access onto adjacent park and open spaces.

e) All development should contribute to a coordinated landscaping and streetscaping program for Eustis Street.

f) Where there is not sufficient public right-of-way for new street tree planting or public realm amenities, new buildings should be setback from property lines to establish an outdoor area for seating, display space and/or landscaping as appropriate.

4.4.2 Land Use & Development Program

Promote a prestige employment hub in Saint Paul.

a) Land use should be geared primarily to employment, hospitality, convention, entertainment, and related ancillary services and uses in order to maximize this economic development opportunity. Limited residential may be permitted, though restricted to the western edge of the new park space.

b) Ancillary uses and services are restricted to the grade level of all new development, and should be oriented towards Eustis Street.

c) Large format retail should be prohibited within this Station Area. Retail should only be permitted as a secondary use within a mixed-use development and may not exceed more than 20% total GFA of the building area.

4.4.3 Parking Solutions

Develop parking solutions for large employment uses.

a) This Character Area may provide an opportunity to construct a publicly or privately owned and operated parking ramp for shared use by area destinations.

FIGURE 4.9 - Focusing office and employment uses around a plaza or open space system such as at this development in Arizona does not only help to create an address, but encourages employee interaction and fosters innovation.

4.5 Managed Parking Strategies

Accommodating parking associated with existing businesses and residents and new development will be an important challenge as the Westgate 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 Westgate 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 covered bicycle parking should be provided.

FIGURE 4.10 - 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 Westgate 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 Westgate LRT platform and destinations along University Avenue.

Movement - Connecting the Corridor

Today, movement to and within the Westgate Station Area is dominated by the high volume of traffic moving to and from the dense concentration of employment and residential uses.

The Westgate Business Park and Court International Building are the major contributors to this pattern, as each exhibit low modal splits and provide an abundance of free surface and structured parking. There are currently limited safe options for bicycle and pedestrian crossings over Interstate 94 and Highway 280. These connections are critical to integrating the Westgate Station Area with adjacent communities and destinations.

Recommendations for improving movement 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 in reaching destinations within the Westgate Station Area from throughout 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 the 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

The goal of this section is to identify better ways for pedestrians, transit riders and cyclists to reach the Westgate Station Area from adjacent neighborhoods and the broader region. The *Connections* diagram identifies key routes to and within the Westgate Station Area, and illustrates recommendations for improving the connectivity, safety, efficiency and quality of these routes for pedestrians and cyclists.

Curfew Street as the main community spine and green boulevard

Over time there may be an opportunity to reconfigure the street and block pattern north of the Avenue to create more legible connections to the northern edge of the station area. Curfew Street would become the primary structuring element of the community, providing an improved north-south route as a green boulevard with high-quality streetscaping and landscaping that link the green spaces anchoring the core of these two distinct villages, as well as the recommended future location of a new U of M Transitway station.

Need to preserve for future alignment of platform centered on Curfew extension

If further study proves the long-term feasibility of extending Curfew north of the Avenue to connect with Westgate Drive, the current split side-platform configuration should be reconsidered for a possible center platform design. A center platform located between Berry Street and Curfew Street would be centrally located relative to adjacent residential and employment destinations; and would provide the flexibility to serve both existing and possible future connections

Improving Wabash, Franklin, University and Territorial overpasses as east-west pedestrian and bike crossings

- These routes are critical to reconciling the physical barrier created by Highway 280, and the resulting segregation of this Station Area from the rest of the corridor. The Wabash bicycle route will provide a direct connection to the existing bike route on Pelham Boulevard and connect Raymond Avenue.
- Franklin Avenue is already a heavily-used bicycle route connecting Saint Paul to the east bank of the Mississippi and Minneapolis.
- The Intersection of University and Eustis should be re-designed with greater consideration for pedestrian crossings.
- Wider sidewalks are needed on Highway 280 overpasses.
- Territorial is a critical link and connection to the regional Pierce Butler Route. This route today is auto-dominated and deters pedestrian movement.
- Each of these three routes today heavily favor automobile traffic and should be reconfigured to foster a safer, more attractive pedestrian and bicycle environment.

Improving the walk along Berry Street to the Jefferson Commons Student Housing development

Berry Street will emerge as a natural pedestrian route between this captive ridership segment and the future LRT platform. In either a split side or center platform configuration, Berry Street should provide for improved pedestrian and bicycle amenities and streetscaping.

Future Bus Service

The Route 16 serves a distinct market apart 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 midday, 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."

As for the specific north-south service, it is essential for north-south service to 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 considered 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

Westgate Station Area 15 minute peak-hour and 30 minute non-peak hour minimums on route 8 connecting Franklin Avenue between the Westgate LRT station and the Franklin LRT station (Hiawatha LRT) are required.

