



ST. PAUL LOWERTOWN
PEDESTRIAN STUDY II

**rafferty
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mikutowski
roney**

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29 June 1984

Mr. James Bellus
Department of Planning and Economic Development
City of Saint Paul
Saint Paul, Minnesota 55102

Dear Mr. Bellus:

We are pleased to submit this study outlining what promises to be an exciting era in Saint Paul's pedestrian planning. This study is the next step in the planning process and follows the streetscape program currently being implemented in Lowertown.

The Lowertown area is primed and ready for the interconnection of Farmers Market, the Union Depot Place, and Mears Park. The alleys in this area have the potential to accomplish this connection and are thus the major thrust of our discussion.

We would like to thank Steve Thompson and Rick Beeson from your department for their vital roles in this project. Thanks also are due to Weiming Lu of Lowertown Redevelopment Authority, Ron Maddox consultant, and the various owners and developers in and around Lowertown who have participated in the discussions.

It must be restated that we see this report as a very modest simple step, intended to open discussion, toward the improvement of the quality of life in Saint Paul. Its focus is pedestrian activity. Its time is right.

Sincerely,

RAFFERTY RAFFERTY MIKUTOWSKI RONEY AND ASSOCIATES, INC.


Craig E. Rafferty, AIA

CER:kt

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Preface

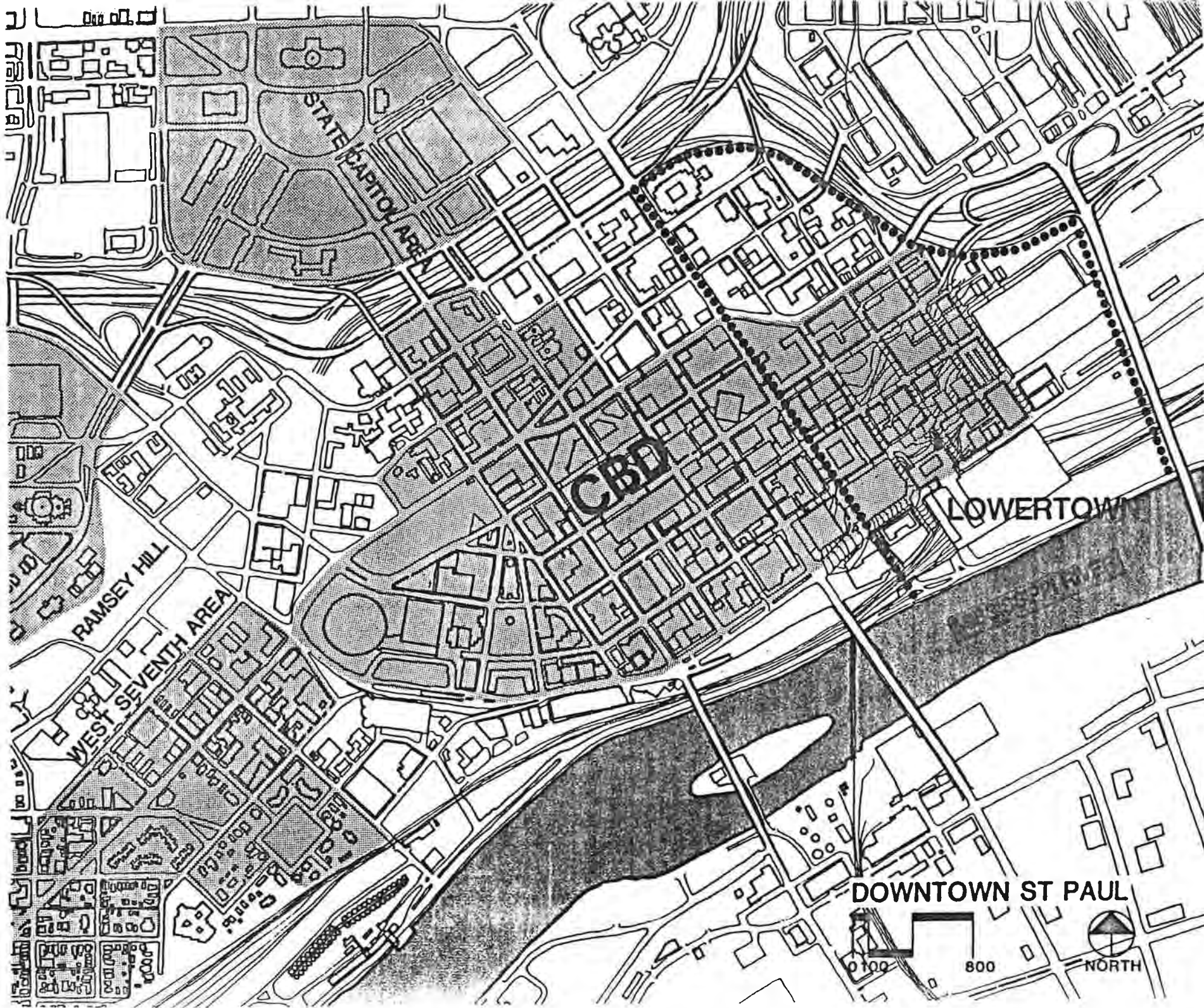
The purpose of this pedestrian study is to investigate the opportunities within St. Paul's Lowertown to develop a cohesive pedestrian district. Further, this study will address the role the existing alleys can play in establishing a district where the major activity centers are linked by strong pedestrian connections. The later segments of the report focus on the broad spectrum of planning and physical design opportunities present in the study area. The Demonstration Plan is meant to portray how one approach could be developed and is meant to be the basis for further discussion and idea generation by all interest groups. A more detailed study will be warranted, once the full range of issues can be identified by the interest groups. This study would provide a definite direction, more detailed design studies and, most importantly, an implementation strategy.

EXISTING CONDITIONS

Downtown St. Paul, as the map at the right illustrates, is strongly bounded to the south by the Mississippi River, to the west by Ramsey Hill and the West Seventh Area, to the north by I-94 and the State Capitol, and to the east by an industrial area and the Lafayette Bridge. The Downtown presents an impressive urban image from the high ground across the river, and the major vehicular access corridors.

Lowertown, a distinctive district within Downtown, is where St. Paul originally began its development. Currently, Lowertown is again going through a period of economic activity and development. This study looks at Lowertown, and is intended to open for discussion the role of pedestrian circulation within Lowertown. There is an underlying conceptual premise to make the Lowertown area become St. Paul's pedestrian oriented district. It is hoped that this will be a next step toward making Downtown St. Paul the diverse and vital place it should be.

The content of the study examines the existing conditions and influences in the area. An inventory of other cities that have pedestrian oriented districts also is provided to illustrate how this has been done elsewhere. The core of the study, Schematic Plans, contains a range of alternative approaches and related detailed development. These are presented not as a final resolution, but as a basis for discussion and a demonstration of the opportunities available.



Historic Sites and Attractions

Downtown St. Paul and its immediate surrounding area currently have a wide variety of public attractions. These represent an important drawing power for the city.

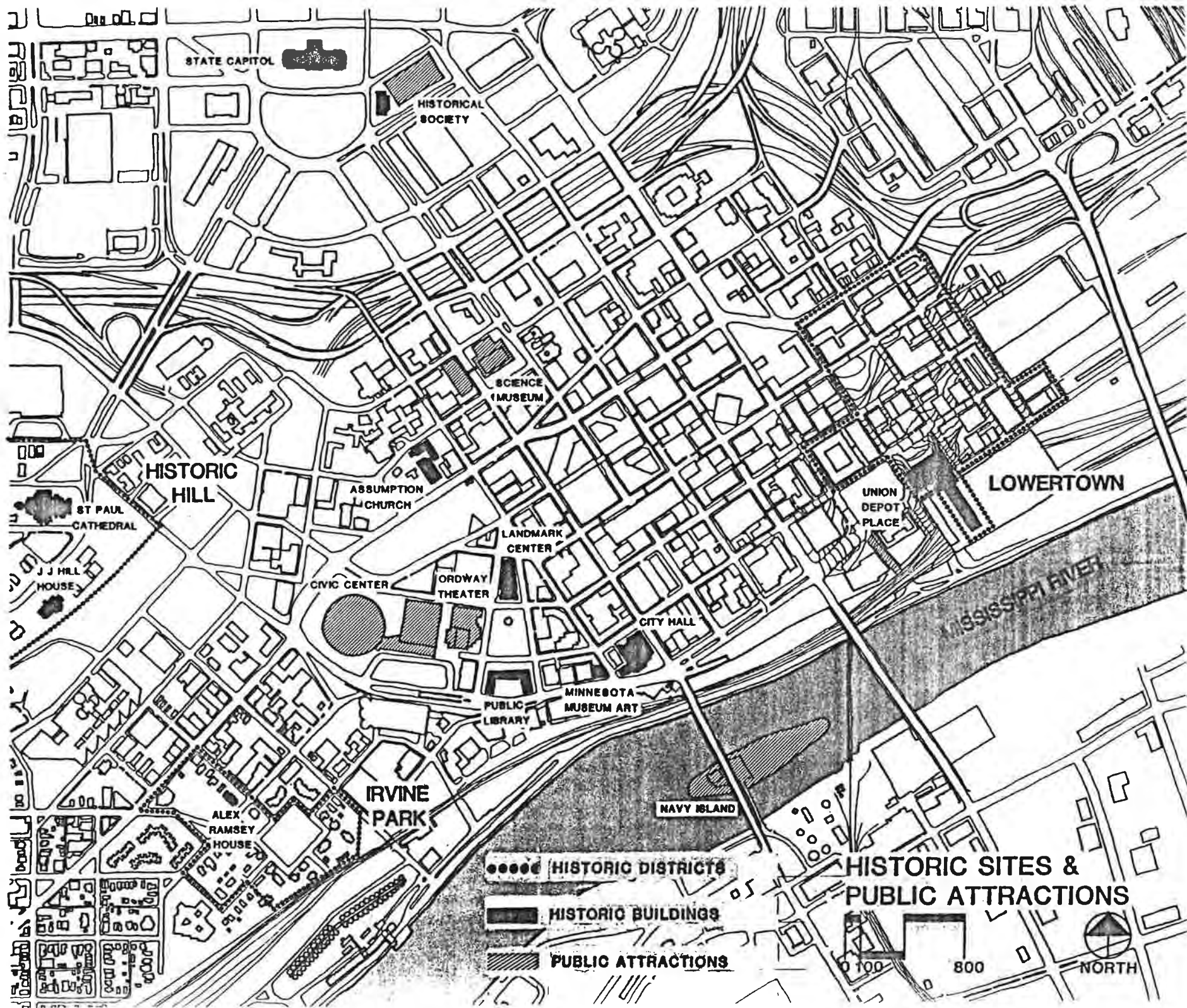
The Downtown serves as a regional shopping center, with department stores, shops and services. There are entertainment opportunities that include a variety of theaters, the Civic Center complex, and also art, science and history museums. The Mississippi River, the Capitol Mall, and city parks provide a broad spectrum of outdoor space.

Downtown St. Paul has a great deal of historical interest. The history of St. Paul and the early development of Minnesota have their roots here. There are some 16 buildings designated as historic structures, while over 40 more are eligible for historic designation, and still another 30 that are of major significance. As a result, Downtown St. Paul should be considered a significant historical center, which in itself would be an important public attraction.

With these things in mind, one could speculate that St. Paul could become a two or three day stay for visitors. Only by truly developing these attractions with an educational focus.

What if the Science Museum could continue its success and possibly expand? What if the Minnesota History Center could complete its significant expansion? What if there were a museum on Navy Island dedicated to the Mississippi River? What if Lowertown were to become a living urban museum of the past?

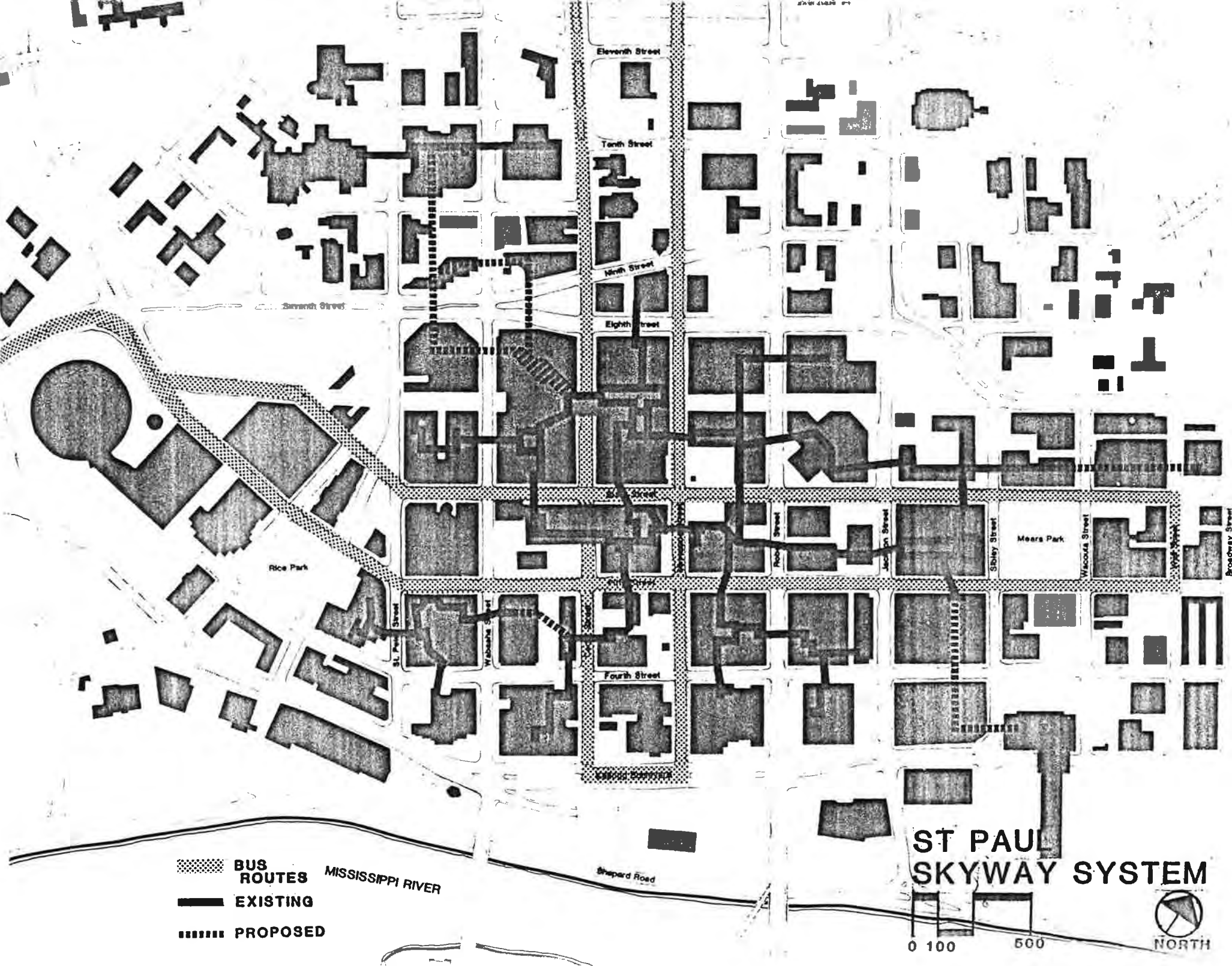
These possibilities have the potential to combine with, and enhance, existing and future developments within the city. Obviously, Lowertown has the physical qualities and historical meaning to play an important role in this potential direction.



The skyways have become the most important element of the pedestrian circulation system in Downtown St. Paul. The growth of the system has been rapid and has now reached Lowertown, and could extend well into the area relatively quickly.

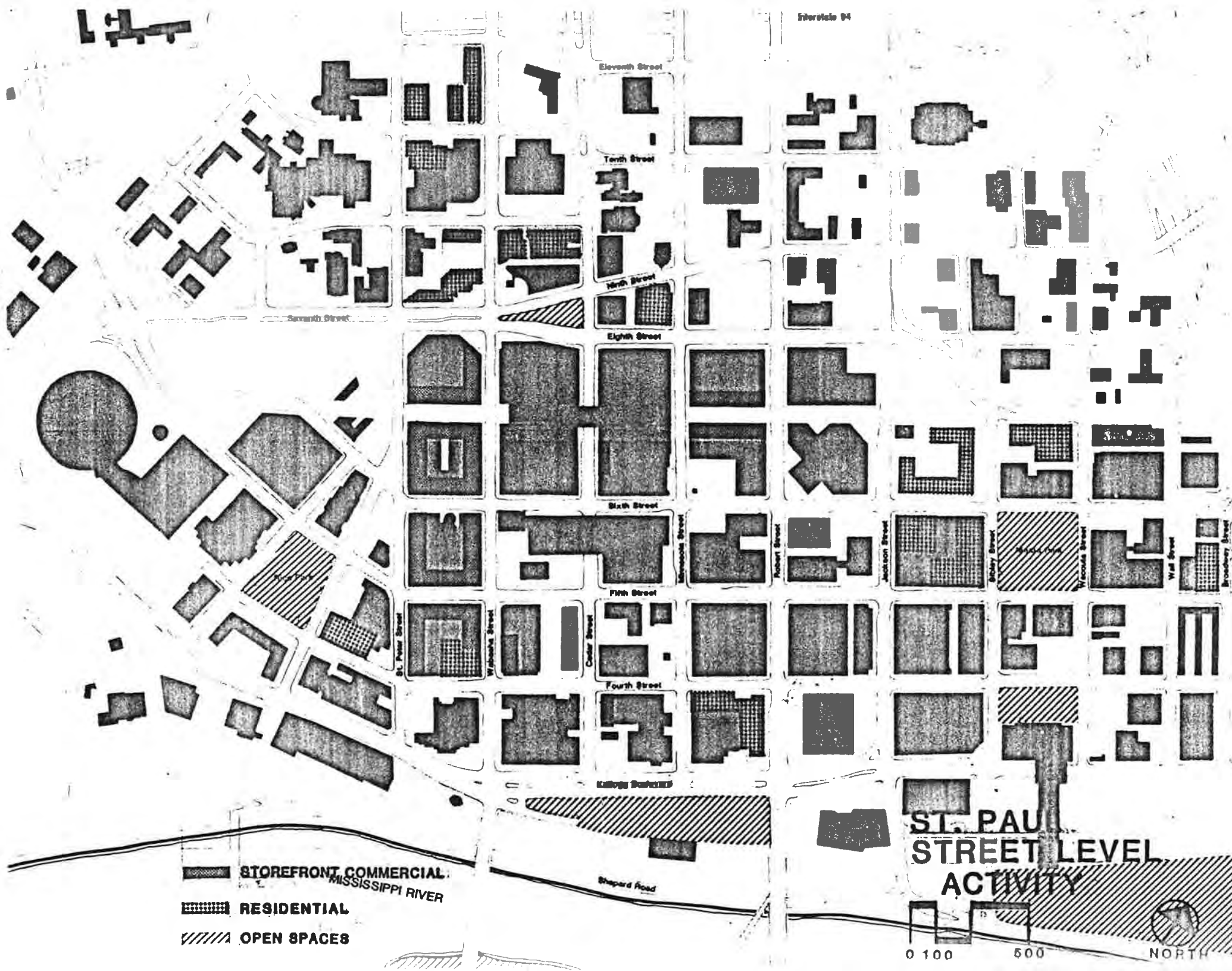
While the skyways have been very successful in many respects, there are certain problems and dangers that are associated with them. Much of the traditional street activity has disappeared and relocated onto skyways buried at the second level, in the middle of blocks. The activities remaining along the streets and sidewalks are, in some cases, seriously diluted, giving the street spaces a less vibrant and dynamic quality.

