



CITY OF SAINT PAUL
Melvin Carter, Mayor

25 West Fourth Street, Ste. 1300
Saint Paul, MN 55102

Telephone: 651-266-6565

DATE: July 31, 2018

TO: Comprehensive and Neighborhood Planning Committee

FROM: Anton Jerve

RE: Public Realm Updates to Snelling and Westgate Station Area Plans

PUBLIC HEARING

The Planning Commission held a public hearing on July 27, 2018. There was no testimony at the hearing. Two letters were received related to the Westgate Station Area Plan, attached. The letters recommend ongoing coordination and collaboration with the community council, including additional partners in the "Getting There" section of the plan, and strengthening pedestrian connections to the LRT platforms. There was no testimony related to the Snelling Station Area Plan.

DRAFT CHANGES IN RESPONSE TO PUBLIC HEARING

The following edits to the Draft Westgate Station Area Plan are recommended based on the public hearing testimony.

P. 41 Update Figure 5.1, attached, to show new pedestrian connection from LRT station to south Berry Street.

P. 47 Update list of implementation partners to include the following (revised page attached):
Individual property owners. Consultation and discussion should begin well in advance of submission of development applications, and continue through the development approvals and negotiations process. [This is reestablishing text that was unintentionally deleted for the public hearing draft.]

Towerside Innovation District. To assist in the ongoing review of development applications in conjunction with District Councils, and to continue enriching dialogues around improving the character and quality of area planning and development. Towerside Innovation District provides leadership and support in innovative services and systems including stormwater management, heating, cooling and energy, and a connecting green public realm.

Creative Enterprise Zone. 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. The Creative

Enterprise Zone provides leadership and support in advancing creative, economic and cultural development.

There are no additional changes recommended to the Draft Snelling Station Area Plan.

RECOMMENDATION

Approve draft Snelling and Westgate Station Area Plans and send resolutions to Planning Commission recommending approval.

Attachments:

1. Public hearing testimony
2. Draft Westgate Station Area Plan, updated pages 41 and 47
3. Draft Snelling Station Area Plan Resolution
4. Draft Westgate Station Area Plan Resolution

From: Robert O. Straughn
To: Jerve, Anton (CI-StPaul)
Subject: Westgate Station
Date: Friday, July 13, 2018 1:36:59 PM

Anton – These are the changes I recommended on the Westgate Station Area Plan.

1. Add to the following to the list of local partners on page 47 of the updated draft:

Towerside Innovation District. 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. Towerside Innovation District provides leadership and support in innovative services and systems including stormwater management, heating, cooling and energy, and a connecting green public realm.

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2. Reinsert the language regarding **Individual property owners** that was in the original station area plan but inexplicitly deleted from the updated draft.

Robert O. Straughn
McGrann Shea Carnival
Straughn & Lamb, Chtd.
800 Nicollet Mall, Suite 2600
Minneapolis, MN 55402
Tel. 612-752-1906
Fax. 612-339-2386

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From: Robert O. Straughn
Sent: Sunday, July 01, 2018 10:51 PM
To: Sherman Eagles <seagles@softwarecpr.com>; 'Roger J. Purdy' <Roger.Purdy@lhbcpr.com>; 'karen nelson' <kandothat@yahoo.com>; 'Keith Hovland' <hovla007@umn.edu>; 'David Fan'

<davidpfan@gmail.com>; chadmiller124@gmail.com; bob-h@umn.edu; 'Raymond Bryan'
<rbryan@raycomp.com>

Cc: 'Kathryn Murray' <kathryn@sapcc.org>; 'Pat Thompson' <pat@marksimonson.com>; 'Michael
Russelle' <mrusselle@gmail.com>; Catherine Reid Day (cr4day@gmail.com) <cr4day@gmail.com>;
Richard L. Gilyard <gilyardrl@gmail.com>

Subject: RE: No Land Use meeting in July

Sherm, et al. – I recommend that SAPCC request the following changes to the updated draft of the
Westgate Station Area Plan:

Bob Straughn

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ST. ANTHONY PARK



St. Anthony Park Community Council/District 12
2395 University Avenue West, Suite 300E
Saint Paul, MN 55114

Anton Jerve
Senior City Planner
Planning & Economic Development
25 W. 4th St., 13th Floor
Saint Paul, MN 55102

Dear Mr. Jerve:

Please accept this letter of support for the changes to the Westgate Station Area Plan with the following recommendations to be taken into account:

1. Involve the District Council in the naming of new parks and paths.
2. There are significant concerns at present regarding pedestrian access to the station. Please be pragmatic and aware of current walking patterns and needs for accessible entry to the station.
3. Continue working with organizations prioritizing sustainable initiatives such as the Towerside Innovation District and the Creative Enterprise Zone.

