

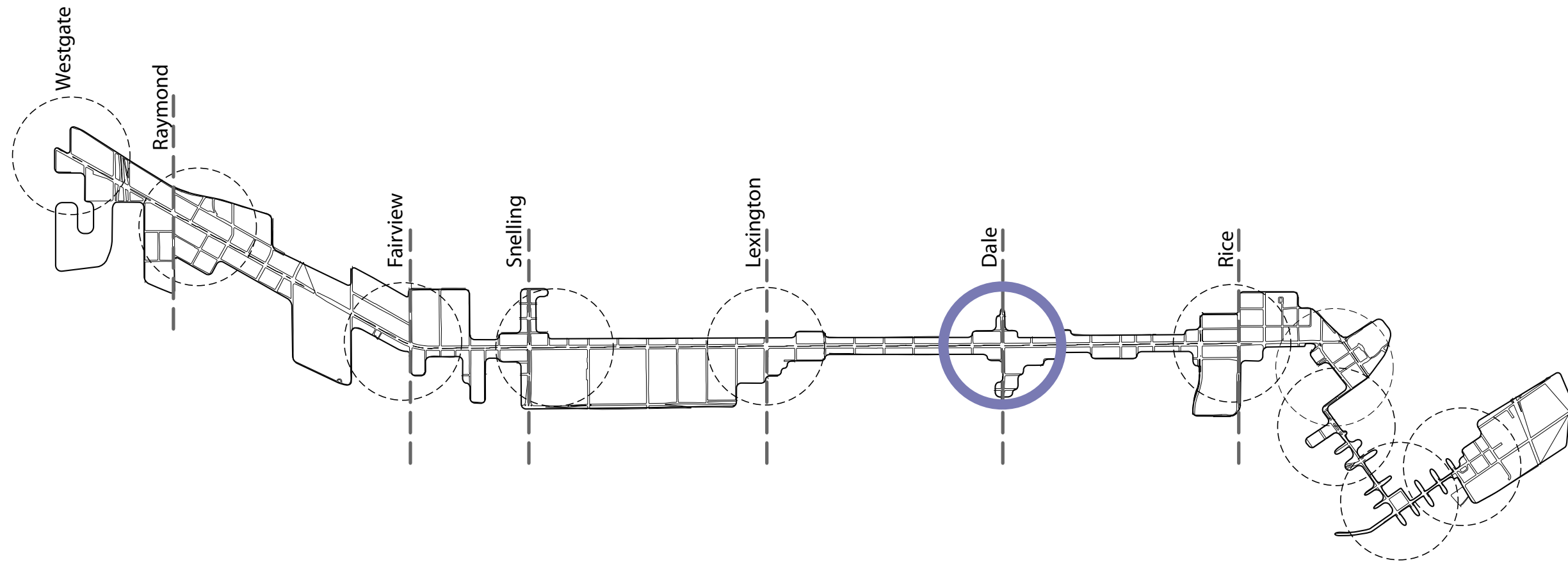
Attachment I  
Dale Street Station Area Plan

# DALE

## STATION AREA PLAN



Adopted October 22, 2008



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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



# The Dale Station Area Today

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

## The History of the Dale Station Area

**The Dale Street station is centered between two neighborhoods with distinct histories: Frogtown (located north of University Avenue) and Summit-University (located to its south).**

Frogtown was settled in the 1860s and 70s by immigrants from Germany, Ireland, Poland and Scandinavia who worked on the nearby railroads. The neighborhood remains largely working class. Over the past 25 years, the area has become home to a large number of Southeast Asian immigrants. Many businesses along this stretch of University Avenue are immigrant-owned and serve a Southeast Asian clientele. The intersection of University and Dale has become known as the center of the Hmong community in the Twin Cities.

The large-scale settlement of Summit-University was made possible by the streetcar lines that ran along University, Rondo and Selby avenues. Summit-University was home to the Rondo neighborhood, which was the heart of Saint









# The Future of the Dale Station Area

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**The Future of the Dale 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 Dale 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 Dale Station Area

## The Dale Station Area is on the cusp of significant change and redevelopment.

Even in advance of investment in LRT, the sum of the area’s recent and planned developments, strong neighborhoods, multi-cultural

### 2.3 Defining the Study Area

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

The Station Area boundary captures the Frogtown, Aurora St. Anthony and Central Village neighborhoods, which surround the future station location, and both the Dale Street and University Avenue corridors. 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 Dale Station Area, whether through gradual infill and/or intensification or comprehensive redevelopment.

## The Future of the Dale Station Area

### 2.4 Looking Ahead – The Dale Station Area in 2030

*Looking Ahead* describes a community-crafted vision for the future of the Dale Station Area (Figure 2.4). This narrative generally outlines the sum of desired characteristics for this community and its future role within the broader Central Corridor.

University Avenue at Dale Street will become the spine that seamlessly connects adjacent neighborhoods to the uses and services its residents rely on daily. This mixed-use corridor will offer a mobility hub, with easy access to employment, residential, educational and cultural activities offered by the larger metropolitan region; and a needed focal point for community life through the creation of a significant new green space offering a range of passive and programmed events. The pedestrian activity, bicycle traffic and active open spaces further





## Public Realm - Creating Places

The following *Key Moves* identify priority investments for improving the public spaces and pedestrian environment in the Dale 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.