While the skyways will certainly extend further into Lowertown, it is important that skyway development in Lowertown not destroy outdoor street activity. Lowertown is the one place in Downtown St. Paul, with the continuation of art fairs, and market activity among other things, that has the potential for being a real pedestrian oriented district. Hopefully, there are ways the skyway system could reinforce, rather than destroy outdoor pedestrian activity.



The following map indicates that within Downtown St. Paul, there is a scattering of residential activity, and only one area with any real sidewalk retail activity. The map also shows a pattern of housing developing in Lowertown.

The combination of the housing trend, current open spaces, and continued development of retail activity provides the potential for Lowertown to become a legitimate mixed use district.



The areas outlined on the following map represent blocks of development activity. Specifically the projects include:

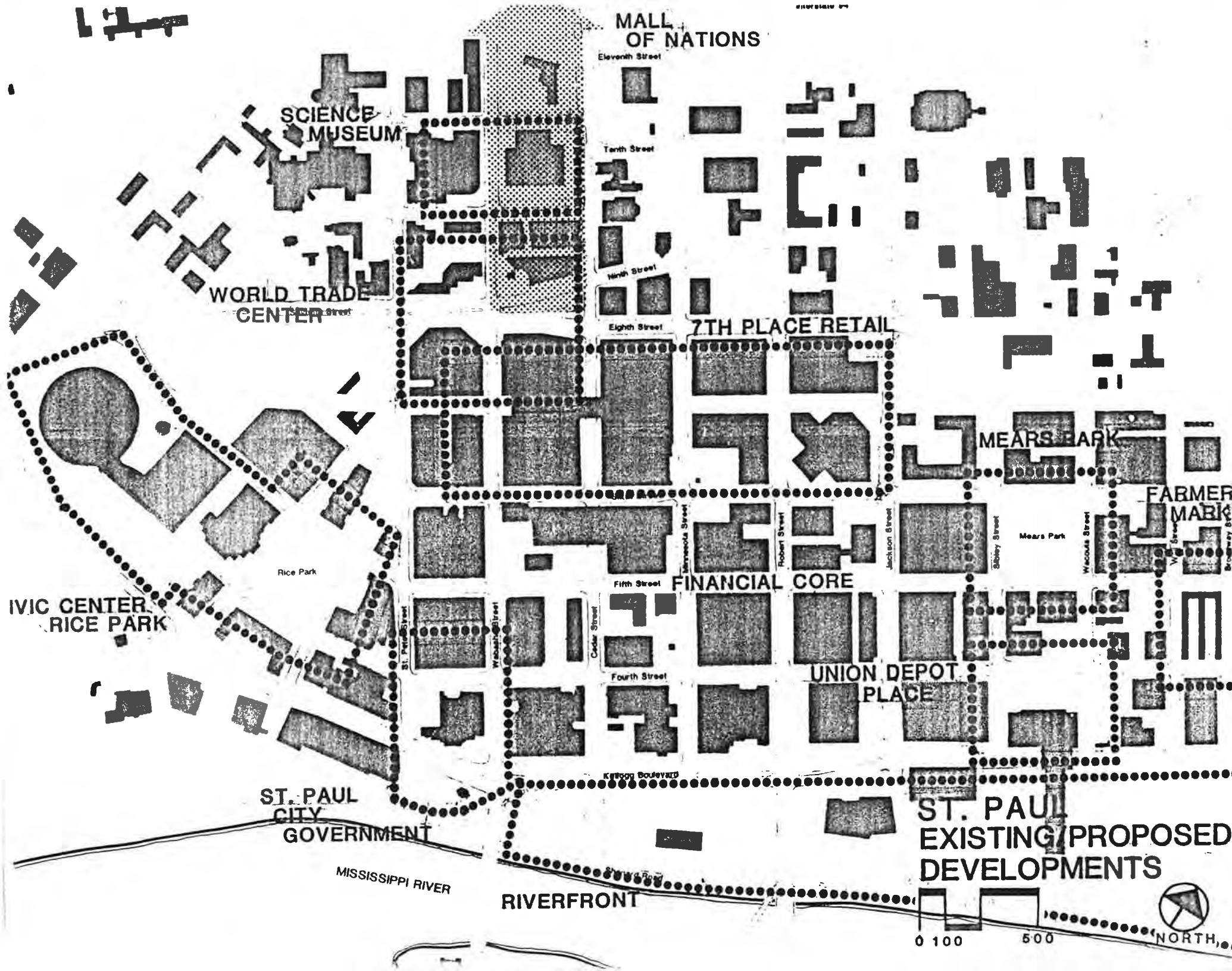
- World Trade Center
 - Office Tower and Retail Complex
 - Hotel & Condominiums
 - Trade Mart
 - Mall of Nations
- Rice Park/Civic Center
 - Ordway Theater
 - Landmark Center
 - St. Paul Hotel
 - Amhoist Tower
 - St. Paul Companies Expansion
- 7th Place Retail
 - Town Square
 - Minnesota Mutual
 - Bremer Building
- Science Museum
 - Omni Theater
 - Office & Residential Buildings
- St. Paul City Government
 - City Annex
 - County Jail
- Mears Park
 - Park Square Court
 - Galtier Plaza Mixed Use Center
 - Renovation & Reuse of Old Warehouses

- Union Depot Place
 - Retail Center
 - Outdoor Plaza
 - Potential Infill Buildings

- Farmers Market
 - Market House
 - Outdoor Market

It is quite obvious from this map and partial list of projects, that a significant amount of development is occurring within the immediate area of Downtown St. Paul. Beyond the quantity, there is also a wide variety of uses represented. The amount and scope of development will provide potential for creating an exciting, mixed use Downtown.

However, it is still very important to pay attention to how these developments interrelate, how they are linked together, and how they can be mutually reinforcing. The success of current and future development activity in Downtown St. Paul should be measured by the clarity of their interrelationship rather than their competition between one another.



MALL OF NATIONS

SCIENCE MUSEUM

WORLD TRADE CENTER

7TH PLACE RETAIL

MEARS PARK

FARMER MARKET

FINANCIAL CORE

UNION DEPOT PLACE

ST. PAUL CITY GOVERNMENT

ST. PAUL EXISTING/PROPOSED DEVELOPMENTS

RIVERFRONT

MISSISSIPPI RIVER

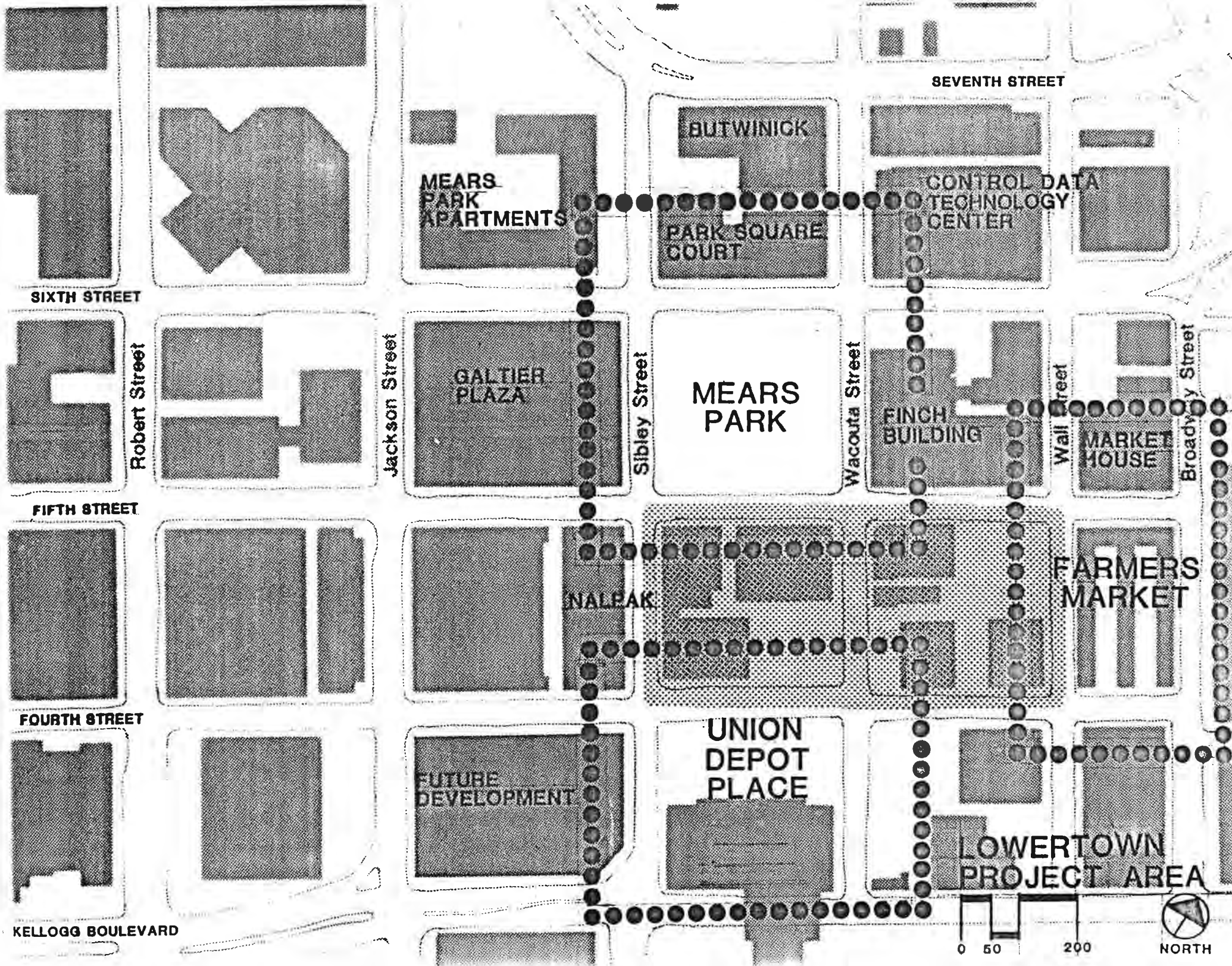
0 100 500



Lowertown Project Area

The linkage of the three activity centers in Lowertown; Mears Park, Union Depot Place, and Farmers Market is the primary target for pedestrian movement. These places are emerging as generators of pedestrian activity, that could be mutually reinforced by the development of connections between them. The connections mean that each center would be part of a larger place, rather than isolated elements. This would provide a focus for Lowertown, and would be an important step towards making Lowertown a place for people.

The study area, is primarily the two block area bounded by Sibley, Wall, Fourth and Fifth Streets. While there are a variety of ways to provide linkage between the activity centers, the study pays attention to the alleys within the site as paths for pedestrian movement. However, the schematic analysis examines other alternatives.