The board approved sending this letter with one abstention at our meeting on June 14, 2018.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Kathryn Murray".

Kathryn Murray, Executive Director

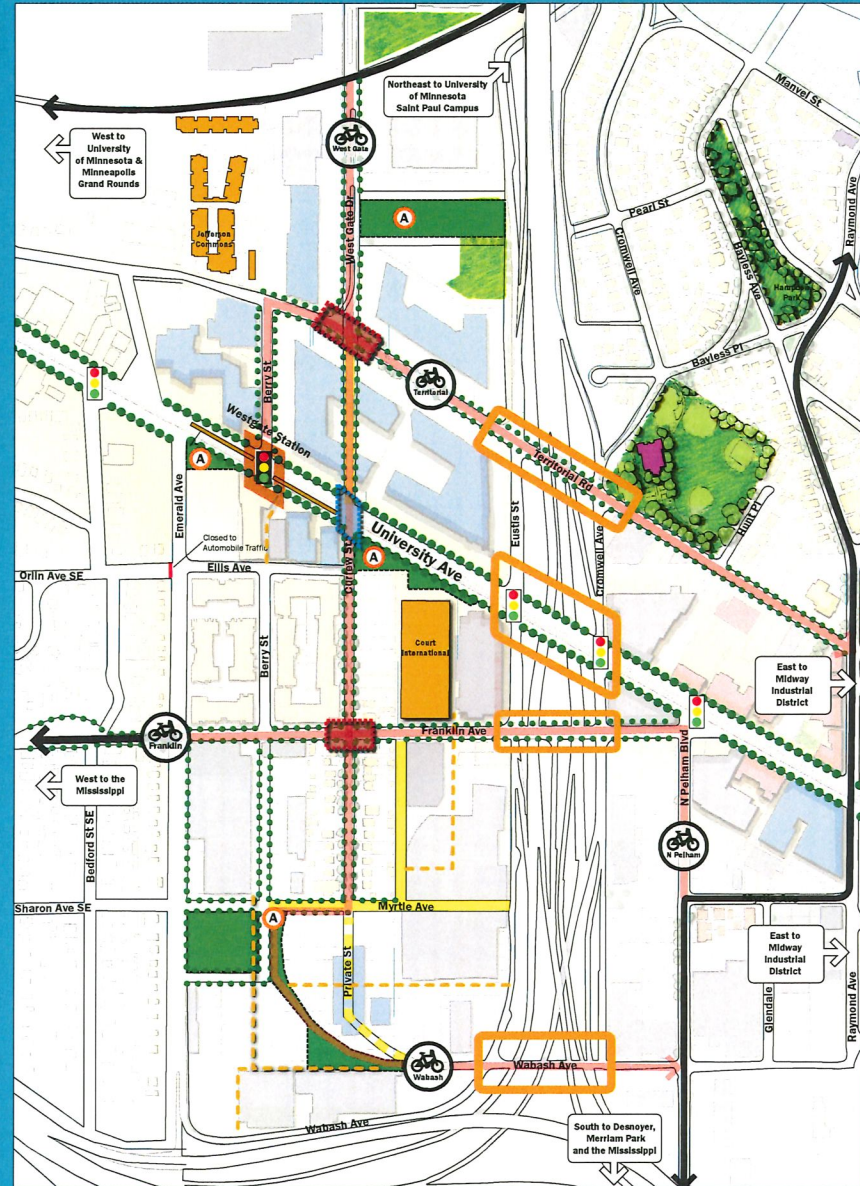
Westgate Station Area 15 minute peak-hour and 30 minute non-peak hour minimums on route 8 connecting Franklin Avenue between the Westgate LRT station and the Franklin LRT station (Hiawatha LRT) are required.