### 4.1.1 Built Form

#### New development should fit with its surroundings.

##### North of the Avenue











#### 4.4.1 Built Form

##### The existing fabric should be reinforced.

- Buildings of up to 3 stories will assist in repairing the gaps in the street fabric while providing an appropriate scale and transition to the ab





#### 4.5 Managed Parking Strategies

**Accommodating parking associated with existing businesses and residents and new development will be an important challenge as the Dale Station Area evolves.**

To properly assess and manage Park & Ride and





# Movement - Balancing Modes

**This chapter contains strategies for improving options to move to, from and within the Dale 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 Dale LRT platform and destinations along University Avenue.**

# Movement - Connecting the Corridor

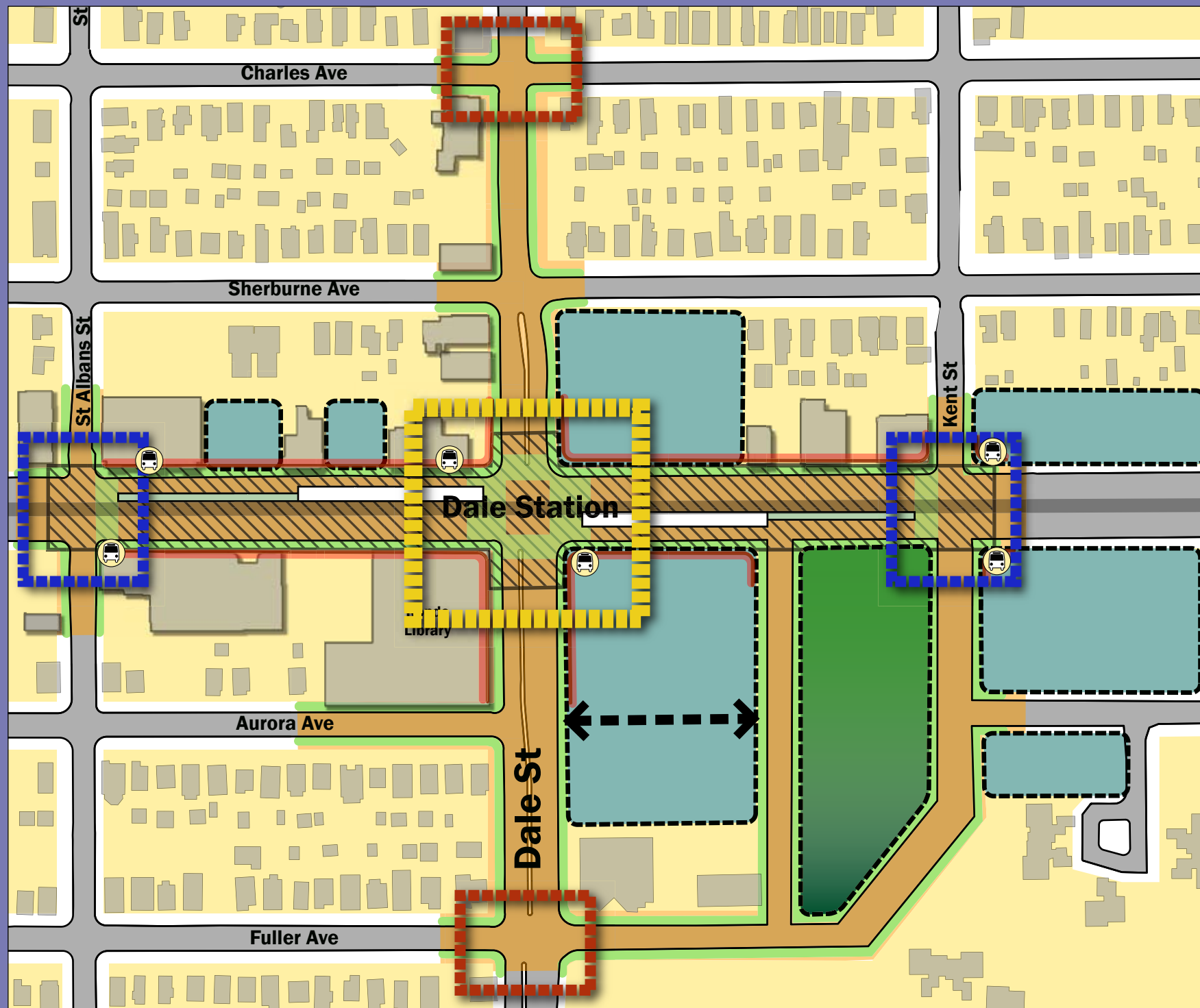
**The intersection of Dale and University is a hub of pedestrian, bicycle, car and transit modes. While today most of this activity is locally-generated, LRT may make it more of a regional draw.**



# Movement - Enhancing Mobility

## 5.2 The Mobility Enhancement Area

The *Mobility Enhancement Area* diagrams (Figure 5.2) illustrate the current and future movement patterns within the Dale Station Area.





## Getting There

**Achieving the long-term objectives set out in this document for the Dale 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 Dale Station Area.**