SEVENTH STREET

BUTWINICK

MEARS
PARK
APARTMENTS

PARK SQUARE
COURT

CONTROL DATA
TECHNOLOGY
CENTER

SIXTH STREET

Robert Street

Jackson Street

GALTIER
PLAZA

Sibley Street

MEARS
PARK

Wacouta Street

FINCH
BUILDING

Wall Street

MARKET
HOUSE

Broadway Street

FIFTH STREET

NALEAK

FARMERS
MARKET

FOURTH STREET

UNION
DEPOT
PLACE

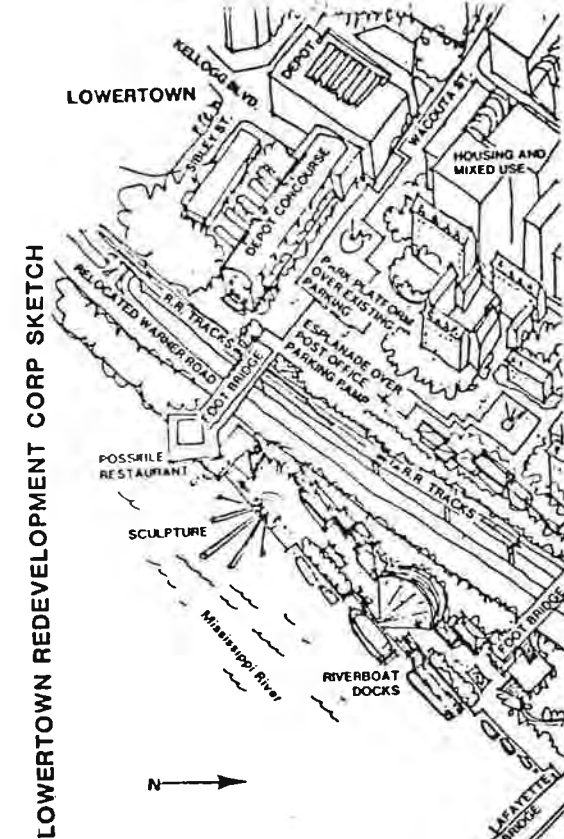
FUTURE
DEVELOPMENT

LOWERTOWN
PROJECT AREA

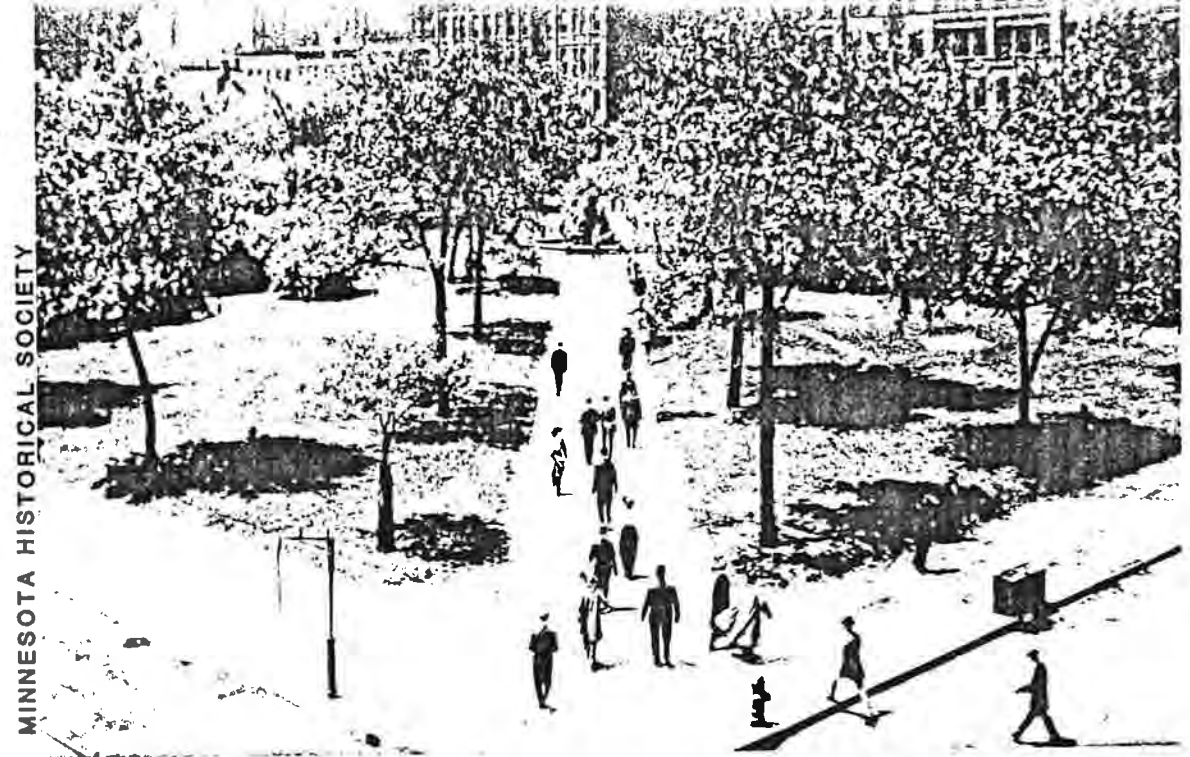
KELLOGG BOULEVARD

0 50 200

NORTH



POSSIBLE FUTURE
DEVELOPMENT ALONG
RIVERFRONT AT LOWERTOWN



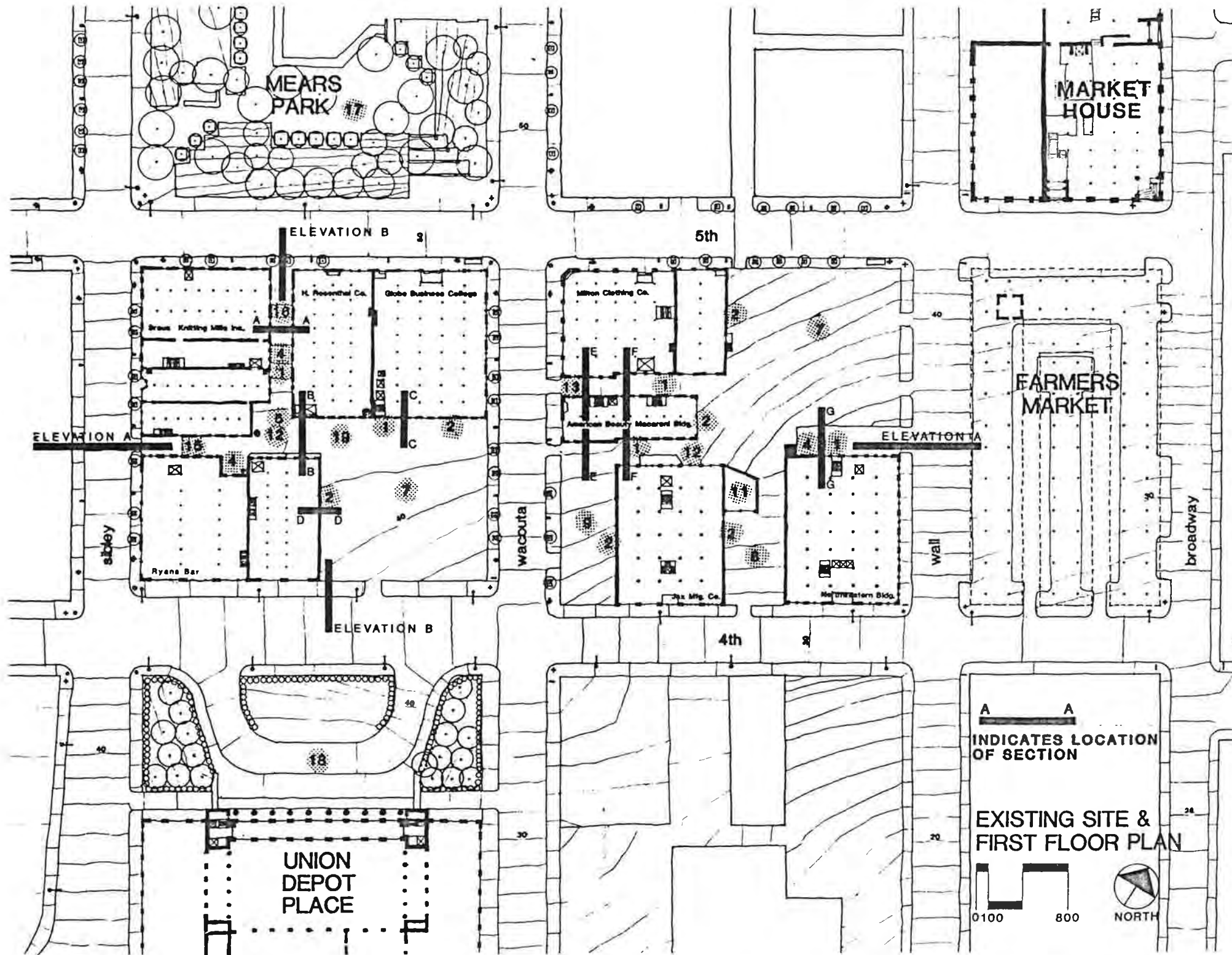
VIEWS OF MEARS PARK (THEN SMITH PARK)
AT THE TURN OF THE CENTURY



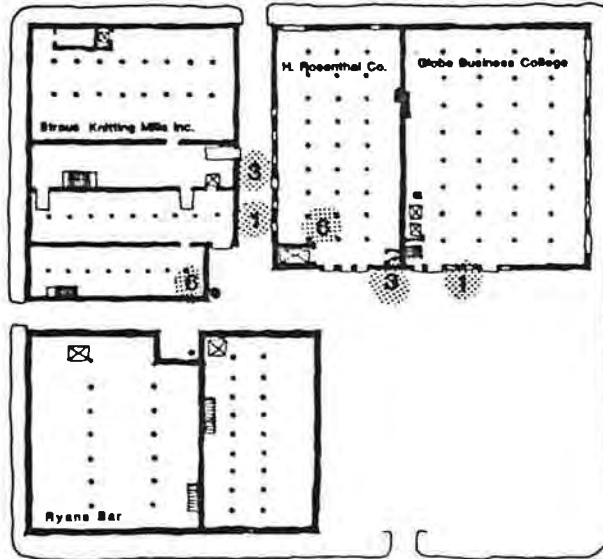
Lowertown Ground Level Plan

The following notations listed below pertain to the project site. They are referenced on the drawings that follow; the plans, elevations and sections that illustrate the existing conditions on the site. Also provided are photographs of the site and drawings of recent street furniture improvements.

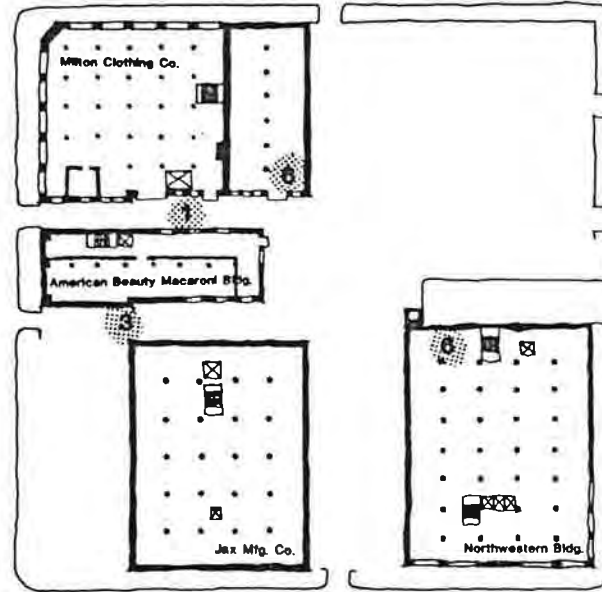
1. Alley side of buildings are plain, informal masonry walls, as opposed to the more formal decorative street side. These plain walls lend themselves to alterations more readily.
2. Existing masonry illustrates the building's history. Openings that have been changed, ghosting of previous structure, old signage, etc. create an interesting visual collage.
3. This masonry wall has a heavy limestone base.
4. Existing open fire escapes that hang out over alley, are visually interesting.
5. Existing mechanical ductwork, stacks, piping, etc. are potentially hazardous if alleys are developed as public ways.
6. Existing mechanical equipment spaces along alley could hinder development of this building's alley side.
7. Existing parking lot, with large unsightly billboards, is a potential building site.
8. Empty lot, not used for parking, probably too narrow for new building wall, but could have potential as a service lane.
9. Empty lot, now used for parking, probably too narrow for new building infill, but could have potential as open space with its good southern exposure.
10. Alley surfaces would require attention to be appropriate places for pedestrian movement. Many of the alleys have existing stone pavers that could be reused.
11. Existing one story garage is unsightly.
12. Spaces created in alleys by building's backsides are intimate and interesting.
13. Very narrow alley space - dark but spatially interesting.
14. Change of grade in alley makes an interesting spatial experience.
15. Building spanning over alley makes an interesting gateway.
16. Pleasant view of Mears Park is framed by buildings on either side of alley.
17. Mears Park has a great deal of paved surface, it needs more of a feeling of grass and trees.
18. Development around Depot should reinforce the open space in front of and provide a backdrop setting for the Depot's colonnaded facade.
19. Basic questions about updating the buildings in the area to satisfy building codes need to be addressed. Most of the buildings would require attention.



sibley



wacouta

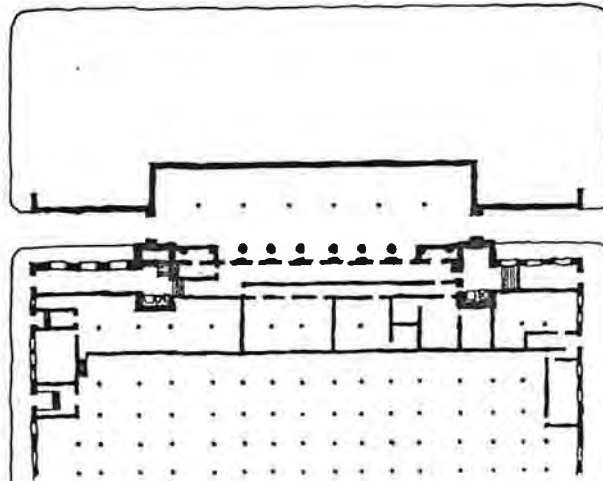


wall

broadway

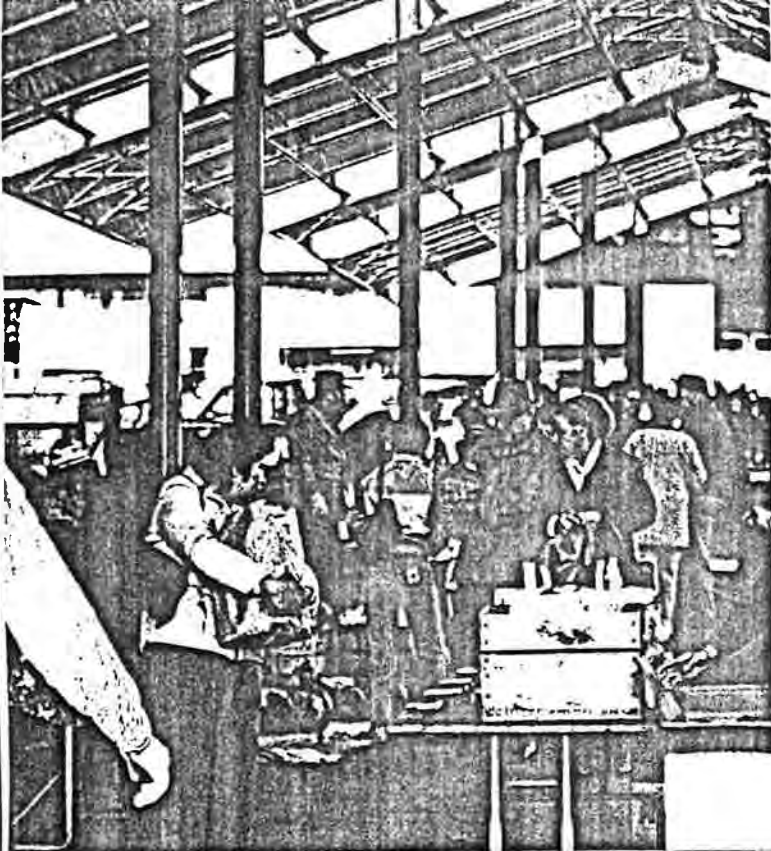
5th

4th



EXISTING
BASEMENT PLAN



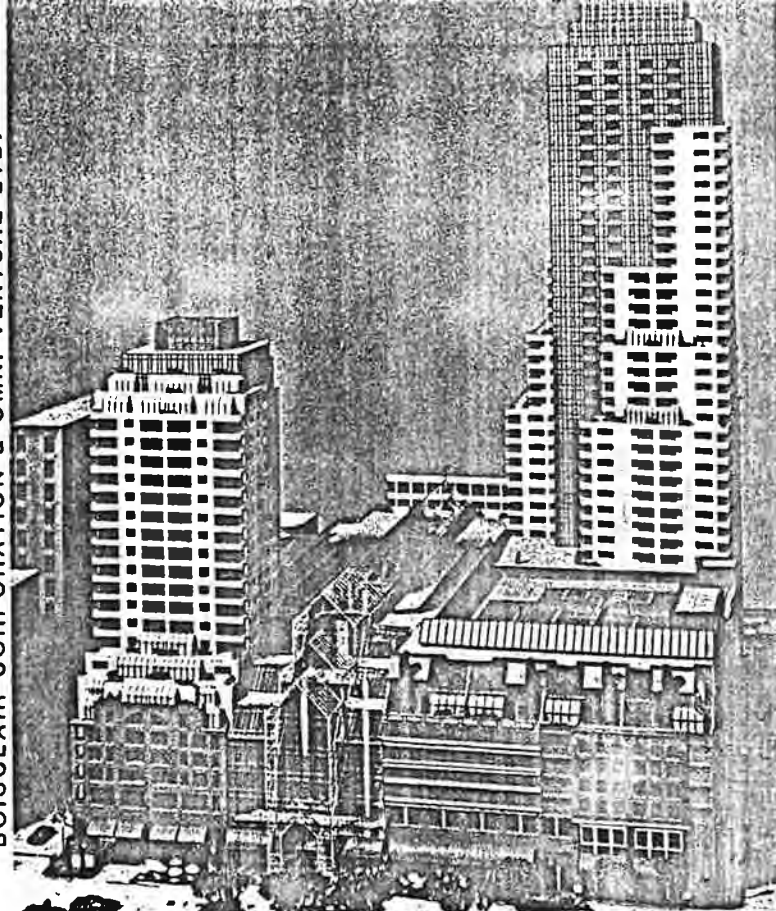


FARMERS MARKET

MARKET HOUSE

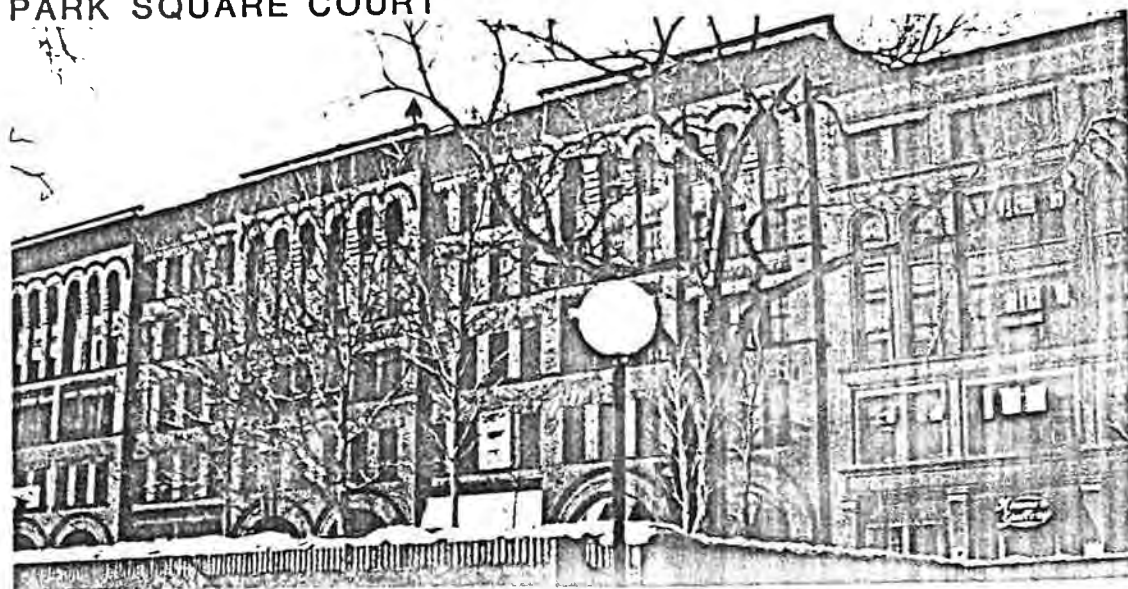


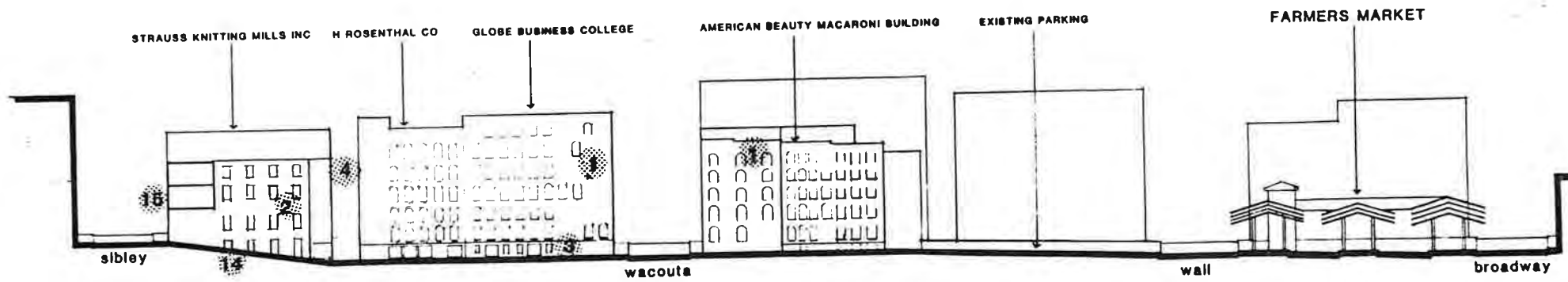
BOISCLAIR CORPORATION & OMNI VENTURE LTD.