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 Eustis and Cromwell, 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.



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 industrial development 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.

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

Towerside Innovation District. 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. Towerside Innovation District provides leadership and support in innovative services and systems including stormwater management, heating, cooling and energy, and a connecting green public realm.

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city of saint paul
planning commission resolution
file number _____
date _____

Resolution to Recommend Adoption of an Amendment to the *Snelling Station Area Plan*,
an Addendum to the Saint Paul Comprehensive Plan

WHEREAS, the *Snelling Station Area Plan* was adopted by the City Council on October 22, 2008; and

WHEREAS, the *Snelling Station Area Plan* outlines priorities and guiding policies for the Green Line station area including urban design, public realm, multimodal circulation and implementation; and

WHEREAS, in 2014 the City of Saint Paul, Metropolitan Council, and RK Midway LLC entered into a Memorandum of Agreement to consider a coordinated redevelopment of the 34.5-acre Snelling-Midway superblock based on the Snelling Station Area Plan; and

WHEREAS, a community process was undertaken in fall 2015 to develop a master plan for the Snelling-Midway Redevelopment Site; and

WHEREAS, the community process resulted in the *Snelling-Midway Master Plan* which refined previous plans for new park space and street network within the Snelling Station Area and was adopted by City Council on August 17, 2016; and

WHEREAS, Minnesota United FC is constructing a 20,000 seat major league soccer stadium at I-94 and Snelling Avenue, as part of a planned and coordinated redevelopment of the entire 34.5 acre Snelling-Midway superblock; and

WHEREAS, the *Snelling Station Area Plan* was updated to reflect the changes in the *Snelling-Midway Master Plan*; and

WHEREAS, the Saint Paul Planning Commission held a public hearing on the Amendment to the *Snelling Station Area Plan* on July 27, 2018; and

moved by _____
seconded by _____
in favor _____
against _____

Planning Commission Resolution

Page 2 of 2

WHEREAS, the Comprehensive and Neighborhood Planning Committee of the Planning Commission reviewed public testimony and recommends the amendment to the *Snelling Station Area Plan*; and

WHEREAS, the Planning Commission is authorized under Minnesota Statutes Section 462.355(2) and Chapter 107 of the Saint Paul Administrative Code to recommend to the Mayor and City Council amendments to the comprehensive plan; and

WHEREAS, the Saint Paul Planning Commission finds the Amendment to the *Snelling Station Area Plan* to be consistent with the Saint Paul Comprehensive Plan;

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission recommends adoption of the amendment to the *Snelling Station Area Plan*, an addendum to the Saint Paul Comprehensive Plan, subject to review and approval by the Metropolitan Council.

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file number _____
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Resolution to Recommend Adoption of an Amendment to the *Westgate Station Area Plan*,
an Addendum to the Saint Paul Comprehensive Plan

WHEREAS, the *Westgate Station Area Plan* was adopted by the City Council on October 22, 2008; and

WHEREAS, the *Westgate Station Area Plan* outlines priorities and guiding policies for the Green Line station area including urban design, public realm, multimodal circulation and implementation; and

WHEREAS, the City of Saint Paul engaged the St. Anthony Park Community Council, Prospect Park Association, Saint Paul Riverfront Corporation, and property owners to develop the *Westgate Public Realm Plan* in early 2017; and

WHEREAS, the *Westgate Public Realm Plan* recommended refined new park and street locations based on the community process; and

WHEREAS, the City of Saint Paul purchased land for a new public park and trail based on recommendations in the *Westgate Public Realm Plan*; and

WHEREAS, the *Westgate Station Area Plan* was updated based on the *Westgate Public Realm Plan*; and

WHEREAS, the Saint Paul Planning Commission held a public hearing on the amendments to the *Westgate Station Area Plan* on July 27, 2018; and

moved by _____
seconded by _____
in favor _____
against _____

WHEREAS, the Comprehensive and Neighborhood Planning Committee of the Planning Commission reviewed public testimony and recommends the amendment to the *Westgate Station Area Plan*; and

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