



SAINT PAUL GRAND ROUND

Historic Preservation Commission Meeting
January 14, 2016

The North Segment

**SEGMENT 1 - JOHNSON PKWY
BURNS TO PHALEN BOULEVARD**

**SEGMENT 2 - PHALEN PARK
PHALEN BOULEVARD TO ARCADE**

**SEGMENT 3 - WHEELOCK PKWY
RICE TO EDGERTON**

**SEGMENT 4 - WHEELOCK PKWY
COMO TO RICE & EDGERTON TO ARCADE**

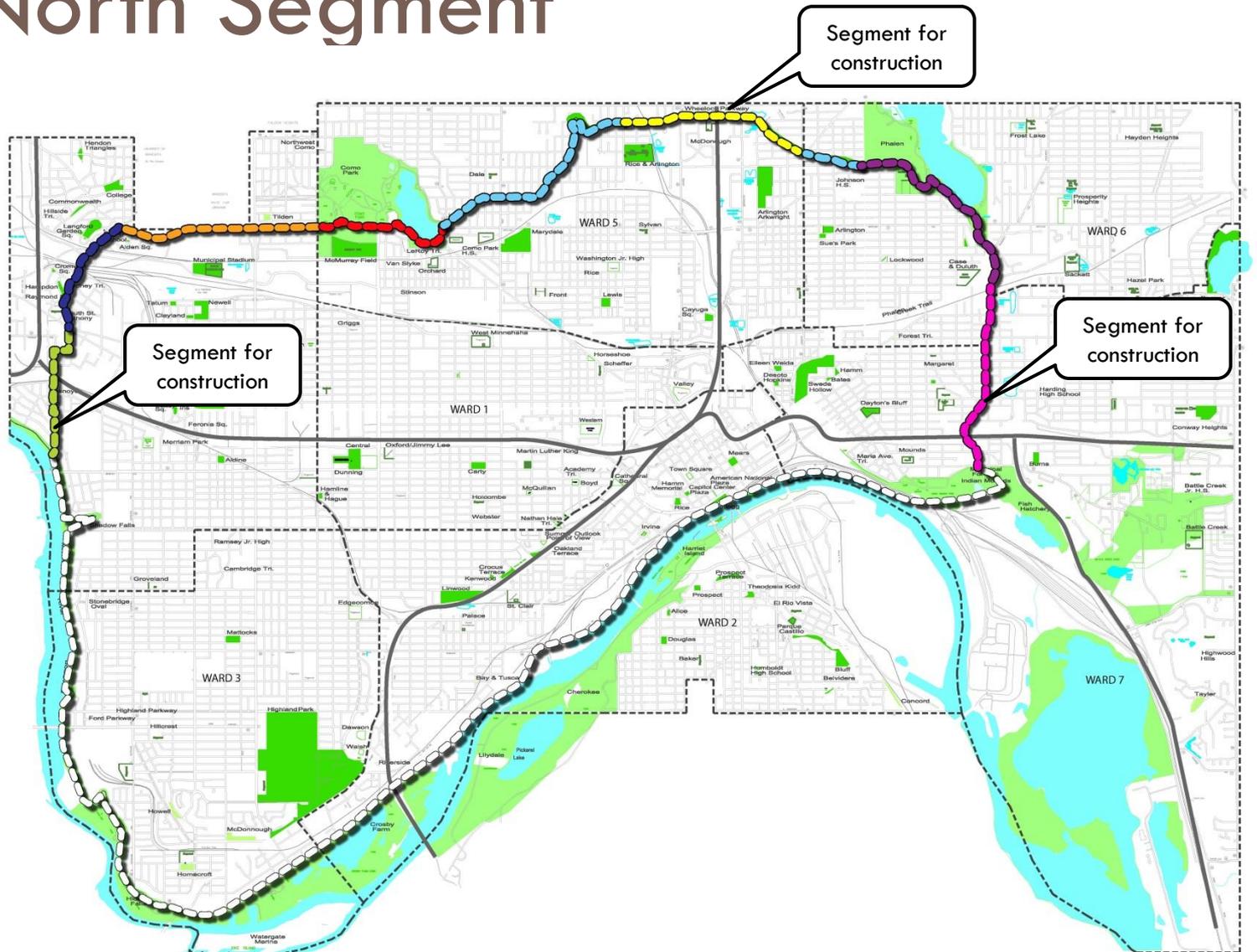
**SEGMENT 5 - COMO PARK
COMO AVE TO HAMLINE**

**SEGMENT 6 - COMO AVE
HAMLINE TO RAYMOND (COUNTY OWNED)**

**SEGMENT 7 - RAYMOND AVE
COMO TO UNIVERSITY (COUNTY OWNED)**

**SEGMENT 8 - PELHAM BOULEVARD
UNIVERSITY TO MISSISSIPPI RIVER BLVD
VIA MYRTLE TO PELHAM**

**SEGMENT 9 - PELHAM TO BURNS
VIA MISSISSIPPI RIVER BLVD TO SHEPARD
RD TO WARNER RD**



SAINT PAUL

GRAND ROUND

Creating vibrant places and spaces as way to encourage economic development, attract residents and visitors, and create a more livable city that appeals to everyone.



Planning Scope of Work

- Pedestrian and bicycle facilities
- Branding/identity
- Wayfinding
- Placemaking
 - Public Art
 - Parkway amenities
 - Landscaping

Planning

Online Engagement Results

From June to September, 417 people completed the online survey, and 474 comments were received through the project's interactive online map.

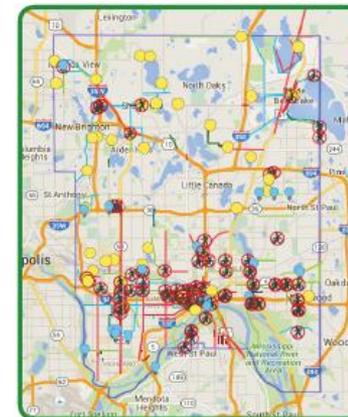
- Planning Documents
 - ▣ District level plans
 - ▣ Small area plans
 - ▣ Saint Paul Comprehensive Plan
 - ▣ Citywide Bicycle Plan
 - ▣ Ramsey County Bicycle and Pedestrian Plan
 - ▣ Grand Round Master Plan, 2000
 - ▣ Saint Paul Complete Streets Manual
- Community Engagement
 - ▣ Workshops
 - ▣ Pop-Up meetings (17 total)
 - ▣ Open Houses
 - ▣ On-line comments
 - ▣ Community Advisory Committee
- Regulatory Reviews