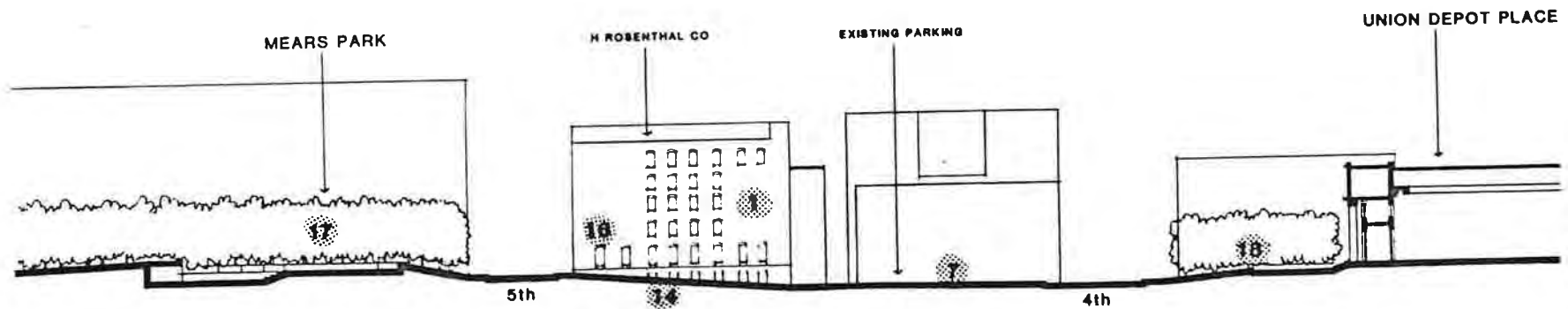
GALTIER PLAZA

PARK SQUARE COURT

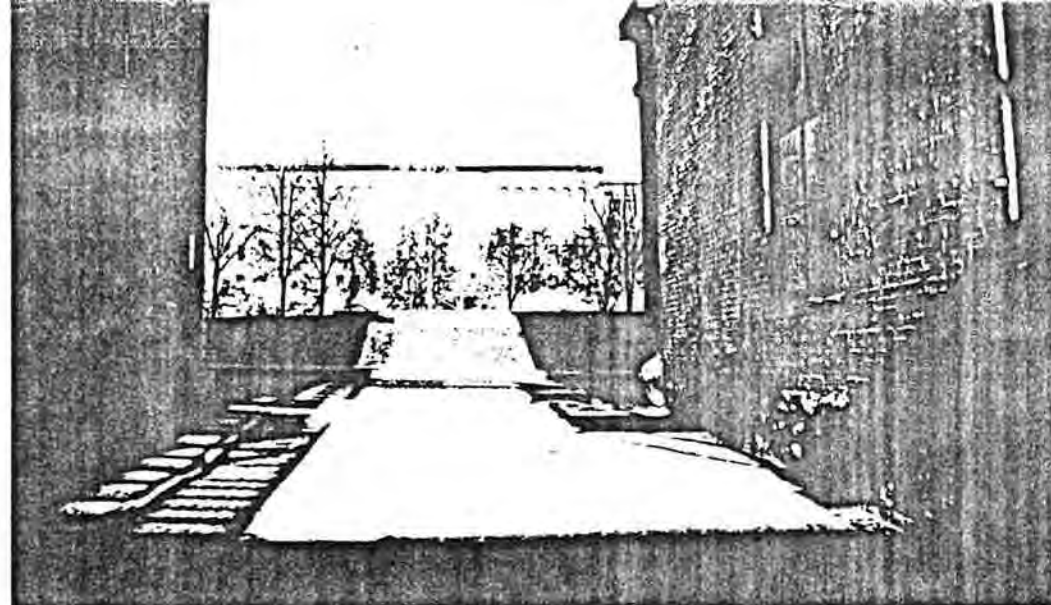
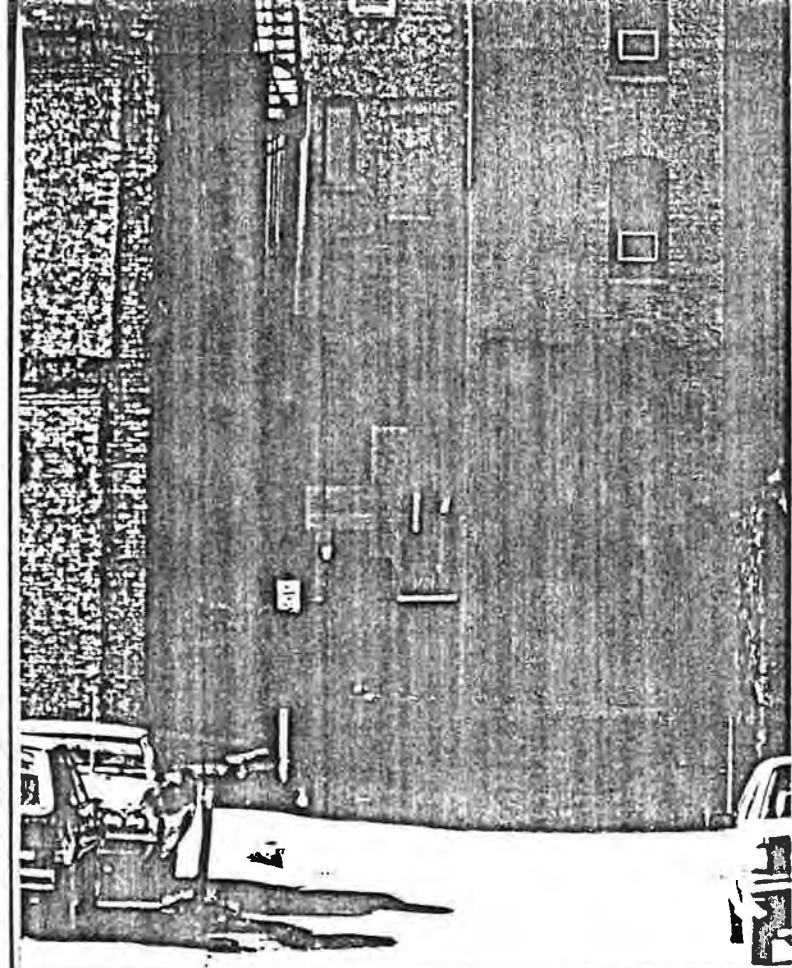




SITE SECTION/ELEVATION A

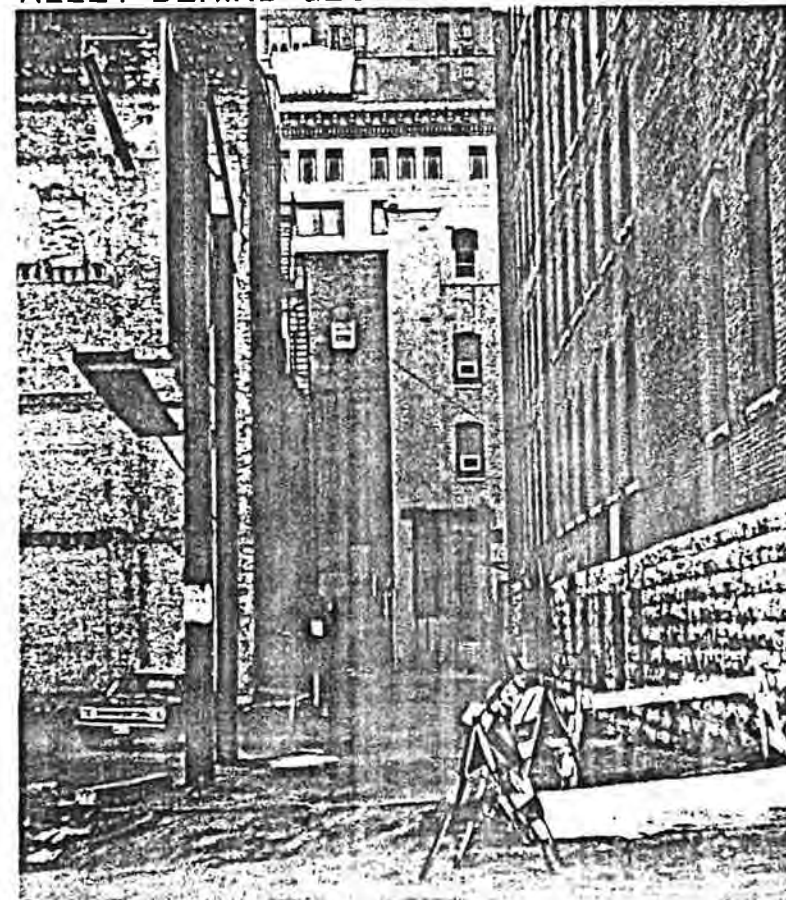


SITE SECTION/ELEVATION B



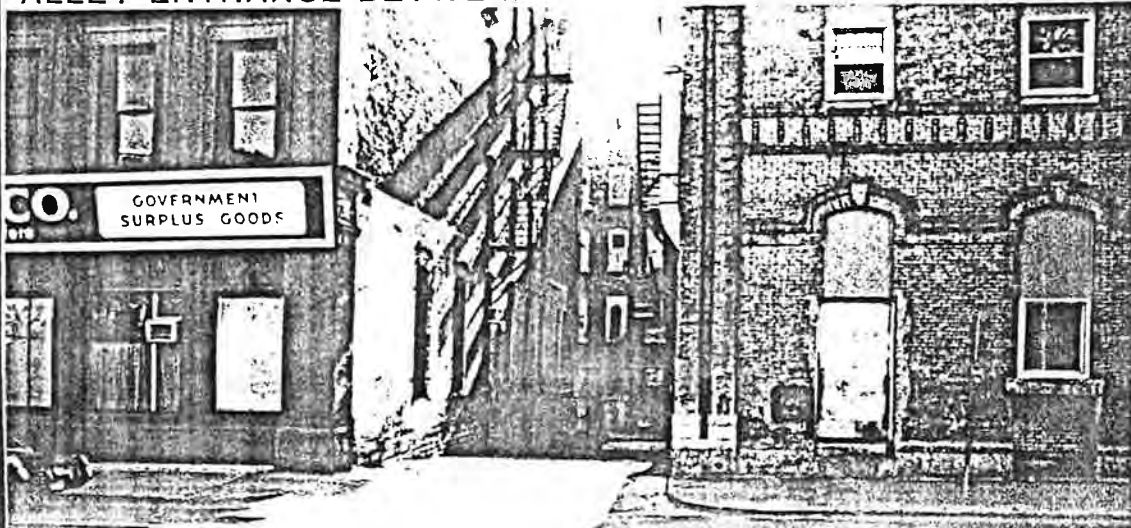
VIEW OF MEARS PARK

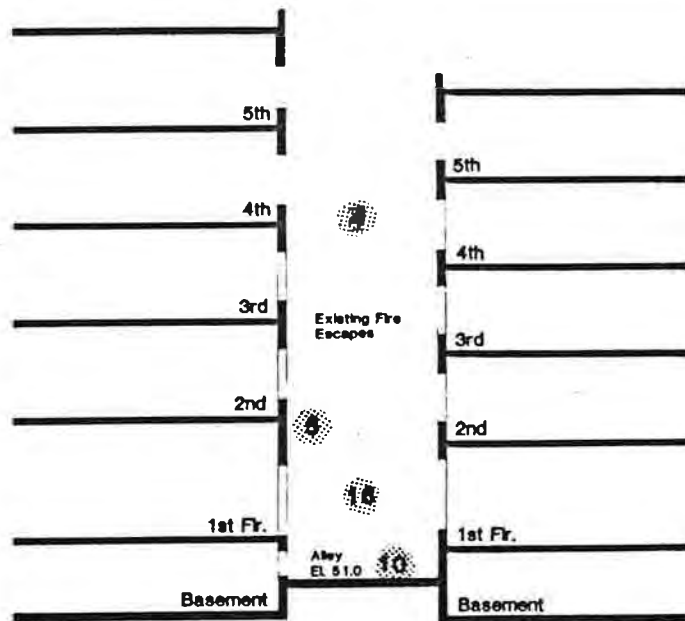
ALLEY BEHIND GLOBE & ROSENTHAL



SPACE BEHIND RYANS BAR, STRAUSS

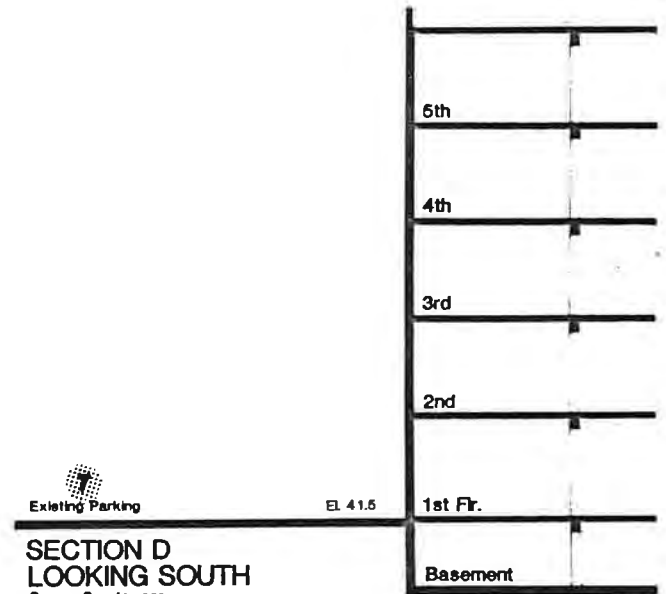
ALLEY ENTRANCE BETWEEN ROSENTHAL & STRAUSS





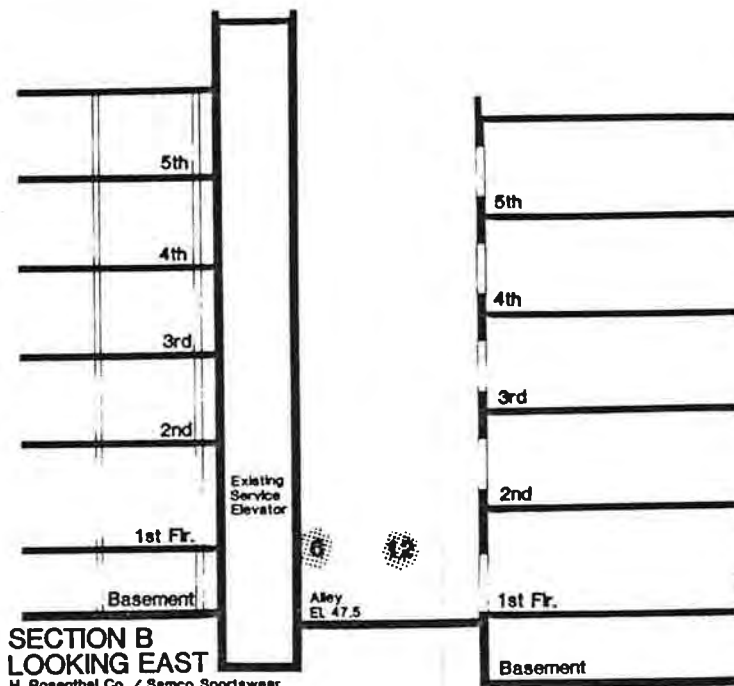
SECTION A LOOKING NORTH

Strauss Knitting Mills Inc. / H. Rosenthal Co.