Improved Freeway Crossings

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

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

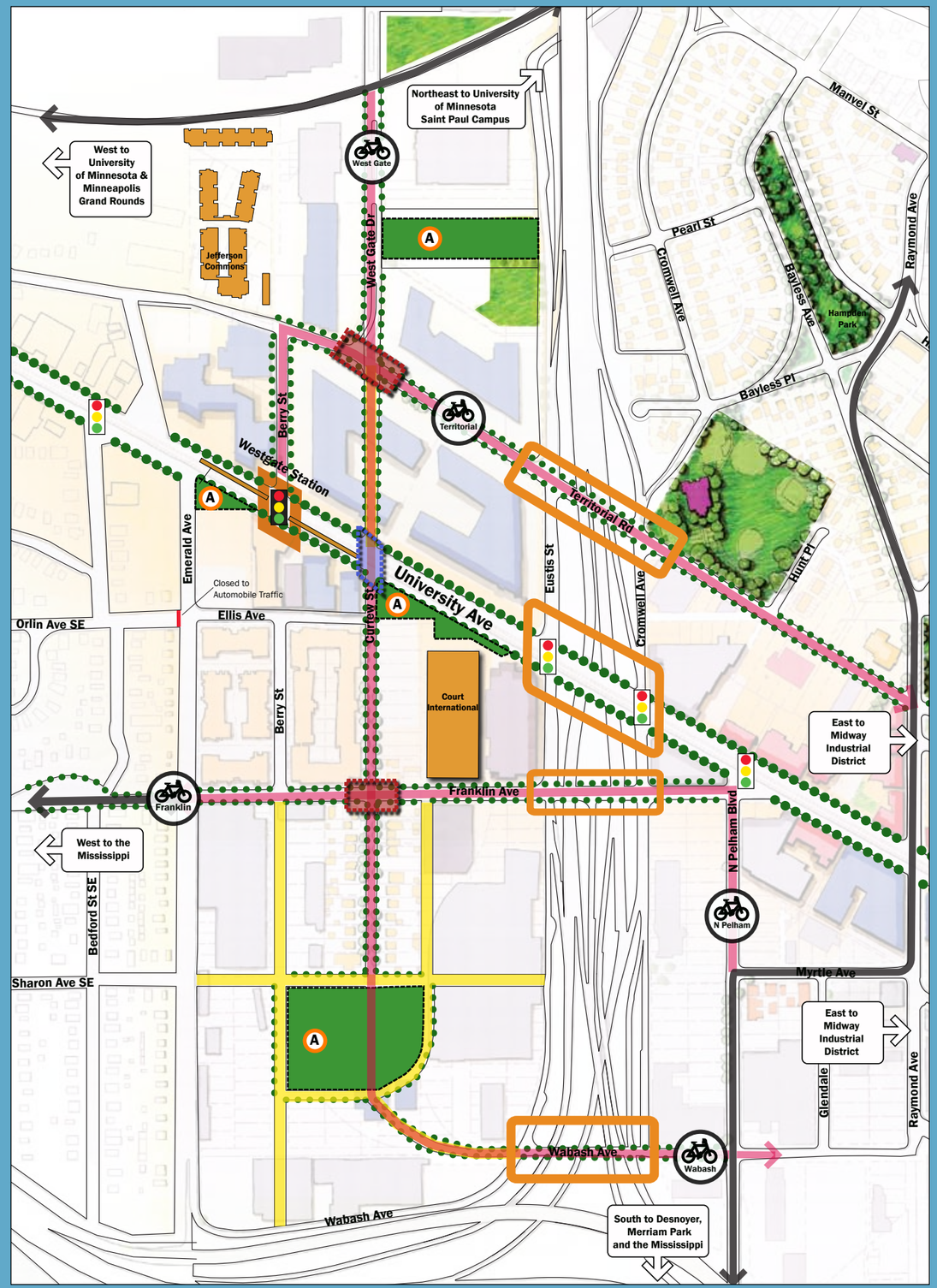

FIGURE 5.1 - The *Connections* drawing above illustrates key connections, destinations and public realm moves across the station area.

Movement - Enhancing Mobility

5.2 The Mobility Enhancement Area

The *Mobility Enhancement Area* diagram (Figure 5.2) illustrates the current and future hub of movement patterns within the Westgate Station Area.

Mobility Enhancement Area

An opportunity for enhancing movement patterns around the Westgate Station occurs in three key areas. North of University Avenue, an opportunity exists to rebalance the streets of the Westgate Business Park in favor of pedestrians and cyclists. This will help to improve mobility options for people working in the area and strengthen connections north towards the proposed new Technology Common, the University's transit way and the new student residences off of Berry Street.