Top responses from the online survey



Top responses from the online survey

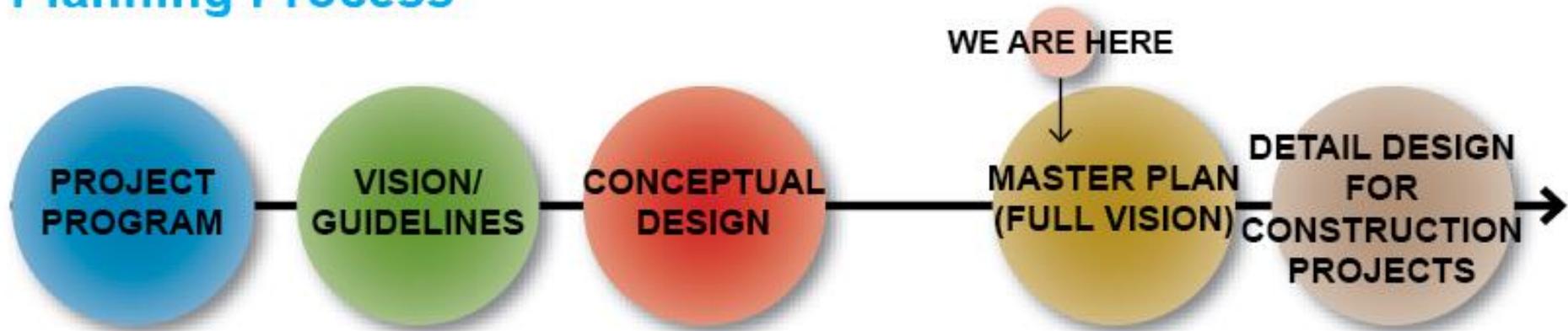


Vision and Design Principles

- The Saint Paul Grand Round is a scenic parkway for pedestrians, bicyclists, and motorists that connects people to parks, nature, neighborhoods, and businesses.
 - ▣ Promote health, safety, and comfort of all users
 - ▣ Create a key visual element and recreation feature that places high value on neighborhoods, history, and the natural environment
 - ▣ Maximize sustainable practices
 - ▣ Designed as a contiguous system of public open space that improves quality of life and strengthens our economy.

Planning Process

Planning Process

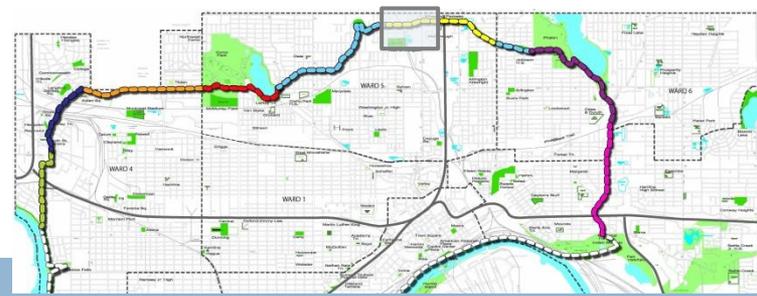


Schedule

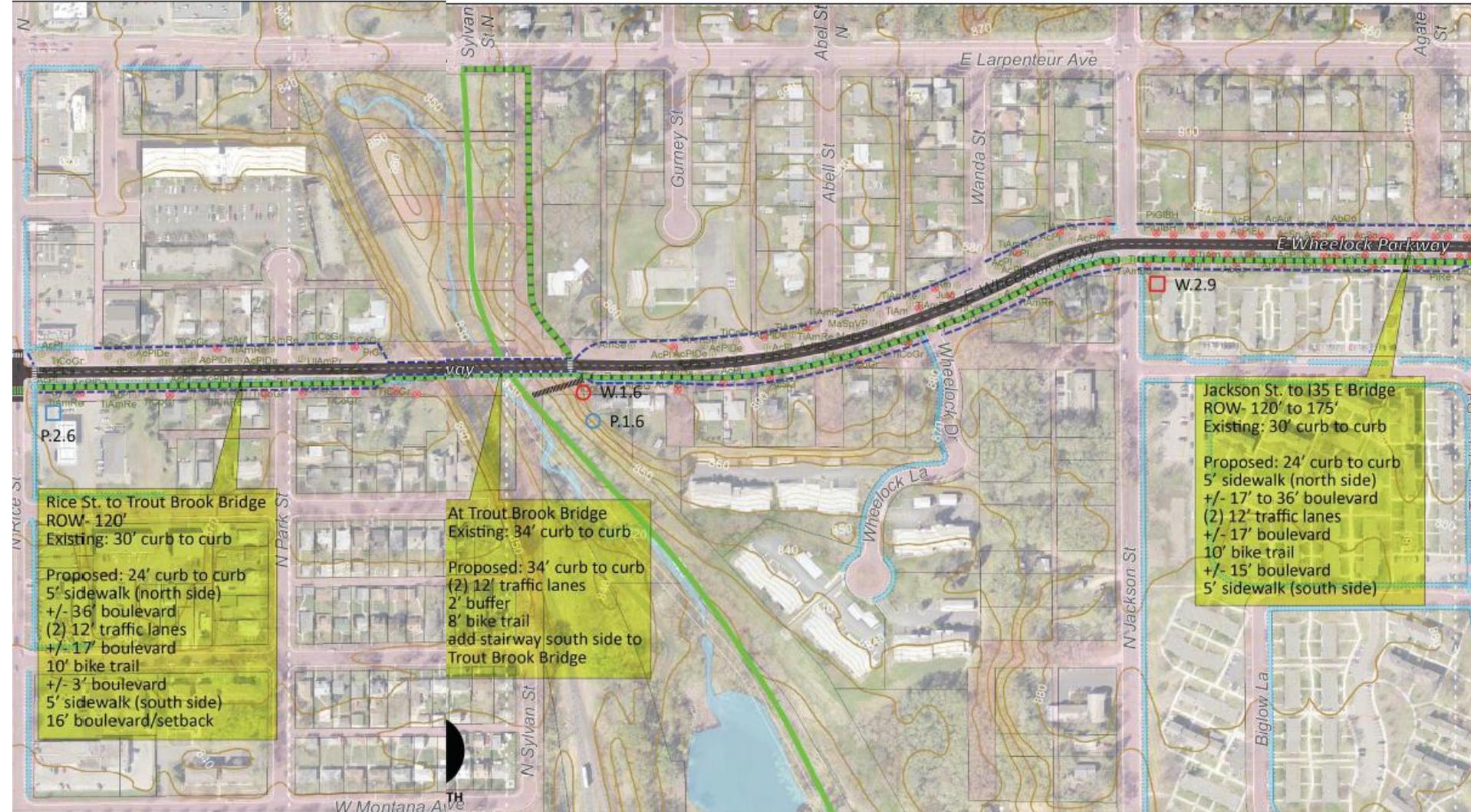
- Mid January
 - ▣ Open House for draft Master Plan
 - ▣ 2016 Construction Project Information Meeting
- Late January/Early February
 - ▣ Final Master Plan
- Spring/Summer 2016
 - ▣ Wheelock Parkway Construction (Rice to Edgerton)
- Summer 2016
 - ▣ Johnson Parkway temporary intersection closures for traffic monitoring
- Future Phases of Wheelock Construction
 - ▣ 2017: Victoria to Western
 - ▣ 2018: Western to Rice
 - ▣ 2019: Edgerton to Arcade