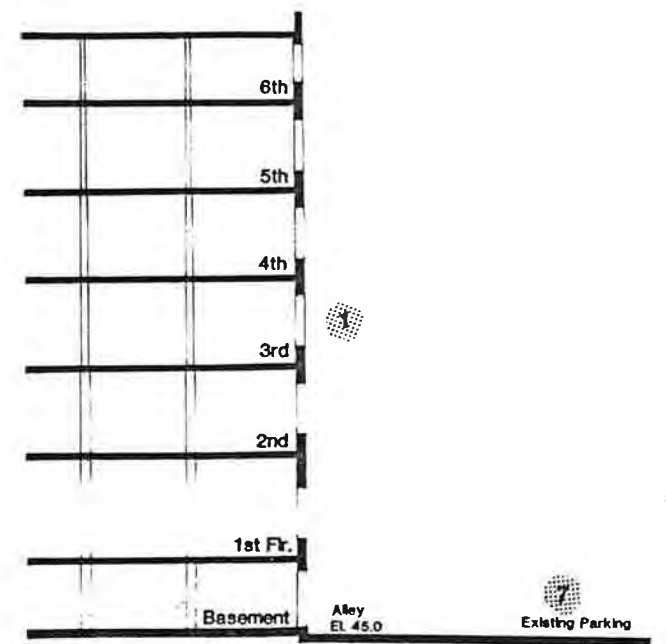
SECTION D LOOKING SOUTH

Samco Sportswear



SECTION B LOOKING EAST

H. Rosenthal Co. / Samco Sportswear

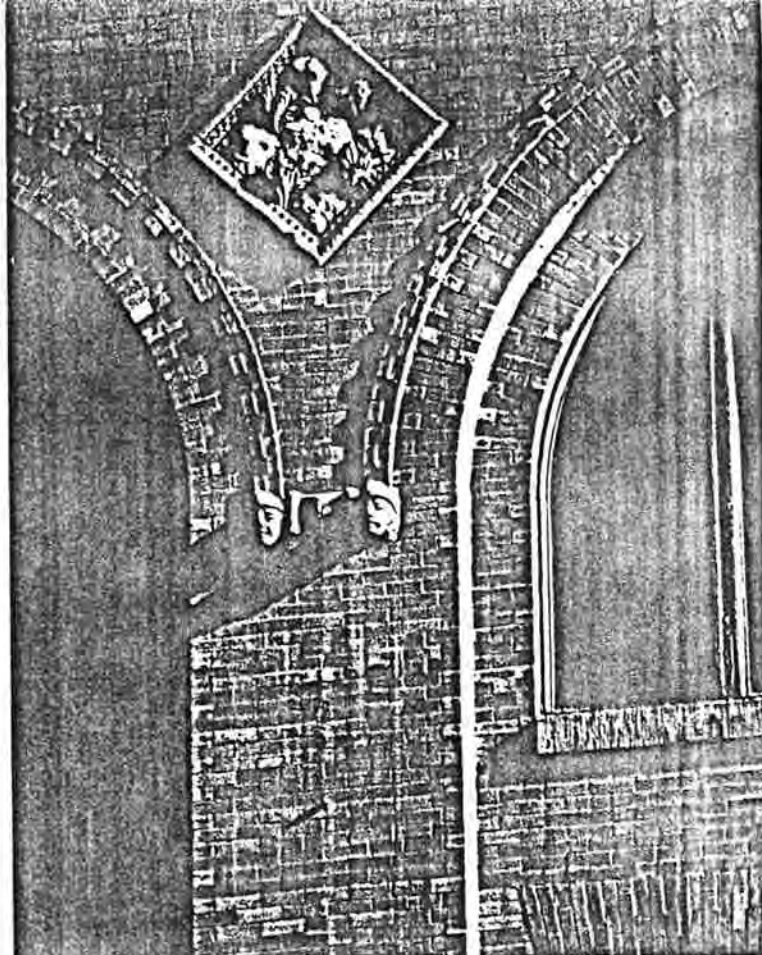
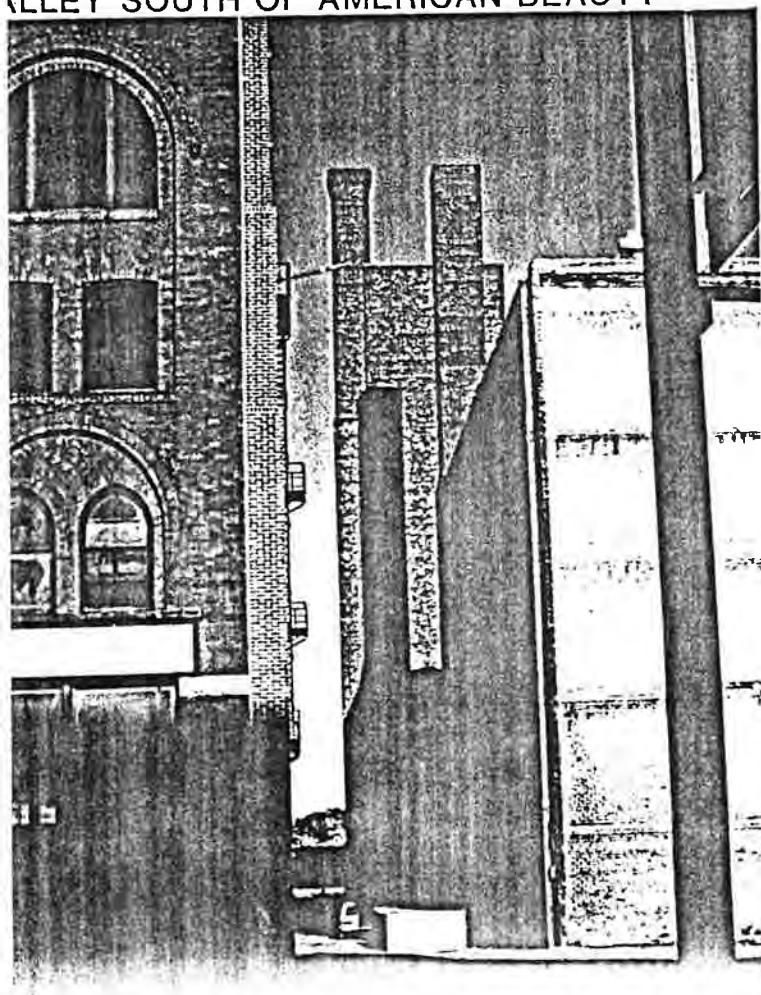


SECTION C LOOKING EAST

Globe Business College

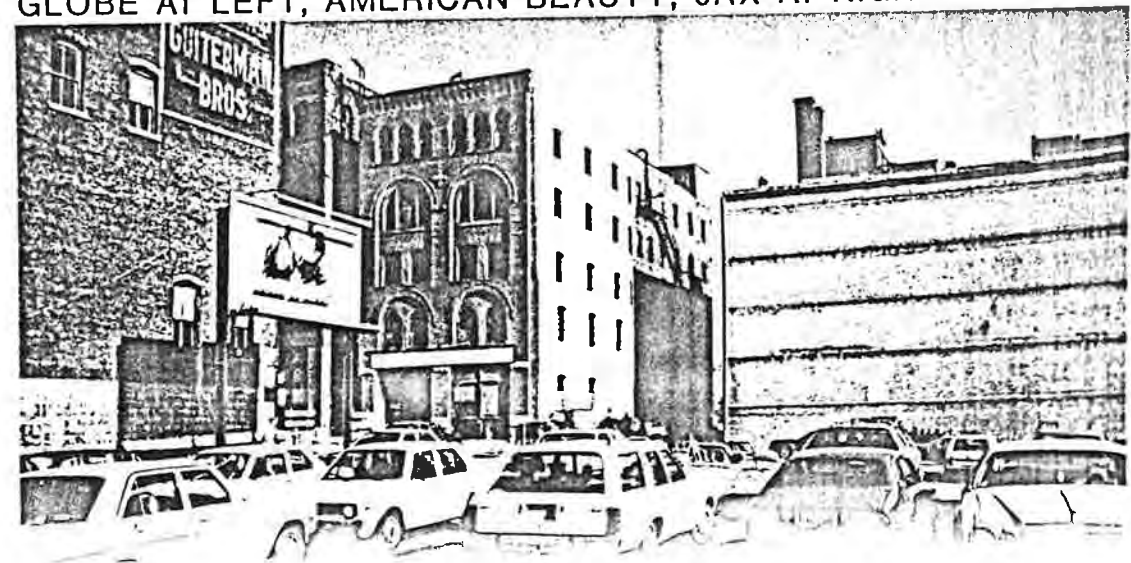


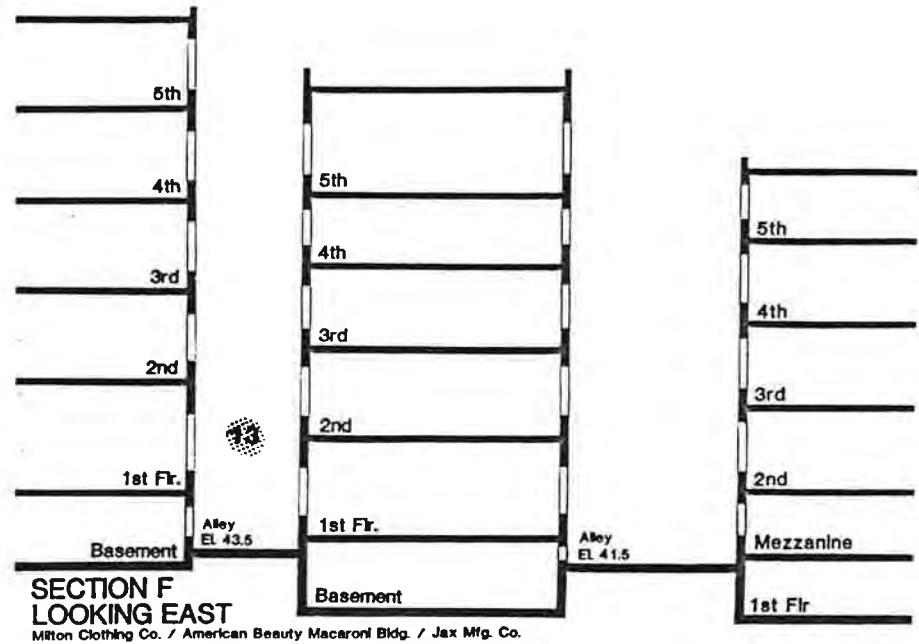
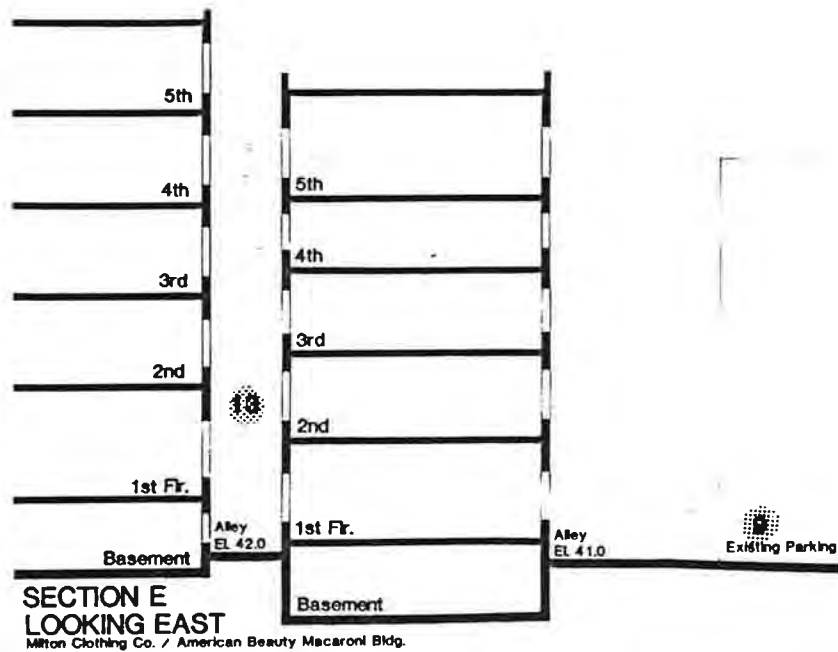
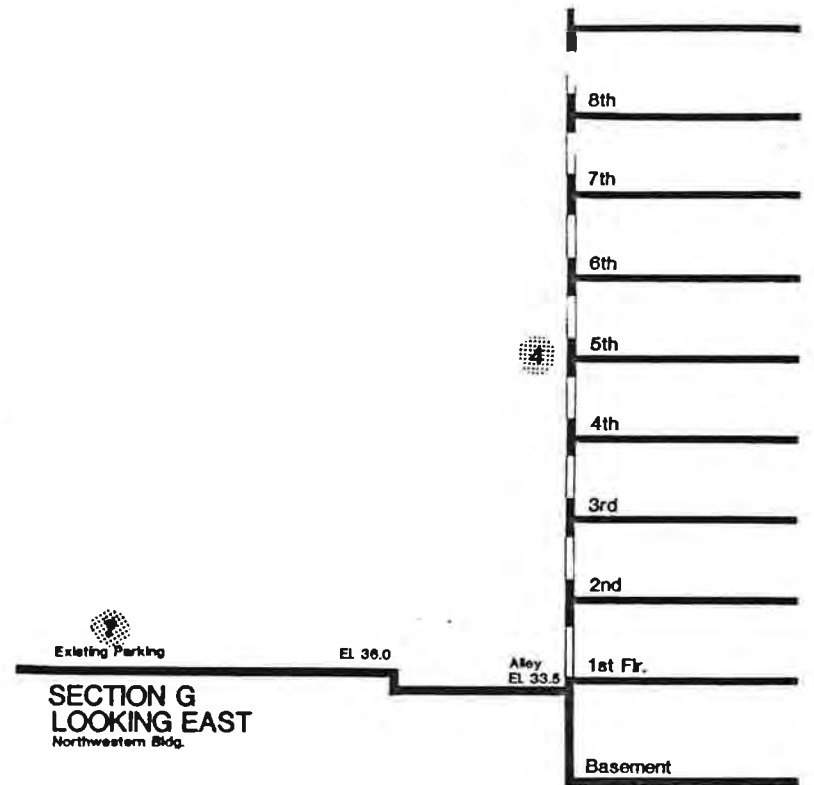
PARKING LOT SOUTH OF GLOBE
ALLEY SOUTH OF AMERICAN BEAUTY

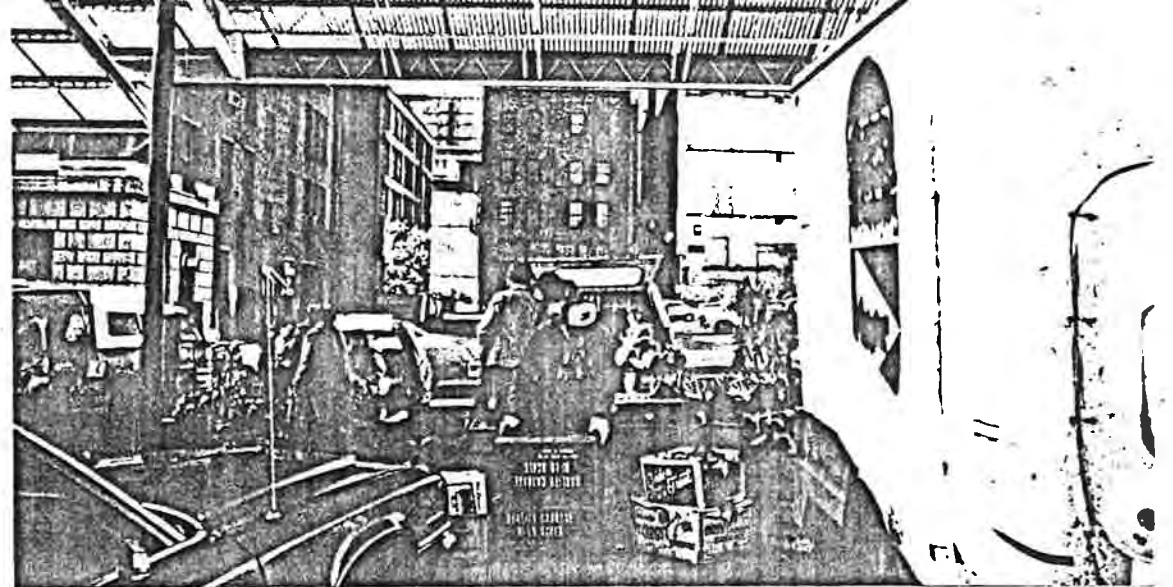
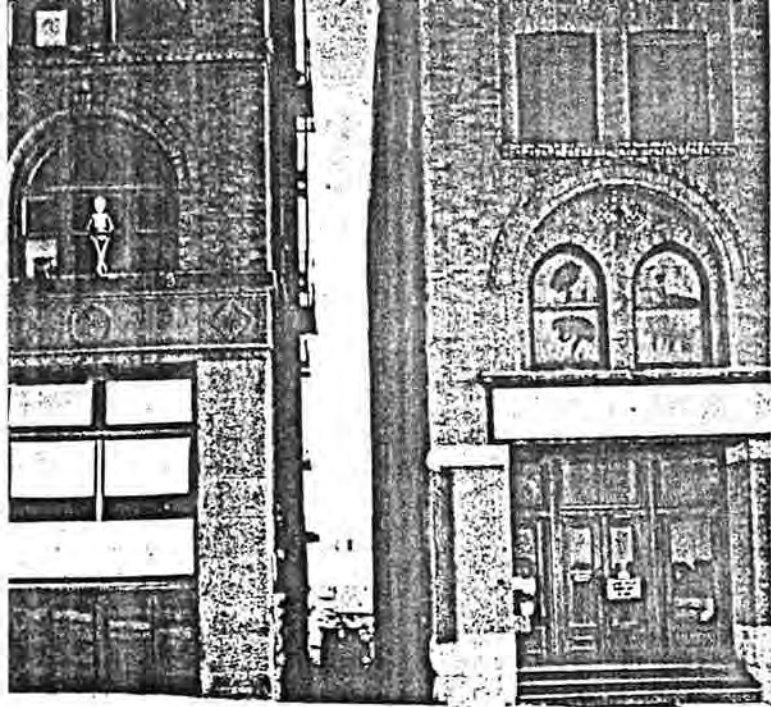


DETAIL ON AMERICAN BEAUTY

GLOBE AT LEFT, AMERICAN BEAUTY, JAX AT RIGHT



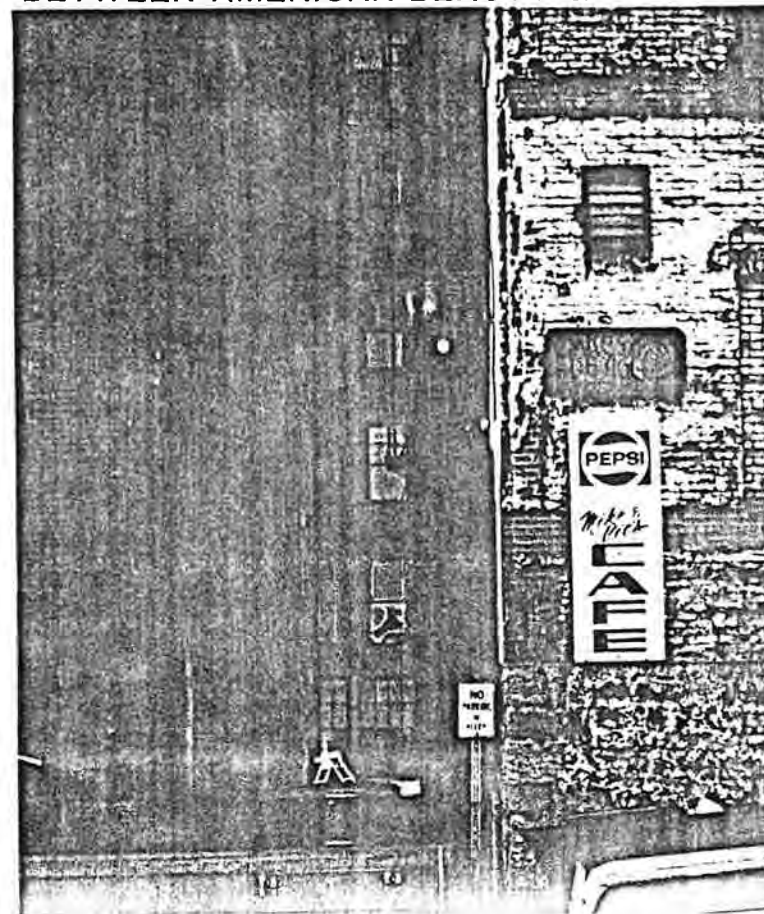
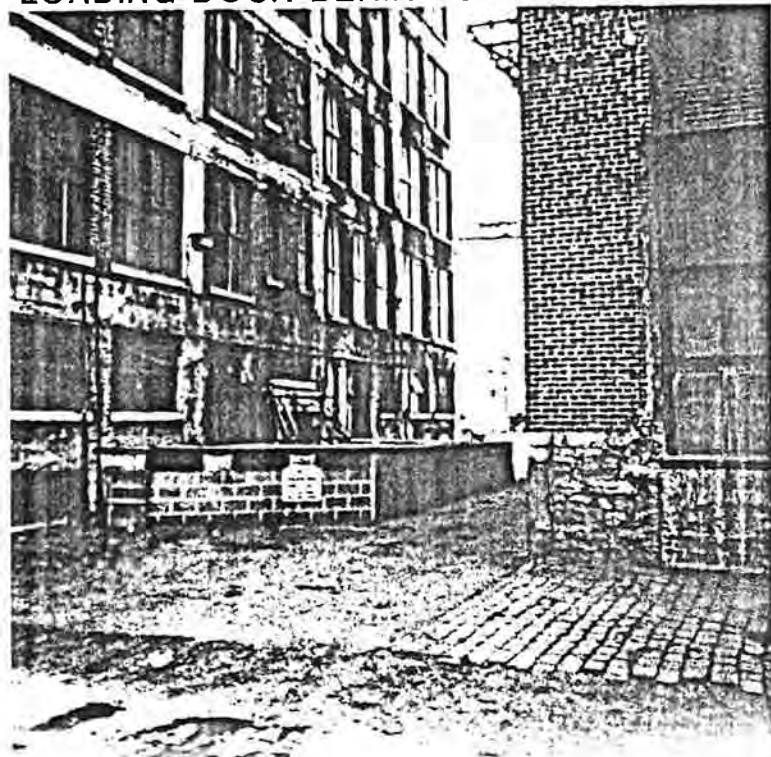