South of University Avenue, strategies should focus on supporting the emerging residential Urban Village by rebalancing streets to reflect the new residential character of the area. Along Franklin Avenue an opportunity exists to strengthen cycle connections east towards St. Paul and provide an improved pedestrian connection to the Raymond Village area.

Special strategies for the Westgate Station Mobility Enhancement Area include:

- Providing enhanced pedestrian crossings on University Avenue and Franklin Avenue across Highway 280; and
- Establishing 14-foot sidewalks to provide improved access for area residences and employees.

The Station Transfer Zone

The Station Transfer Zone is identified in Figure 5.2. It stretches from Emerald Street in the west to Curfew St. in the east and is located at the western boundary of the city and at the edge of an emerging residential neighborhood. An opportunity exists to incorporate landscape strategies and streetscaping that will help to both celebrate the gateway to St. Paul and support the emergence of a mixed-use corridor.

Special strategies for the Westgate Station Transfer Zone include:

- Incorporating special streetscape treatments that help to signify and celebrate the gateway to the city;
- Incorporating wayfinding and signage to direct pedestrians and cyclists north to the University transit way; and
- Integrating streetscaping with the left over spaces in front of buildings created by the skew in the street grid to create a series of *Avenue Pocket Parks*.

The Designated Crossings

Within the Westgate Station Mobility Enhancement Area there are a number of *Designated Crossings*. The *Primary Platform Crossing is* located at the intersection of University Avenue and Berry Street.

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

Along the Curfew Street Alignment there are two *East - West Bike / Pedestrian Crossings*. The crossing at Franklin Avenue will help to extend the existing bicyle network in Minneapolis east into St. Paul. Should Curfew be extended to meet Territorial, a crossing there will help to provide an important link between the University transit way and Raymond Village to the east.

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.