Wheelock Parkway

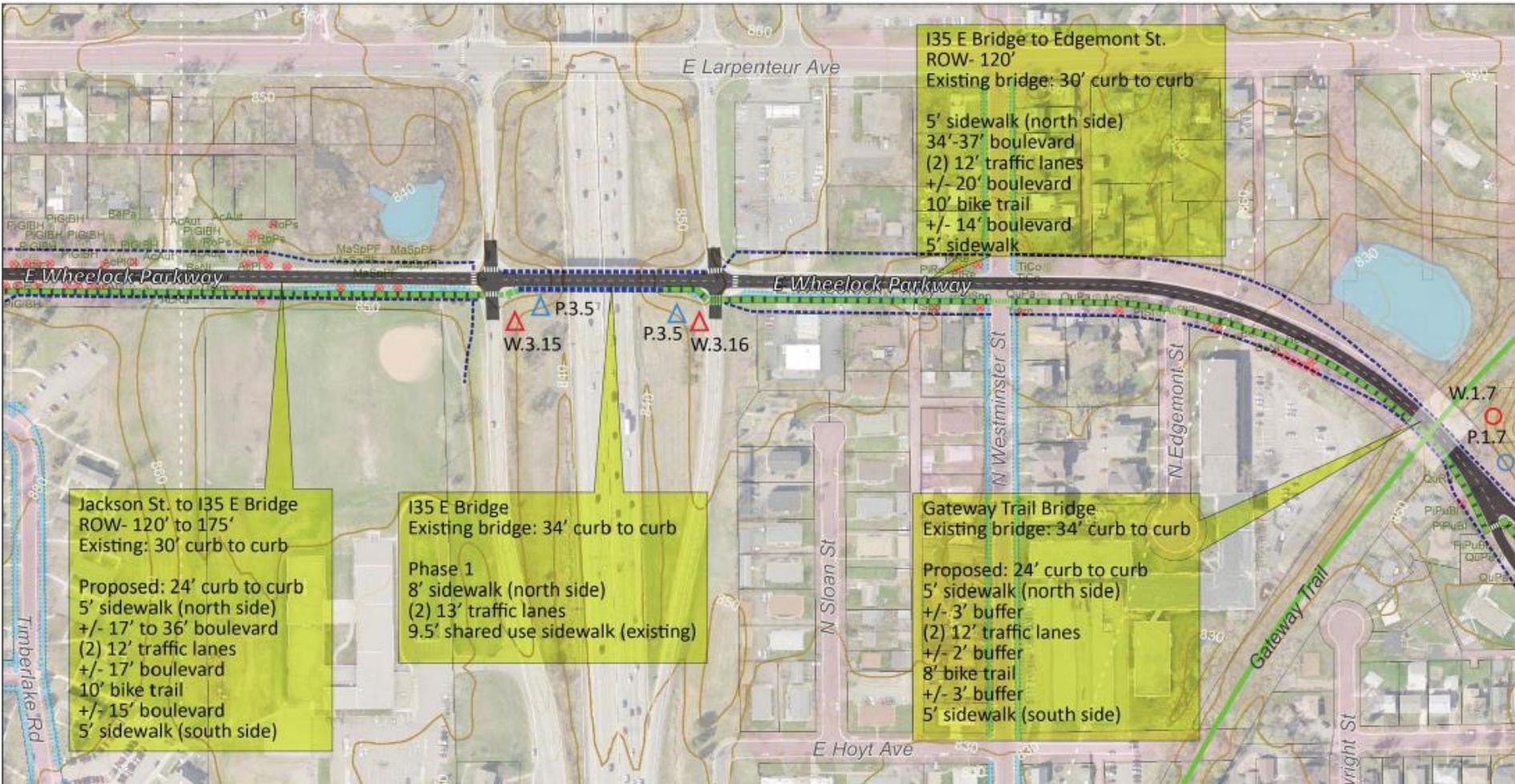
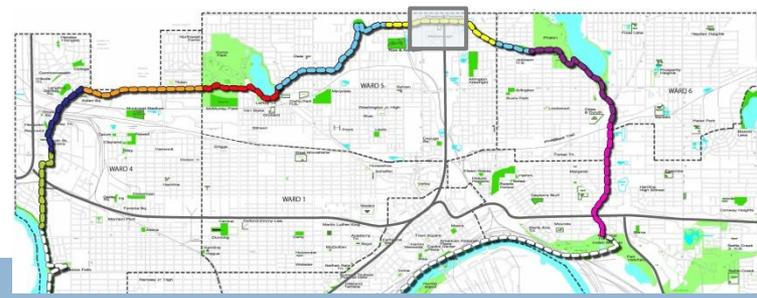
Rice to Agate



STANDARD ROAD RECOMMENDATIONS

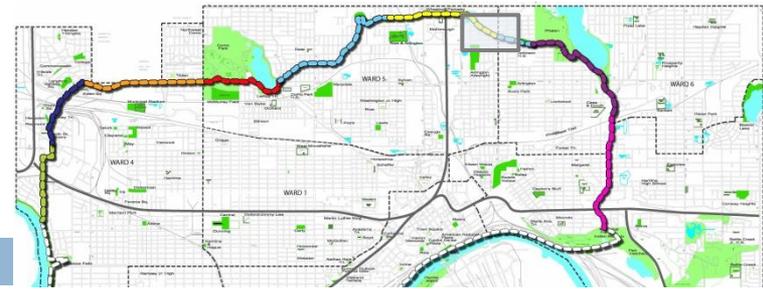


Wheellock Parkway Agate to Gateway Trail



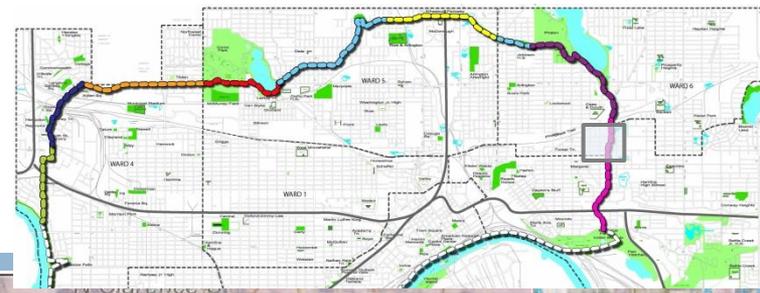
Wheellock Parkway

Gateway Trail to Edgerton St.