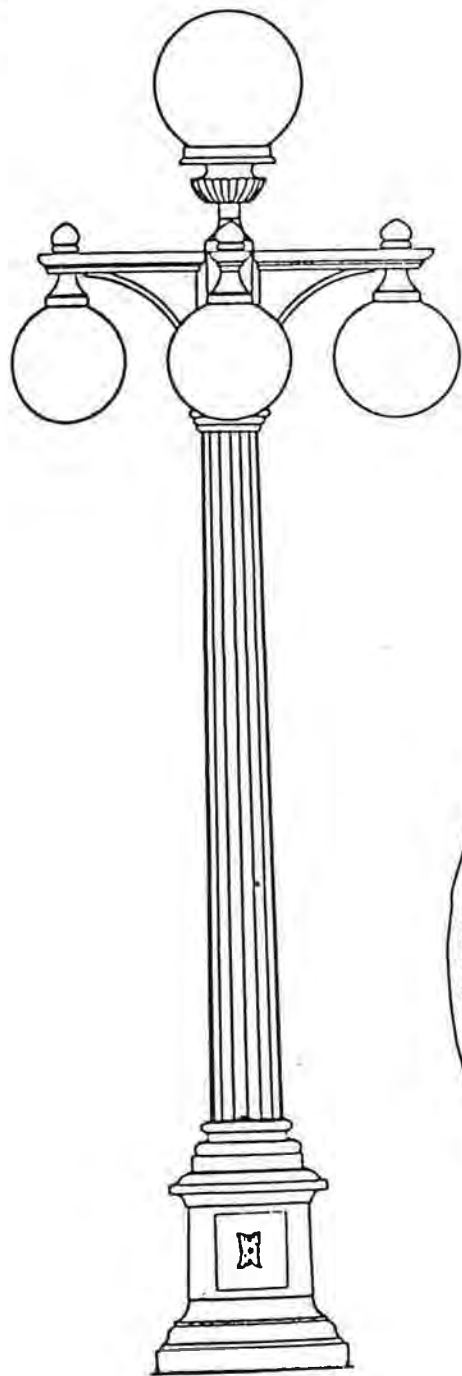


FARMERS MARKET

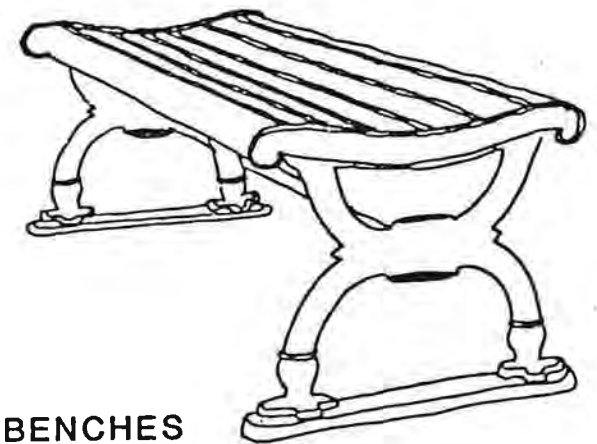
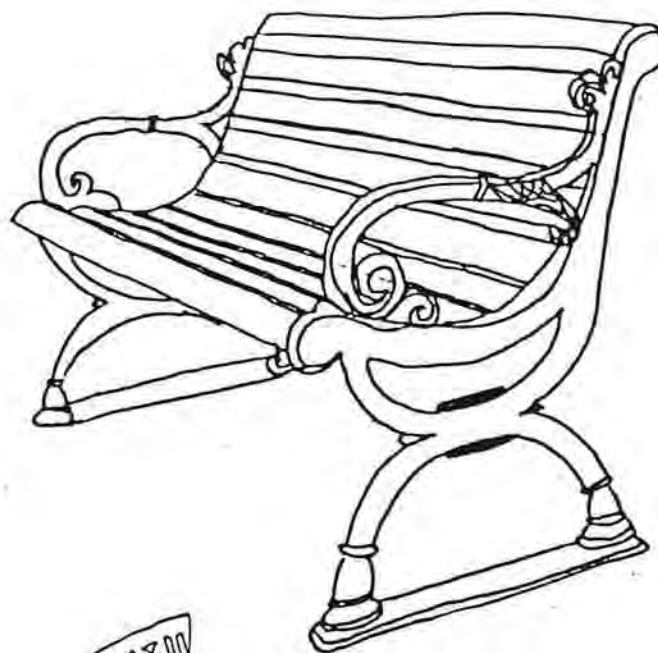
BETWEEN AMERICAN BEAUTY & MILTON

BETWEEN MILTON & AMERICAN BEAUTY
LOADING DOCK BEHIND JAX

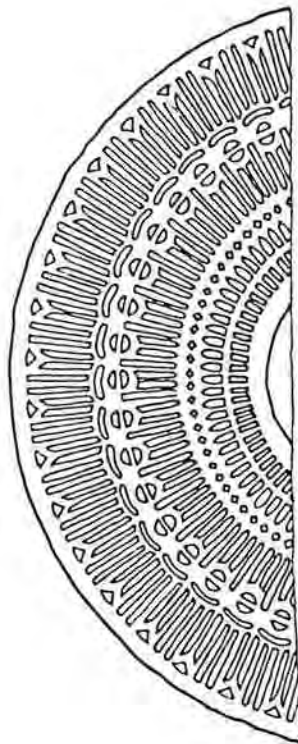




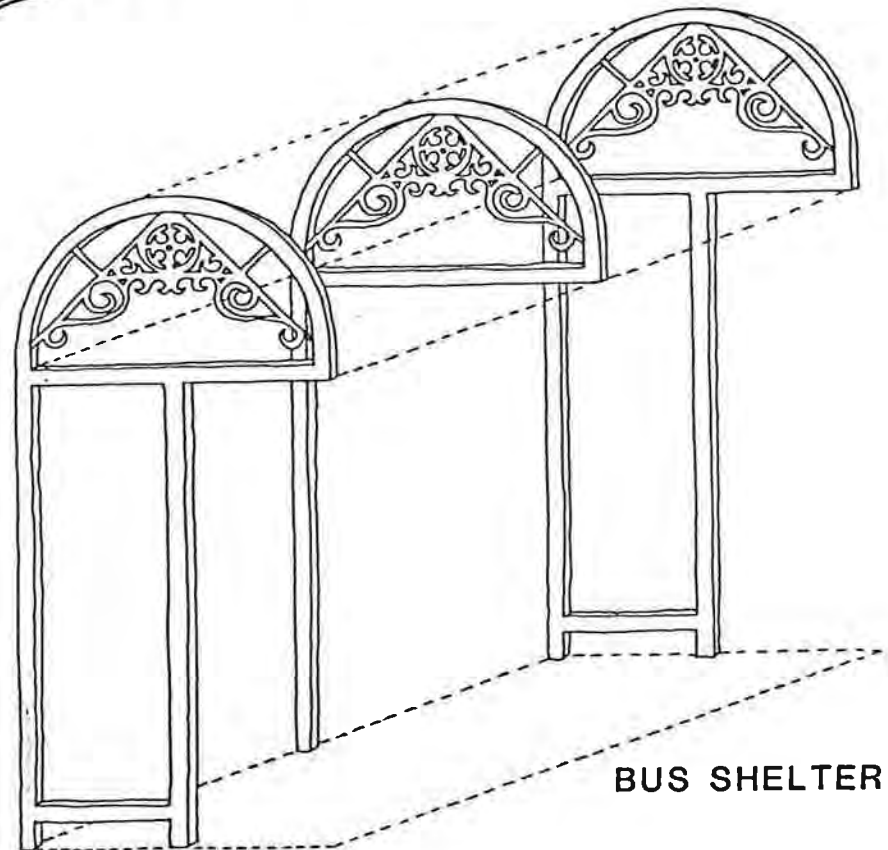
LIGHT
FIXTURE



BENCHES



TREE
GRATING



BUS SHELTER

LOWERTOWN STREET FURNITURE

RESEARCH

This section of the study examines a variety of European and North American cities that have pedestrian oriented districts.

Several points emerge from these examples:

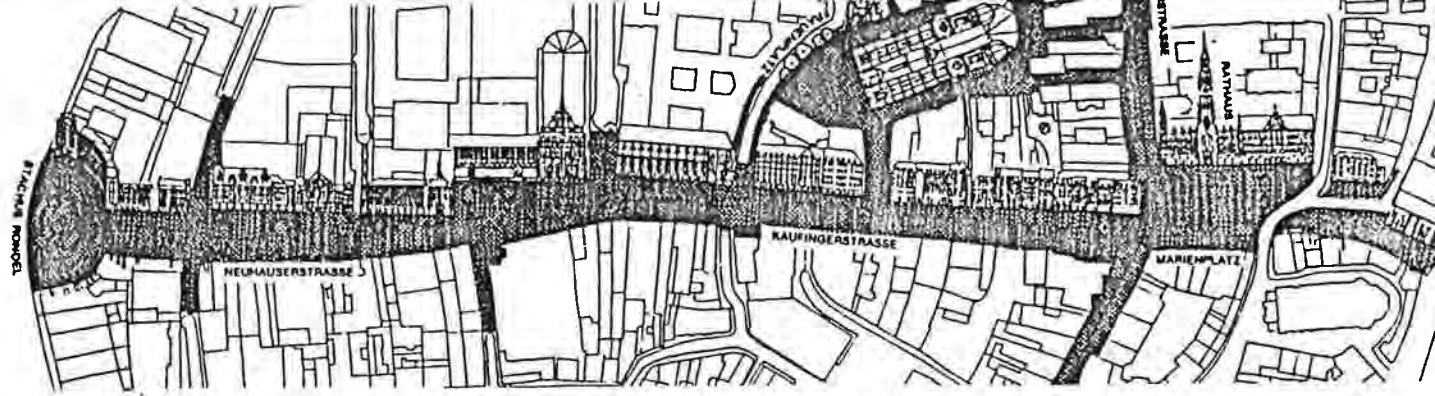
- While Minnesota's climate might be somewhat more extreme, many of the cities illustrated have harsh winters. However, all of the districts shown are essentially outdoor places.
- Many of these cities developed their pedestrian districts primarily as a result of congestion; as a response to existing activity, rather than as a way to create activity.
- Mixed use areas are more successful as around the clock districts.
- Preservation of historical and social values are important issues.

MUNICH - Munich's pedestrian system, completed for the 1972 Olympic Games, was initiated to preserve old Munich. Kaufingerstrasse, and Neuestrasse connects the Frauen Kirche, Marien Platz and the new City Hall. This links together physically and symbolically, the governmental, religious, and commercial roles of the city.

AMSTERDAM - This pedestrian district was introduced in an attempt to reduce congestion. Since 1960 nine major streets in the city's core have been closed or partially closed to vehicular traffic. The area is swamped with tourists and many merchants and residents are not happy with this pedestrian system. The core of the city, which faces severe physical and social decay, is largely divided into single function districts that lack the vitality of mixed use districts.

BOSTON - Quincy Market and Faneuil Hall is the renovation and updating of an old, once thriving, market place. Prior to the redevelopment, it was in danger of being torn down. Today, it is an active pedestrian district, that is once again a thriving market place.

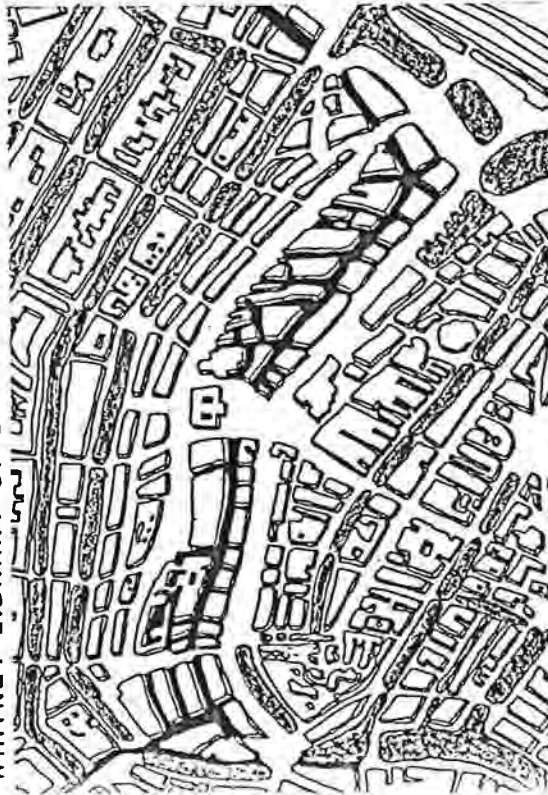
FOR PEDESTRIANS ONLY
WHITNEY LIBRARY
OF DESIGN 1977



MUNICH, WEST GERMANY

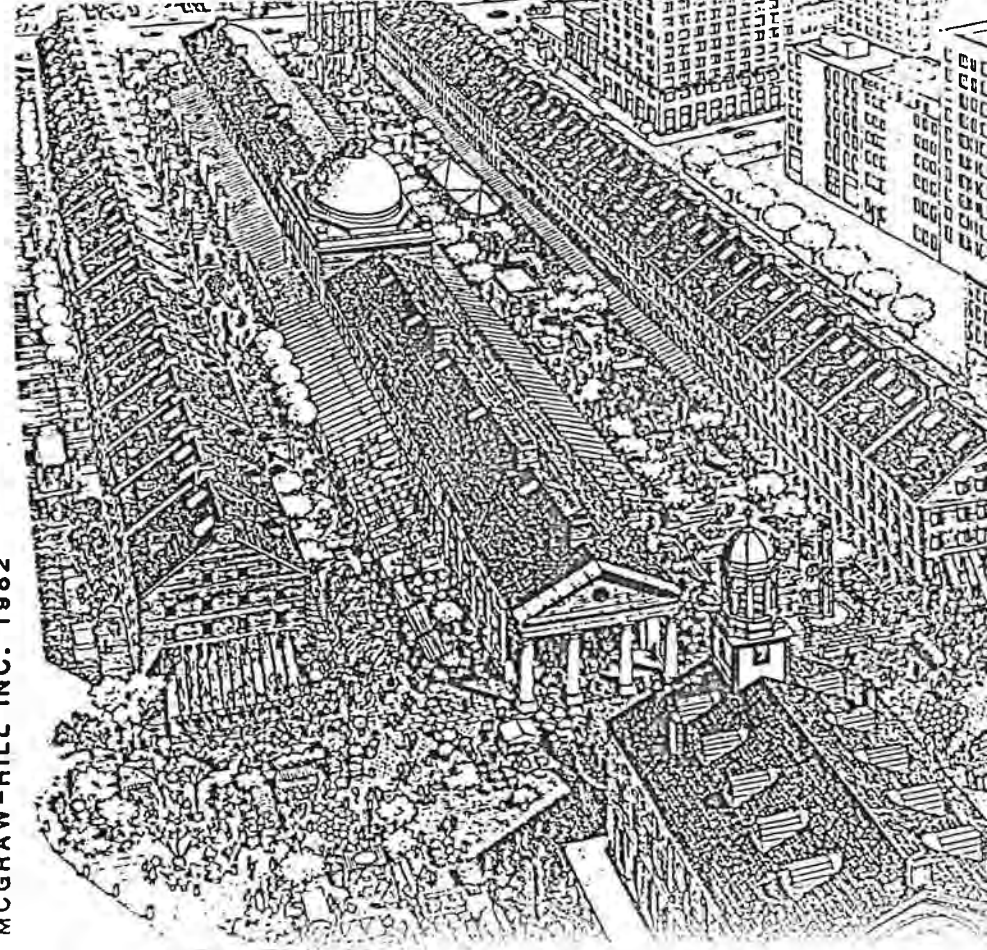
AMSTERDAM, HOLLAND

FOR PEDESTRIANS ONLY
WHITNEY LIBRARY OF DESIGN 1977



NEW LIFE FOR OLD BUILDINGS
MCGRAW-HILL INC. 1982

QUINCY MARKET, BOSTON, MASSACHUSETTS

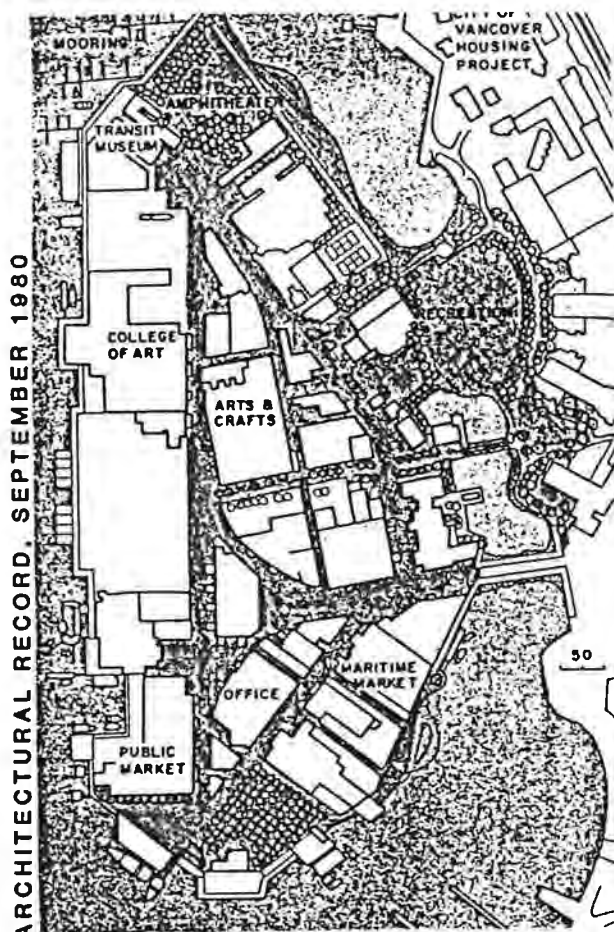


VANCOUVER - Granville Island is a very successful recycled industrial area along Vancouver's waterfront. It has a unique blend of vehicular and pedestrian traffic that works. The area was conceived as an "opportunity place" of mixed uses, with cultural, educational, commercial and industrial activity.