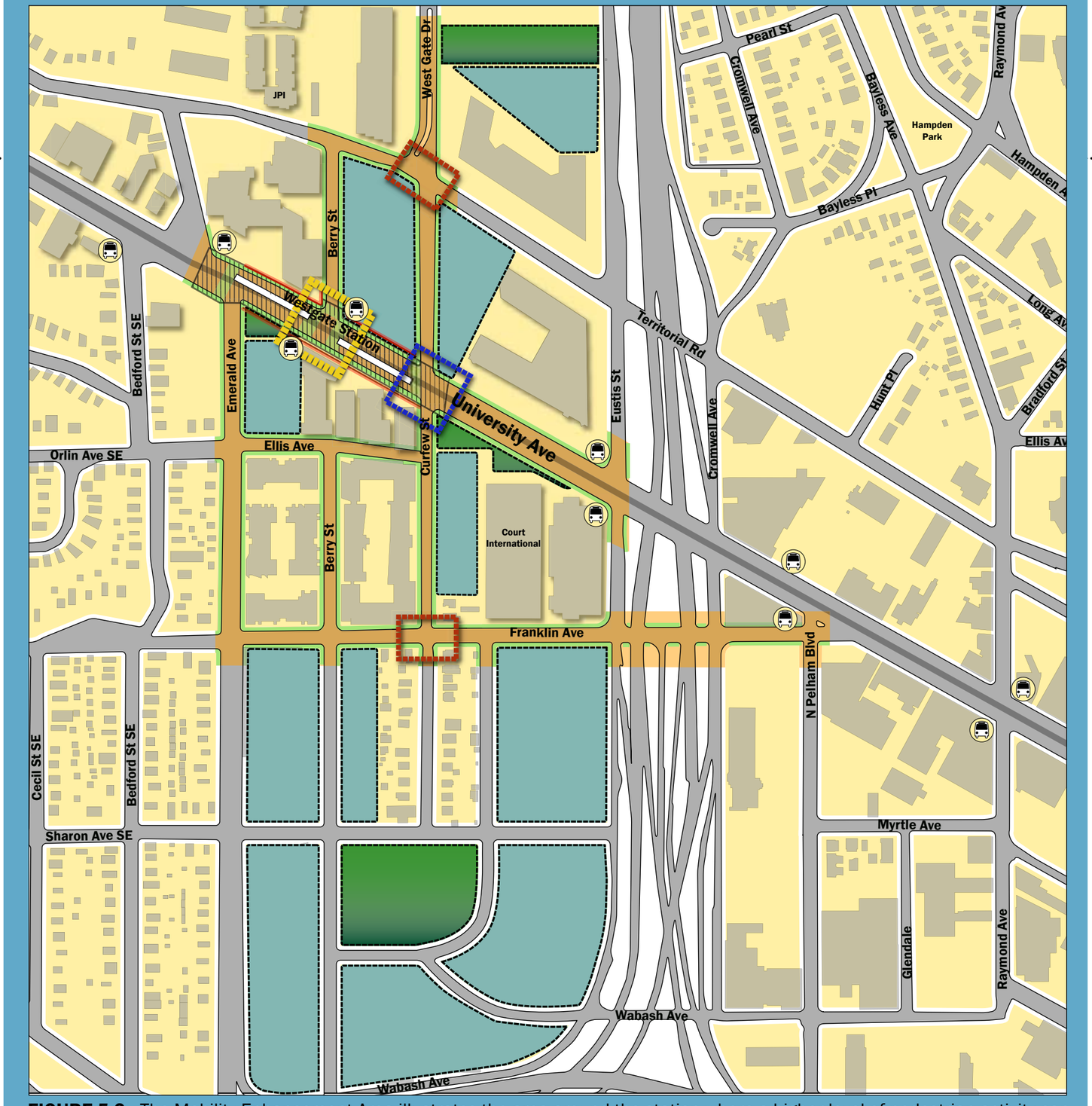

FIGURE 5.2 - The Mobility Enhancement Area illustrates the area around the station where a higher level of pedestrian activity can be anticipated.

6

Getting There

Achieving the long term objectives set out in this document for the Westgate 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 Westgate Station Area.

The City of Saint Paul should develop a strategy to enhance Westgate as a significant employment hub and gateway to the city. This should involve identifying strategies to encourage redevelopment of large underutilized parcels, investing in improvements, and streamline application review and development approval processes.

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 Westgate Station Area.

Using This Station Area Plan

The development concepts illustrated in this plan, including the location of new open spaces, each 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 the New Green Spaces

As development applications proceed, all future parkland dedication within the Westgate Station Area should be applied to the acquisition of lands for the creation of the conceptually identified "Commons". This will require that land dedication be the preferred approach for future redevelopment of land at the core of these two villages, while the future redevelopment of all adjacent parcels within the Station Area will require cash-in-lieu of dedication for the purpose of acquiring additional lands. Given the desire to reduce residential and commercial parking standards within the Westgate Station Area, the City may need to pursue an alternate parkland dedication formula in order to maximize parkland dedication.

The Proposed Technology Park North of the Avenue Should Come Forward as a TOD Demonstration Site

The City should work with the owners of the sites north of Territorial and potentially the Port Authority to develop a comprehensive master site plan for this future redevelopment. The master plan should reinforce the long-term vision as 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 this site should then demonstrate compatibility with the master plan, clearly indicating how dedications for public right-of-way and open space are being met, and how the incremental creation of a normalized block pattern is being achieved.

The potential may exist for streetscape improvements, new park and open spaces, and other important catalytic investments to be partially funded through Tax Increment Financing and/or a Regional Transit-Oriented Development "Bank", as described in Chapter 9 Moving Forward.

Establish a Shared Parking Structure

To ensure that the strategic redevelopment and place-making potential of this Station Area is not lost through the retention and/or creation of additional surface parking, a shared parking structure (or structures) should be pursued. This structure could consist of one central, above-grade facility located north or south of the Avenue adjacent to Eustis; or dispersed throughout the Station Area in a series of below-grade structures incorporated into mixed use developments. In this latter instance, public access should be secured to the shared parking facility through either a Municipal Parking Authority 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 nor to the full extent of the Transit Opportunity Zone (TOZ) regulatory framework outlined in the Central Corridor Development Strategy, both sets of policy documents should allow for market transformation and uptake over time.

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

The development principles matrix, outlined in Chapter 9, may also assist City officials, staff, and community members in evaluating the benefits of development proposals in terms of economic value and transit-supportive principles included in the CCDS.

Please refer to Chapter 9 - Moving Forward of the full set of Station Area Plans for additional details.

Involving Local Partners

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

St. Anthony Park Community Council. 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.

Saint Paul Port Authority. The Curfew Street Extension will be a vital component to the revitalization and intensification of employment uses in the Westgate Station Area. The feasibility of this long term objective, as well as infill development potential of the Westgate Industrial Park should be explored in direct consultation with the Saint Paul Port Authority, which is the lead public agency for industrialdevelopment in the city.

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 ongoing review of development applications in conjunction with District Council offices, 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 ofcsubmission of development applications, and continue through the development approvals and negotiations process.

The Central Corridor Design Center. The Central Corridor Design Center 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 CCDS 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.