Johnson Parkway

Phalen Blvd. to East 7th



Existing Rail Road Bridge:

Phase 1: 36' curb to curb
 8' sidewalk (west side)
 4' buffer/pier
 6' bike lane
 (2) 12' traffic lanes
 6' bike lane
 4' buffer/pier
 8' multi-use trail (east side)

Phase 2: 26' curb to curb
 8' sidewalk (west side)
 3.5' buffer/pier
 (2) 13' traffic lanes
 1' buffer
 10' two-way bike trail
 3.5' buffer/pier
 8' sidewalk (east side)

Case Ave to 7th St.
 ROW- 60'
 Existing: 44' curb to curb

Phase 1: 44' curb to curb
 8' sidewalk (west side)
 6' bike lane
 11' traffic lane
 10' center turn lane
 11' traffic lane
 6' bike lane
 8' multi-use trail (east side)

Phase 2: 26' curb to curb
 5' sidewalk (west side)
 3' boulevard
 (2) 13' traffic lanes
 6' boulevard
 10' bike trail
 5' boulevard
 5' sidewalk (east side)

P.2.9

P.3.8

P.3.9

FEET 200 NORTH

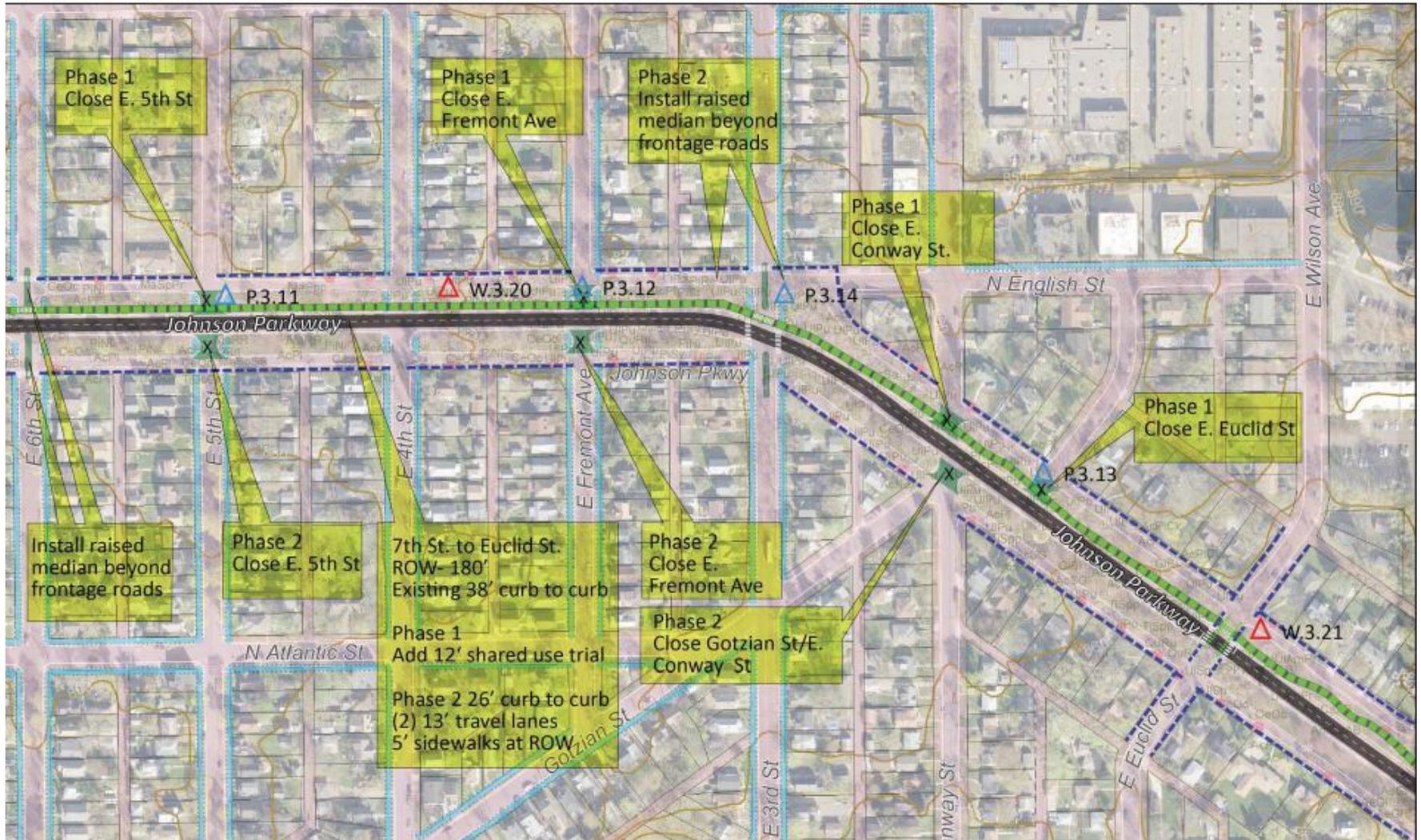
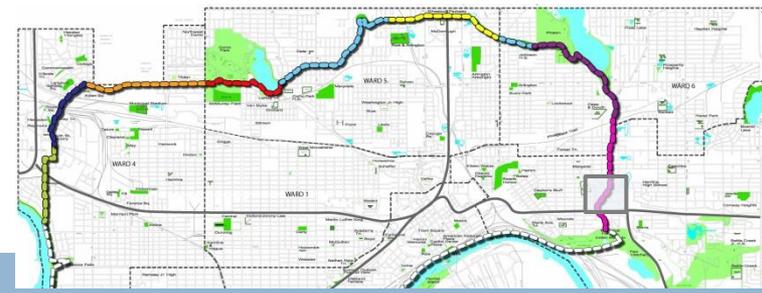
Sidewalk