ESSEN - This city created what was essentially Europe's first pedestrian street in the 1930's, to correct problems caused by increasing automobile traffic. After this city was seriously damaged in World War II, the pedestrian zone was extended dramatically. Today, the system includes the two major axes in the downtown, and links the center with all major transportation terminals and parking facilities. As opposed to many European cities, there is very little mix of commercial and residential activity. Most people live outside the city, and there is little nighttime activity.

COLOGNE - Cologne has a pedestrian district consisting of two perpendicular commercial streets that connect the famous cathedral, the new market, the bus station, and the train station. There are not a lot of pedestrian amenities along the streets, but there are people moving along them at all times of the day.

COPENHAGEN - Strogent is the Danish word meaning "to stroll" and is the name of this pedestrian zone. There are some 2,000 stores and entertainment areas within this very extensive district. It's plazas, courtyards and alleys retain the city's medieval character and includes a variety of historic landmarks. The area has continually expanded since it began in the early 60's.



ARCHITECTURAL RECORD, SEPTEMBER 1980

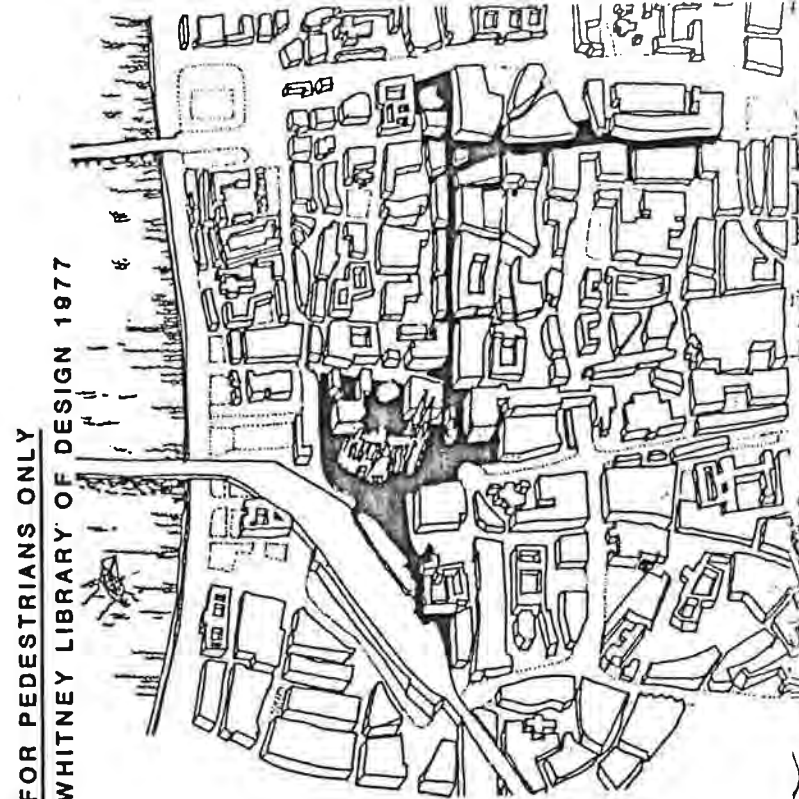
GRANVILLE ISLAND,
VANCOUVER, BRITISH
COLUMBIA

ESSEN, WEST GERMANY



FOR PEDESTRIANS ONLY

WHITNEY LIBRARY OF DESIGN 1977



FOR PEDESTRIANS ONLY

WHITNEY LIBRARY OF DESIGN 1977

COLOGNE, WEST GERMANY

COPENHAGEN, DENMARK



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WHITNEY LIBRARY OF DESIGN 1977

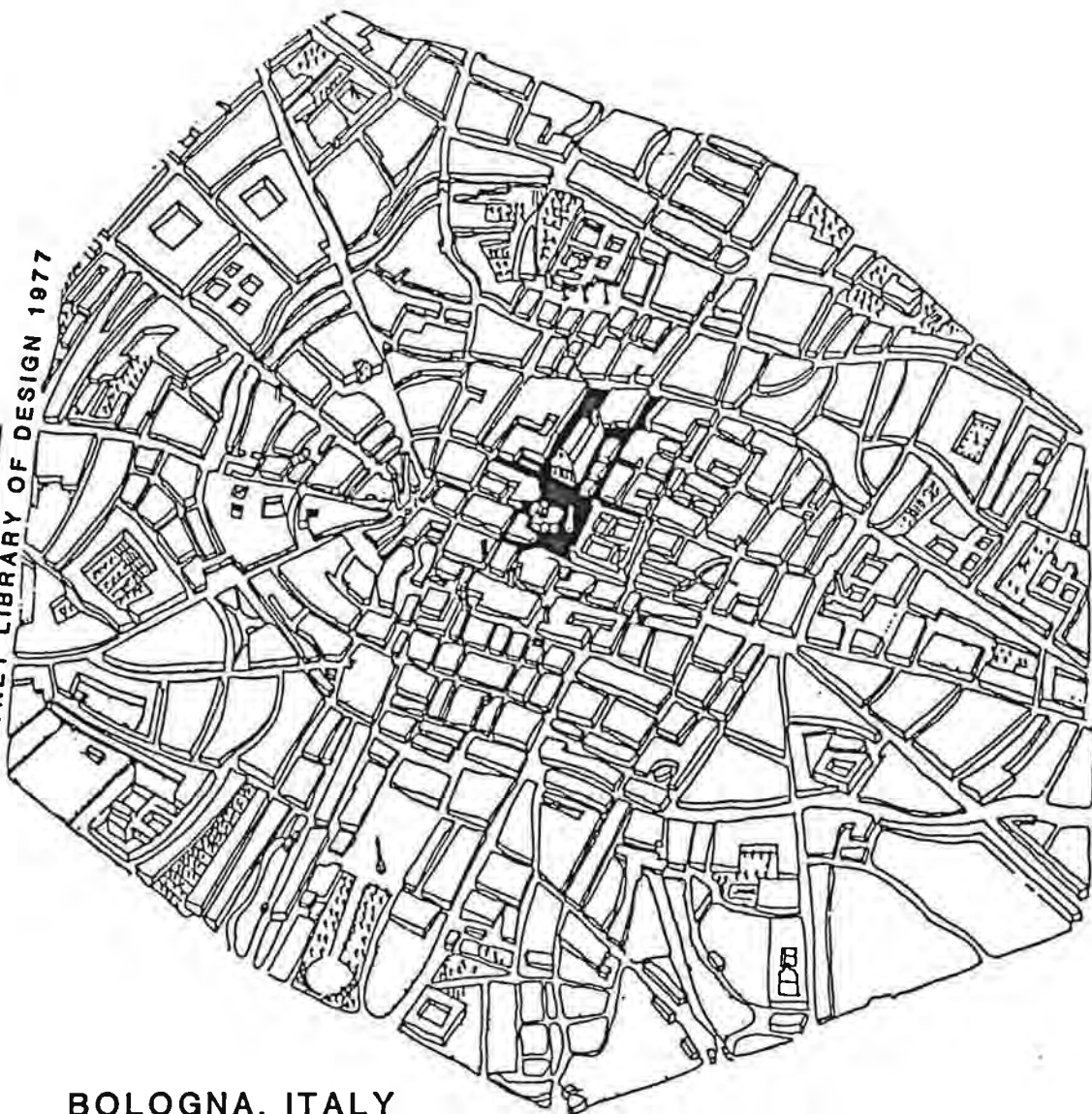
BOLOGNA - The pedestrian district in Bologna was implemented exclusively to provide humanistic and cultural benefits. This was done through the conservation of historic buildings and monuments, and various social and cultural elements. The city was not particularly concerned with improving retail commerce, but this has occurred anyway.

FRESNO - Fulton Street Mall was created as part of a renewal effort. The goals were to provide for economic, social and transportation needs. It now includes several intersecting streets and links the commercial and governmental sectors of the city.

MINNEAPOLIS - The Nicollet Mall, in 1965, was the first step in an overall improvement strategy for the downtown. Primarily a shopping street with major department stores and small shops, it works also as a transit mall. The mall links the large open space of Loring Park at one end with the gateway district, near the Mississippi River, at the other end.

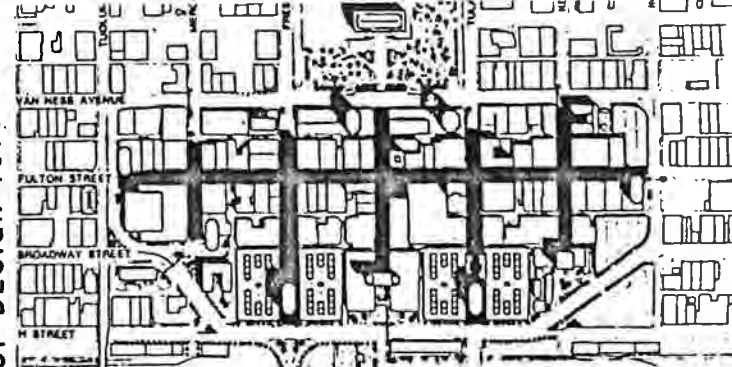
For Pedestrians Only, Brambilla and Longo, contains an appendix list and description of 70 urban malls (pedestrian districts) in North America. This list, which does not include all possible examples, indicates that cities of all sizes and types have developed outdoor pedestrian oriented areas. St. Paul does not have one.

FOR PEDESTRIANS ONLY
WHITNEY LIBRARY OF DESIGN 1977



BOLOGNA, ITALY

FOR PEDESTRIANS ONLY
WHITNEY LIBRARY
OF DESIGN 1977



FRESNO, CALIFORNIA

MINNEAPOLIS, MINNESOTA

CITY OF MINNEAPOLIS PLANNING DEPARTMENT



SCHEMATIC ANALYSIS

This section examines how Mears Park, Union Depot Place, and Farmers Market might be connected as a way to develop Lowertown as a pedestrian oriented district. Four schematic plans are presented, illustrating ways the activity centers might be connected. There is also a demonstration plan and illustrations that offer one picture of how the district might develop. These are not presented necessarily as recommendations, but as possibilities which might stimulate further thought. Although several new infill buildings are shown on land now used for parking, the concept of using the alleyways to integrate activity centers is not dependent upon this new development. The implementation of the alley pedestrian connections could be accomplished in phases and provide for parking as an interim land use.

Schematic Plan 1 illustrates the use of existing sidewalks as paths for pedestrian movement. This addresses several issues. The first is that the sidewalks are already there, and in fact are being upgraded with streetscape improvements. The second issue is that of street crossing. Mears Park and Union Depot Place are strongly oriented towards the street corners, and really make crossing at the corners the logical thing to do. This also makes sense from a vehicular traffic standpoint. A third issue of servicing is addressed by maintaining existing alleys to provide access into blocks.

Other points illustrated:

- Outdoor plaza with fountain/sculpture in front of Depot.
- Provide recesses in old buildings, without altering decorative facades, for activity places facing park, Depot and market.
- New buildings of compatible design, infilled on existing parking lots.
- Outdoor plaza where site is probably too small for new structure.

Schematic Plan 2 illustrates a combination of sidewalk and alley located paths. The drawing shows an axis developed between Mears Park and Union Depot Place, each of which have strong images. It uses the alley between the Rosenthal and Strauss buildings and an opening through a section of the Ryans Bar building to create a visual axis and movement path. Linkage of the park and the Depot to Farmers Market is made via sidewalks. This develops a loop which the activity centers are located on.

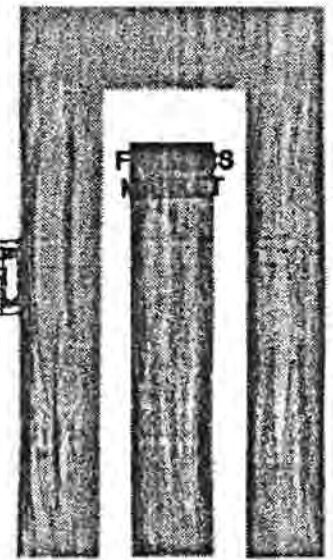
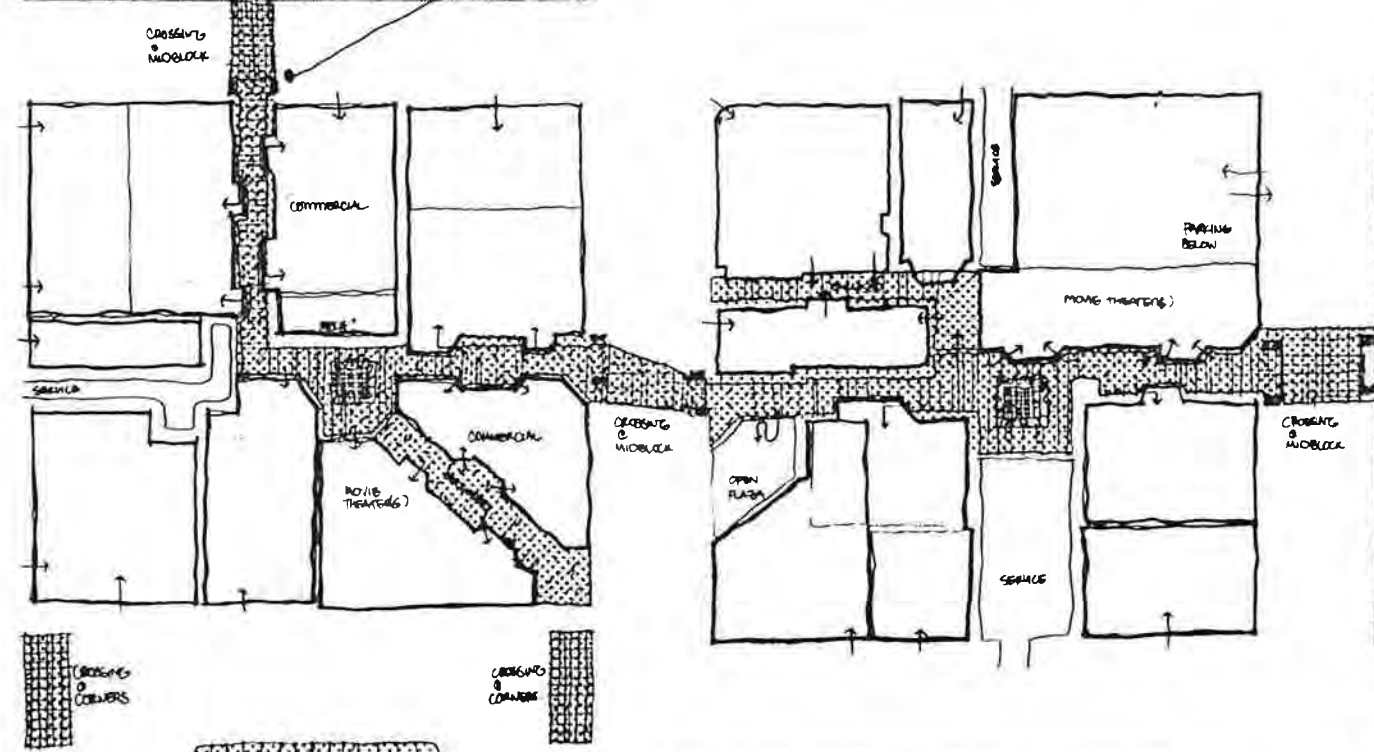
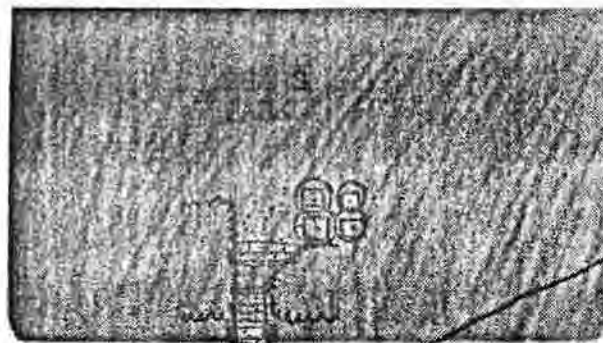
Other points illustrated:

- Mears Park, Union Depot Place axis could have enclosed sections.
- Alley could have spatial development at mid-block as an activity center.
- East/west alleys maintained for service access.
- Begins to raise questions about pedestrian crossing of street at mid-block.