10' bike trail



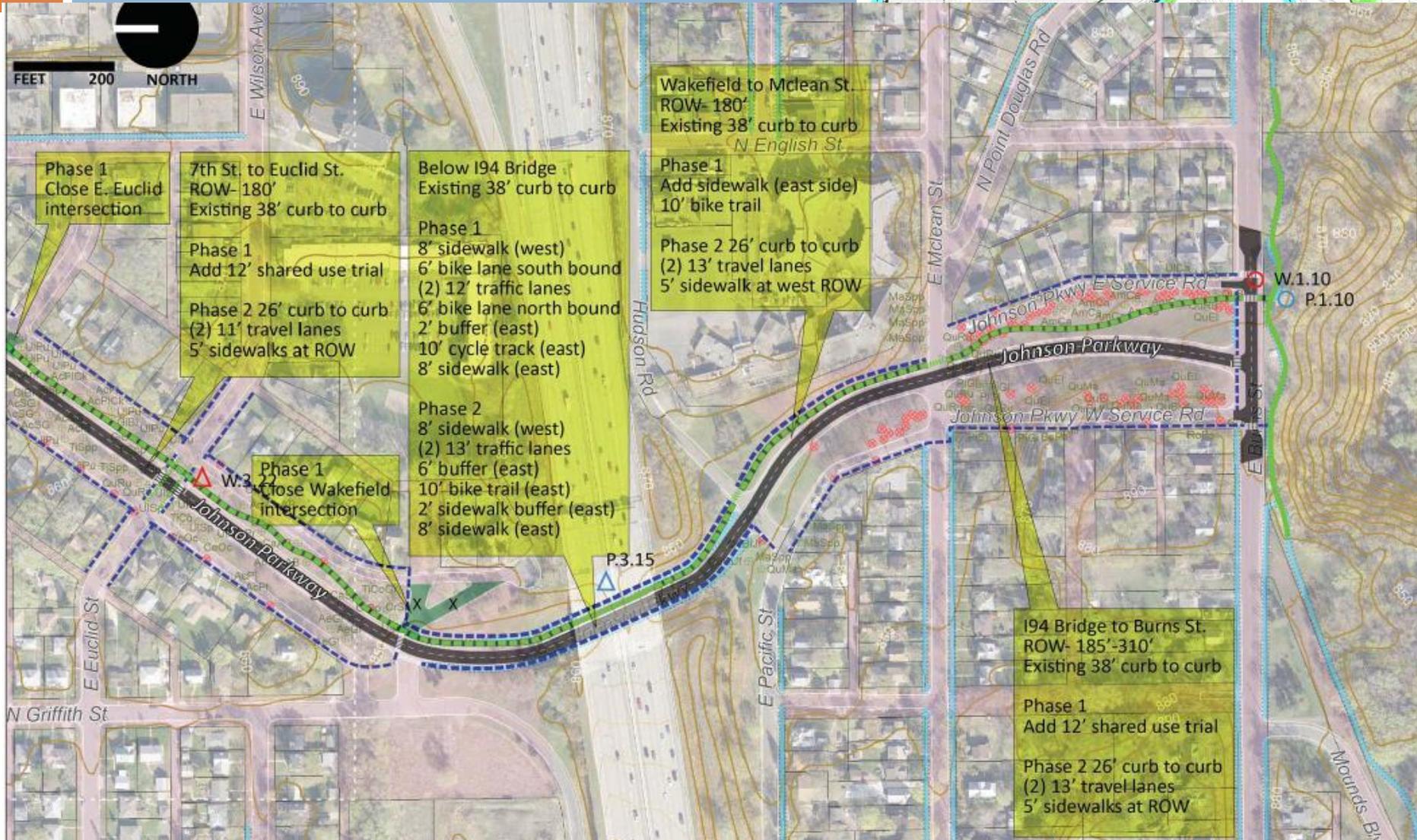
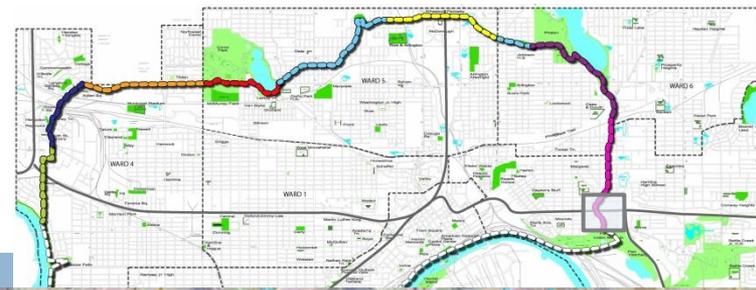
Johnson Parkway

East 6th to Wilson Ave.



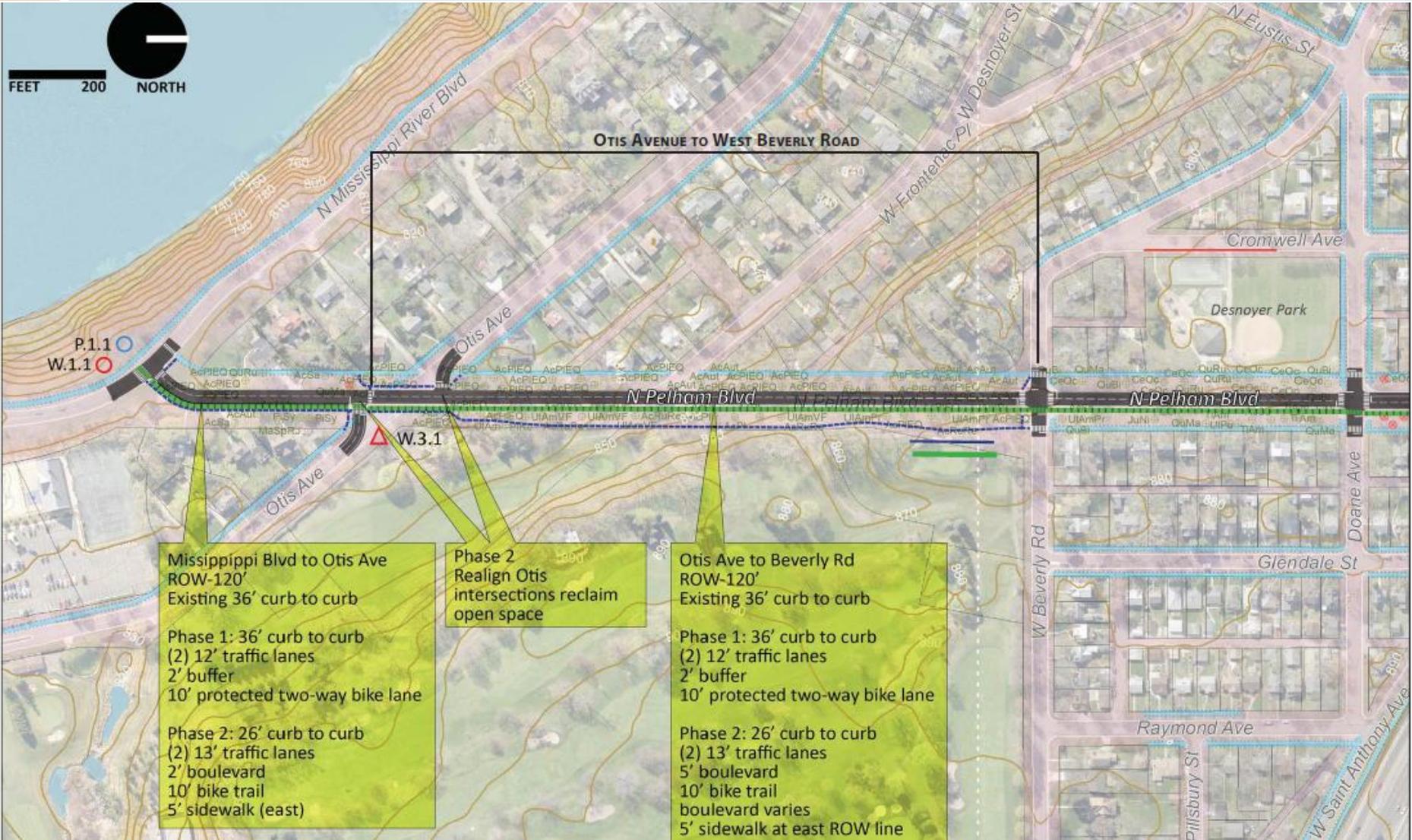
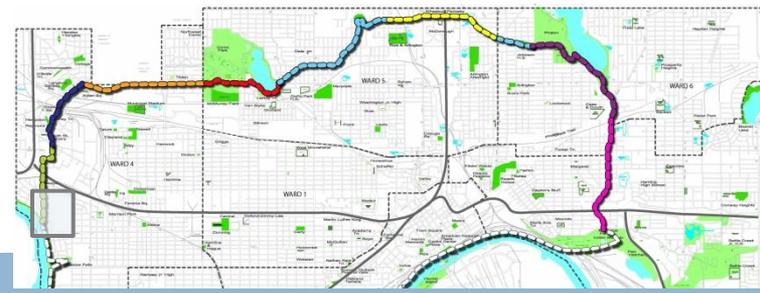
Johnson Parkway

Wilson Ave. to Burns Ave.

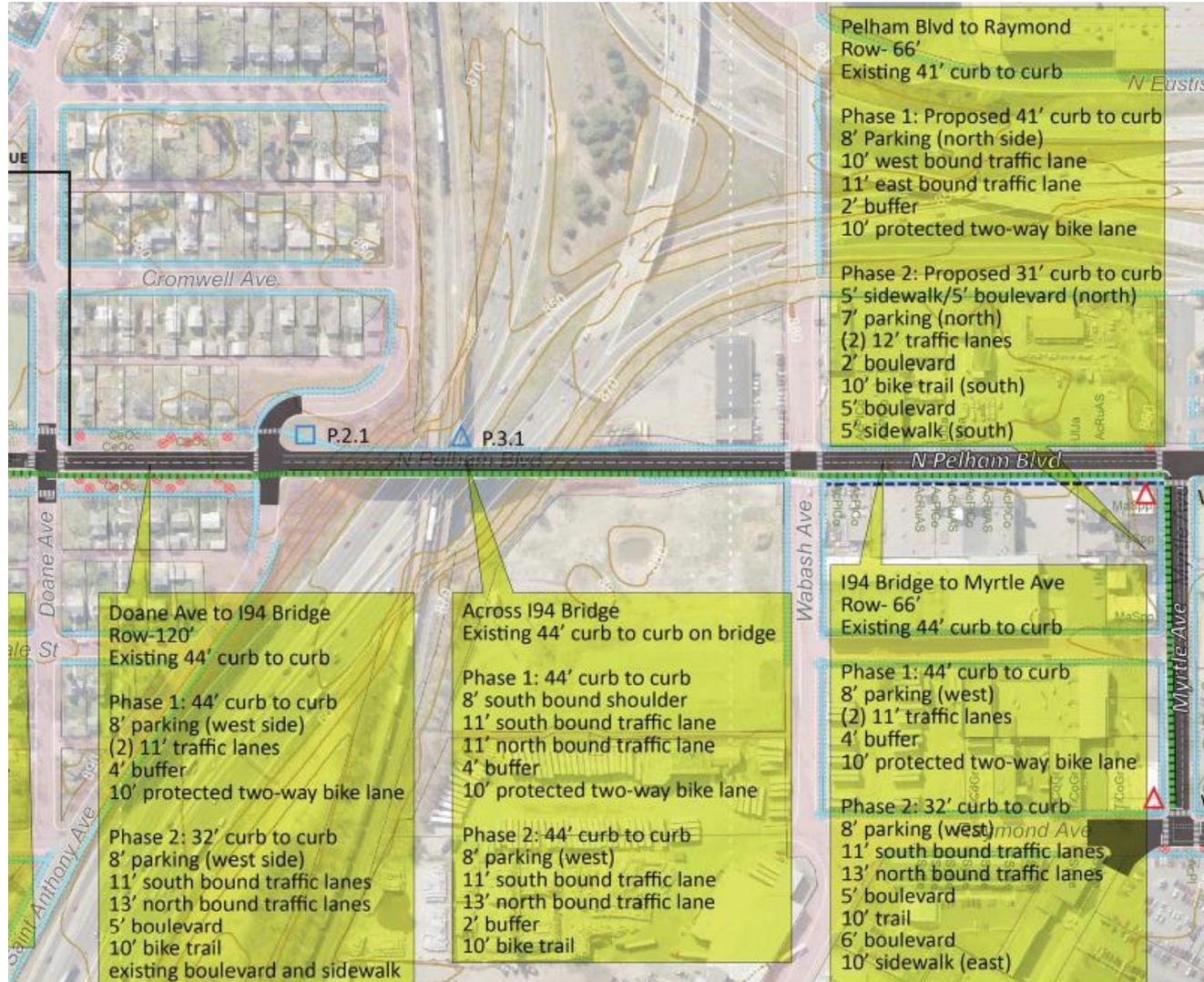
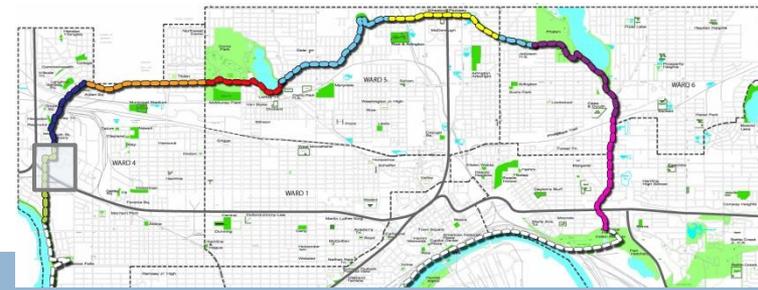


Pelham Boulevard

MRB to Doane Ave.



Pelham Boulevard Doane Ave. to Myrtle Ave.



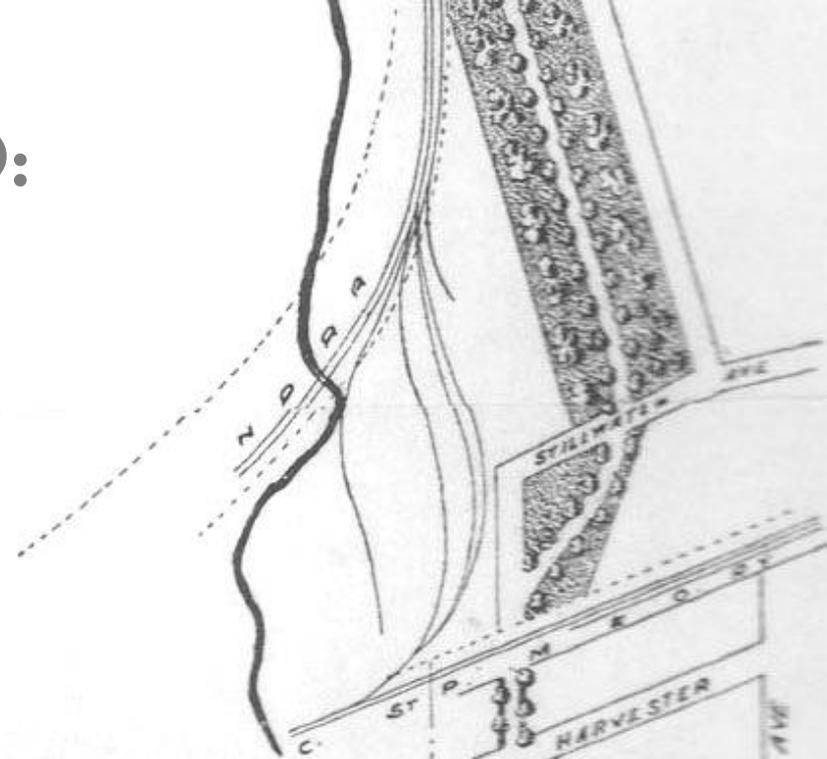
ST. PAUL'S GRAND ROUND: NORTH SEGMENT: HISTORIC LANDSCAPE RESOURCES

JOHNSON PARKWAY.

Board of Park Commission.

Frohman

SUPERINTENDENT.
1912



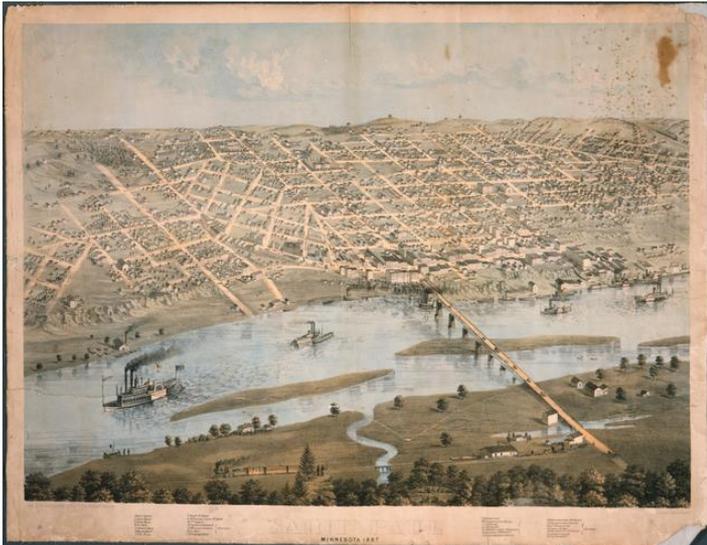
The Vision: H.W.S. Cleveland (1814-1900)



- Delivered 1872 and 1885 lectures to St. Paul city leaders; population was 20,000 in 1870
- His view of the public landscape was based on work in New England and Chicago; his book *Landscape Architecture as Applied to the Wants of the West* (1873) was about opportunities facing new cities

Cleveland's Principles:

- Preserve the city's natural resources, especially the Mississippi River gorge and lakes
- Keep important landscapes in public ownership
- Acquire land while you can, improve in the future when funds are available
- Create a St. Paul parkway system and also link the Minneapolis and St. Paul systems



Cleveland's Legacy

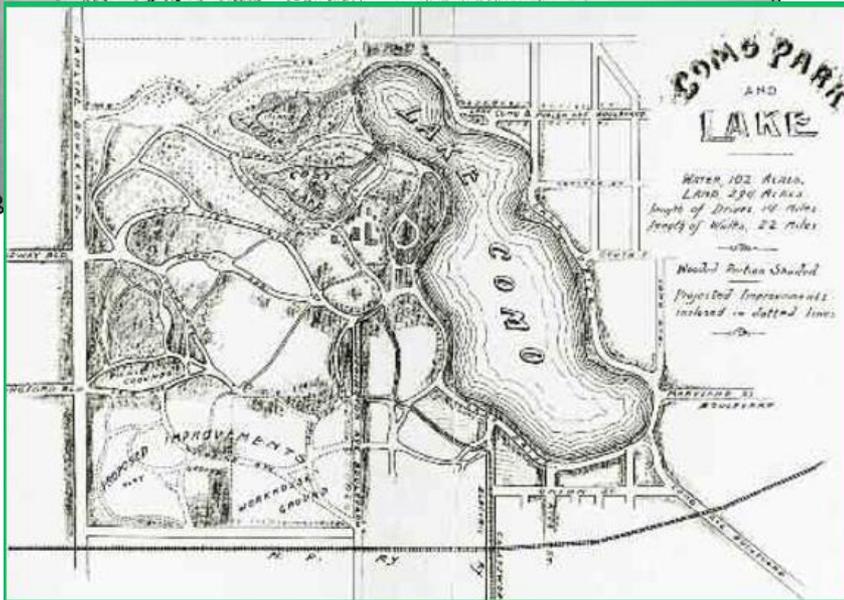
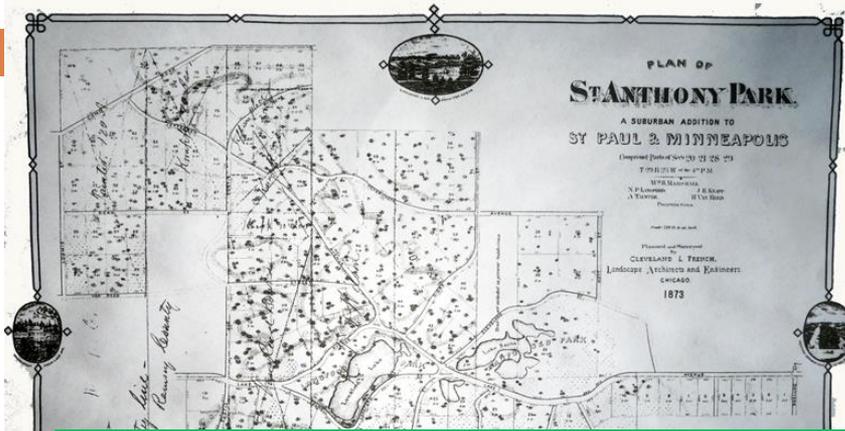
The St. Paul Board of Park Commissioners was created in 1887, four years after the Minneapolis board.

Cleveland was hired by the City of Saint Paul only during 1888-90; projects included:

- Plans for Como Park, 1888-90
- Recommendations for parkways to link lakes and rivers
- Supervision of Summit Avenue improvements

His private commissions included Oakland Cemetery and St. Anthony Park.

He also worked for Minneapolis parks and parkways on what was first called the *Grand Rounds* in 1890.

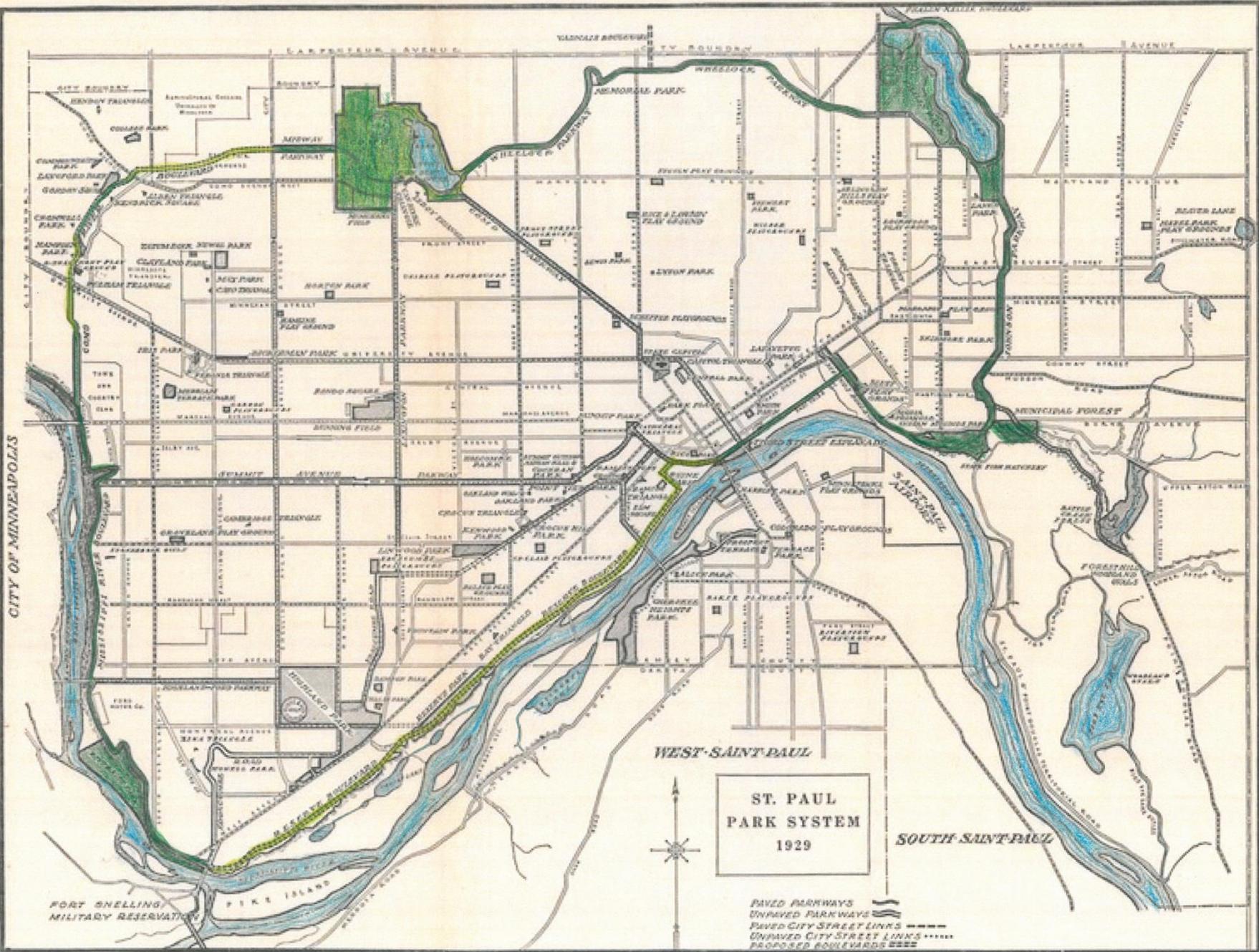


Frederick Nussbaumer (1851-1935)



- Park Superintendent 1891-1922; author of parkway system design and construction
- Interest in floral and decorative effects evident at Como Park
- Oversaw creation of city's neighborhood parks
- Often faced lack of funds to build parks as proposed





1929 St. Paul Pub. Lib.

2F 6404 54652 1929

**ST. PAUL
PARK SYSTEM
1929**

PAVED PARKWAYS
UNPAVED PARKWAYS
PAVED CITY STREET LINKS
UNPAVED CITY STREET LINKS
PROPOSED BOULEVARDS

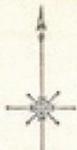
CITY OF MINNEAPOLIS

WEST SAINT PAUL

SOUTH SAINT PAUL

FORT SNELLING
MILITARY RESERVATION

PIKE ISLAND



A New Era for Parkways

“The extraordinary growth and rapid increase of bicycle riding makes necessary a revision in the ordinary system of road-making.”

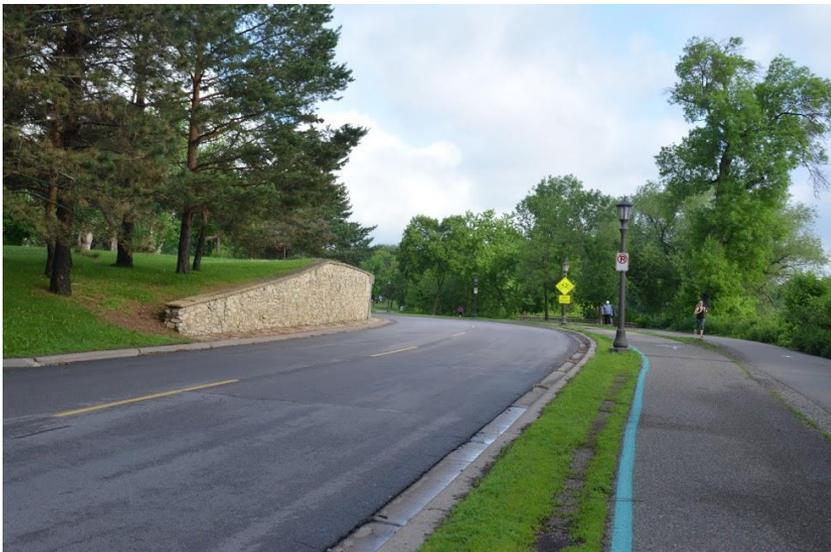
Joseph Wheelock, St. Paul Park Board President, 1896



After ca. 1895, St. Paul met new demands for active recreation in parks, the use of automobiles rather than horse carriages on paths and drives, and surging interest in bicycle paths.



North Loop, 1922-present



- Work on some parkways during 1930s and 1940s; assistance from WPA programs
- Upgrade of railroad and highway bridge crossings and infrastructure after World War II
- Today most segments retain good historic landscape integrity
- Some historic resources within parks recognized: Como Conservatory (1915) listed on National Register
- No prior evaluation of historic landscape of Johnson, Phelan, Wheelock, Como and Pelham segments; Pelham also crosses W. University Commercial Historic District
- Many interpretive potentials exist along the parkway route

Naming the Parkway System: A Brief History

1890 Minneapolis Grand Rounds

Minneapolis Park Board Commissioner William W. Folwell proposes the “Grand Rounds” to reflect the system of linked parks, lakes and parkways

1903 Commonwealth Parkway

St. Paul Board of Park Commissioners consider “Commonwealth Parkway” to include Capitol Grounds, Como Park, and State Fairgrounds, and the River Boulevard.

1915 Outer Circle

Commonwealth Parkway is described as part of the “Outer Circle” of the parkway system.

2000 St. Paul Grand Round

St. Paul Grand Round Master Plan appears to be first to suggest “Grand Round.”

Thank You!



FOR MORE INFORMATION:

www.saintpaulgrandround.org

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