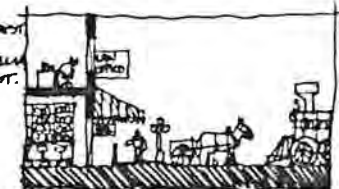
Schematic Plan 3 develops pedestrian circulation at the interior of the site only. On the east block it utilizes the existing east/west alley. On the west block the existing north/south and east/west alleys around the Rosenthal and Globe Business College buildings are utilized; along with a diagonal path through a new infill building at the southeast corner. This scheme combines the ability to cross at street corners with an alley development.

Other points illustrated:

- The area could be developed as a theme district, such as an art/theater district, a museum of St. Paul's past with signage and other paraphenelia, or something with a railroading theme. This could relate to the development of Lowertown as a living urban museum of the past mentioned earlier.
- Entrance portals created at alley entrances for identification.
- Mid-block spaces for landscaping, activities, transition points.
- Classic fountain in front of the Depot - recreates original Mears Park fountain (see old photos on an earlier page).
- Enclosure of alley between Milton and American Beauty buildings.



REMINISCENCE OF 19TH CENTURY
RAILROAD STATION
SERVICES & OTHER RECREATIONAL
MAY-TOWN FROM THE PAST.

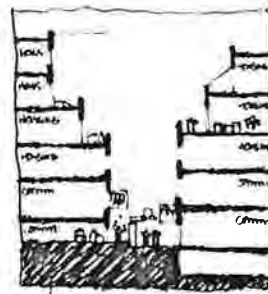
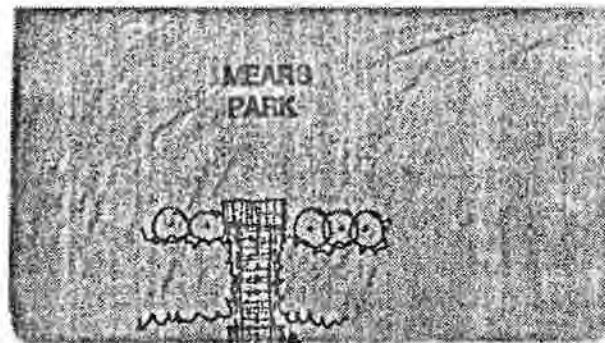


ALLEY ONLY SCHEMATIC PLAN 3

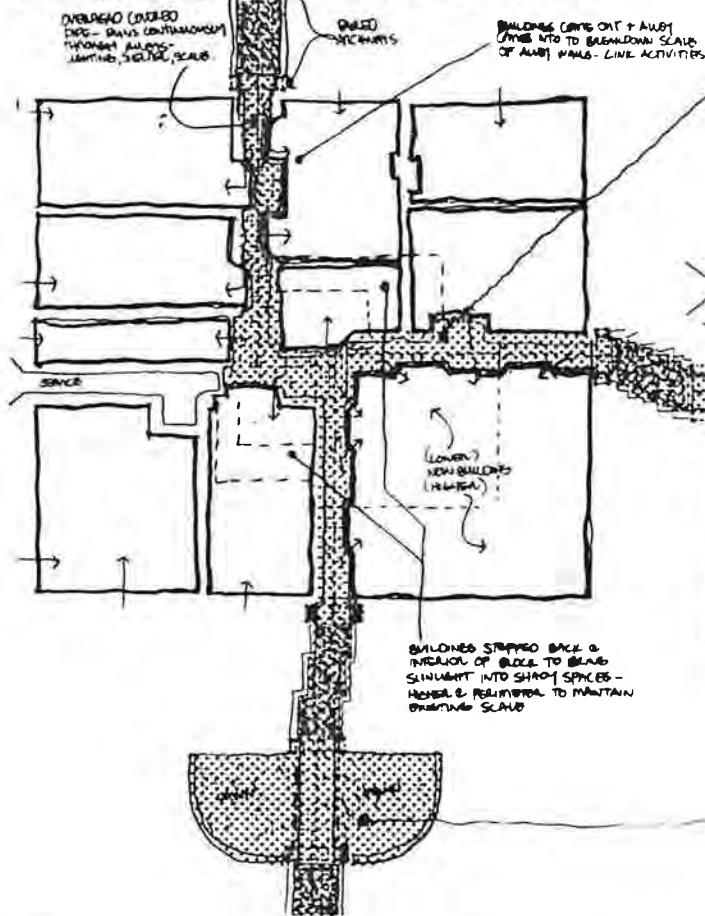
Schematic Plan 4 again develops pedestrian circulation only at the interior of the site. However, it illustrates pedestrian crossing only at mid-block. This allows better flexibility for development of an infill building at the southeast corner of the west block.

Other points illustrated:

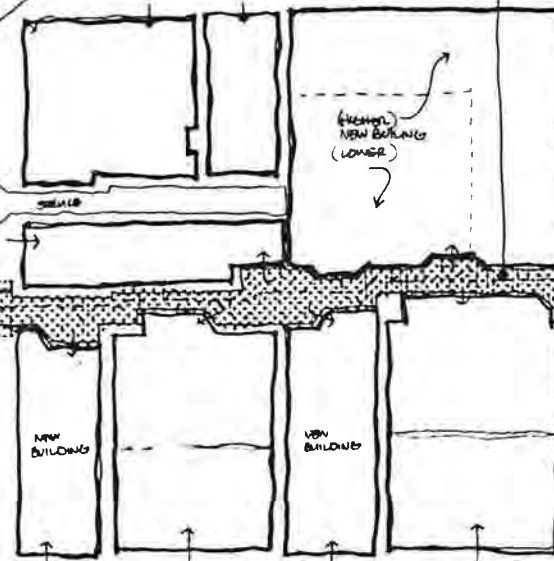
- Overhead colored pipe runs along pedestrian path, acting as linking device. Provides lighting, signage, shelter, archway; could develop as an arbor structure to provide entry into the Park or Depot.
- Buildings reach out and alley moves into buildings to breakdown scale of alley and link activities.
- Alley side of buildings could be stepped back to allow daylight to penetrate. This could create outdoor spaces for dwellings located on upper floors of buildings.
- New buildings should be higher at street, and lower at interior of block. However, it is important that the existing scale of the area be maintained.



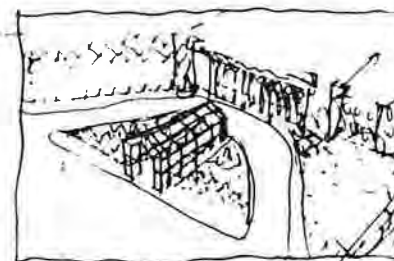
BUILDINGS STEPPED BACK -
CREATING POCKET
COMMERCIAL SPACE &
ALLIED LEVEL
SERVICES, SOME FRONTAGE,
CUSTOMER SQUARED AREA
DRIVE CONTINUOUSLY THROUGH
ALLEYS



PROVIDES RELATIVELY NARROW RIGHT
OF WAY SPACE - CONTAINS ACTIVITY +
CONCENTRATES FOCUS OF MORE ACTIVITY



PARALLEL THINEST STRUCTURAL SYSTEM
+ MATERIALS USED TO THINER FOR NEW
CONSTRUCTION



ALSO STRUCTURE (W/ NARROW ?) AS ENTRY
TO DEPOT - SIMILAR TO THINER STRUCTURES
TRANSPARENT YET FORM IMPLIED

ALLEY ONLY SCHEMATIC PLAN 4

The demonstration plan integrates the most promising elements from the previous schemes and illustrates with more clarity one method for linking the three activity centers. This plan utilizes an all alley development, several segments of which are enclosed spaces. Skyway linkage to the site from blocks beyond are shown. However, it is intended that the skyway system connect directly with the alley development and not extend through the site as a separate movement system. This way, the two systems hopefully will reinforce one another, rather than compete for activity.

Other points illustrated:

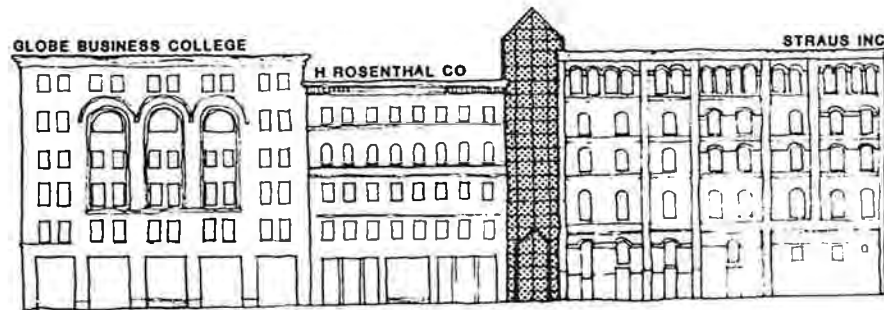
- Alley entrances could each take different cues for their development, each relating to their particular neighbors. See elevations on the next page.
- Sidewalk across Fourth Street from the Depot widened to provide space for sidewalk cafes. It could be a sunny place with awnings that would compliment the Depot.
- New building at southeast corner of west block could provide theater space, and create outdoor theater space at interior of block also.
- Enclosed alley segments facing Park, Depot and between Milton and American Beauty buildings.
- Landscaping pockets along the alley pathway.
- Scope of streetscape improvements could be expanded to surround Farmers Market, Union Depot Place and along streets between.
- Sunken plaza to west of Jax building. See second page following for additional development of this idea.
- The pedestrian system can link and provide access to existing basement spaces, many of which are now underutilized. These spaces might be used for gallery and/or working space for resident artists.

These elevations illustrate how the alley entrances might be treated to relate to neighboring developments. This would provide a way to call attention to the alleys as a place to move to, and to compliment existing structures. Considering the unique character and form of each neighbor, this might be considered a better approach than creating a common entrance portal for all alleys.

The block facing the south side of Mears Park attempts to relate to the mid-block development of Galtier Plaza. The enclosed alley between the Rosenthal and Strauss buildings would be quite similar to the glazed galleria of Galtier Plaza. The old masonry facades relate well on their own to the similar character of Park Square Court.

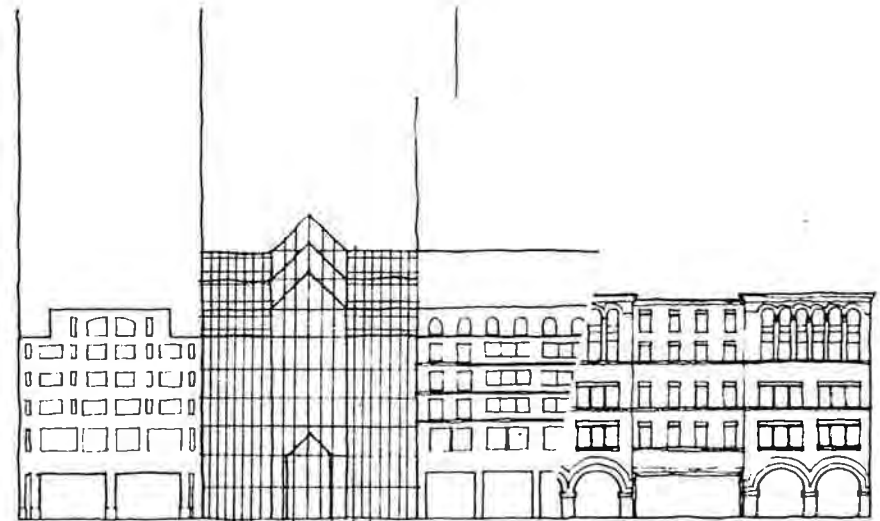
The block facing the Depot attempts to provide a neutral, rather undistinguished backdrop to the powerful Depot facade. However, it might be possible to create a freestanding archway, reminiscent of the Depot colonade to call out the alley entrance.

The block facing the Farmers Market shows a structure similar to the Market sheds as a way to provide a linkage into the alley.

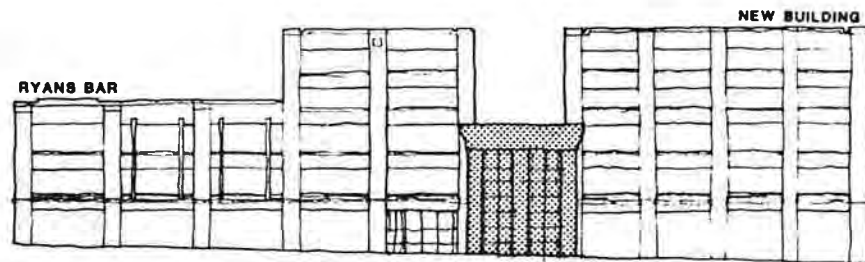


BLOCK FACING SOUTH SIDE
OF MEARS PARK

ALLEY
ENTRANCE



GALTIER PLAZA / PARK SQUARE COURT
(COMBINED ELEVATION)

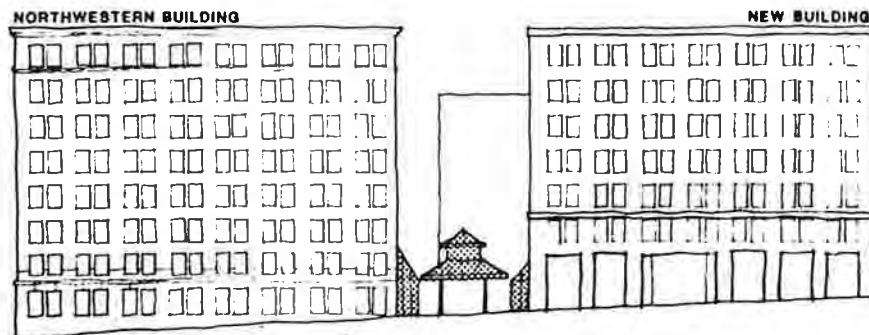


BLOCK FACING UNION DEPOT PLACE

ALLEY
ENTRANCE

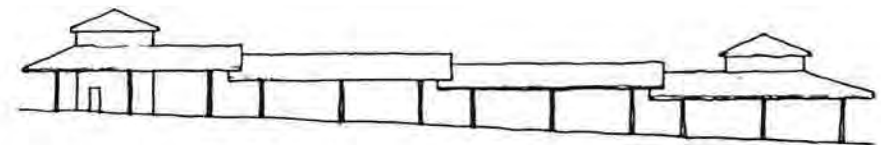


UNION DEPOT PLACE



BLOCK FACING WEST SIDE
OF FARMERS MARKET

ALLEY
ENTRANCE



FARMERS MARKET ALONG WALL ST

These drawings illustrate potential development of two portions of the study site adjacent to the Jax Building.

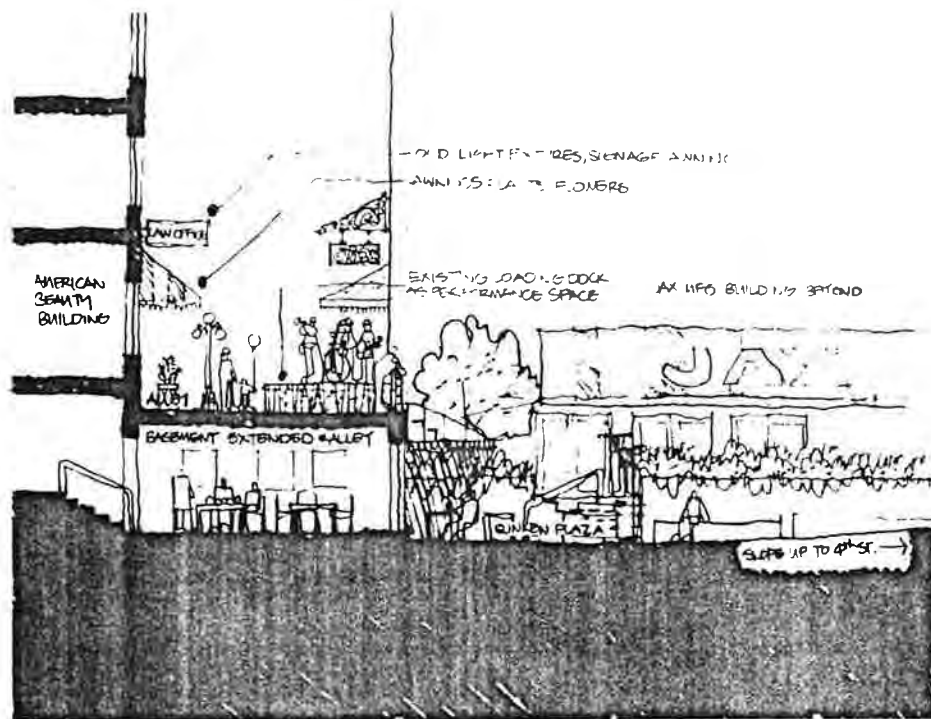
The drawings at the top of the page show how a parking lot could be converted into a sunny outdoor plaza. The drawings at the bottom of the page show how an existing loading dock and alley could be an outdoor cafe and pedestrian pathway. These are just two simple changes to the alleys and buildings in Lowertown, which could be part of a pedestrian district.

Wacouta/4th Street Plaza:

This scheme for the parking lot to the west of the Jax Building, shows a sunken plaza. It is quite appropriate as an outdoor space with its sunny protected exposure. Some of its features include landscaping, and places to sit, eat and drink. New doors are shown into the first floor of the Jax Building, opening onto a raised deck that would have tables for eating outdoors. The plaza would be sunken such that the basement of the American Beauty Building could be extended and open onto the plaza, while maintaining an alley walkway overhead.

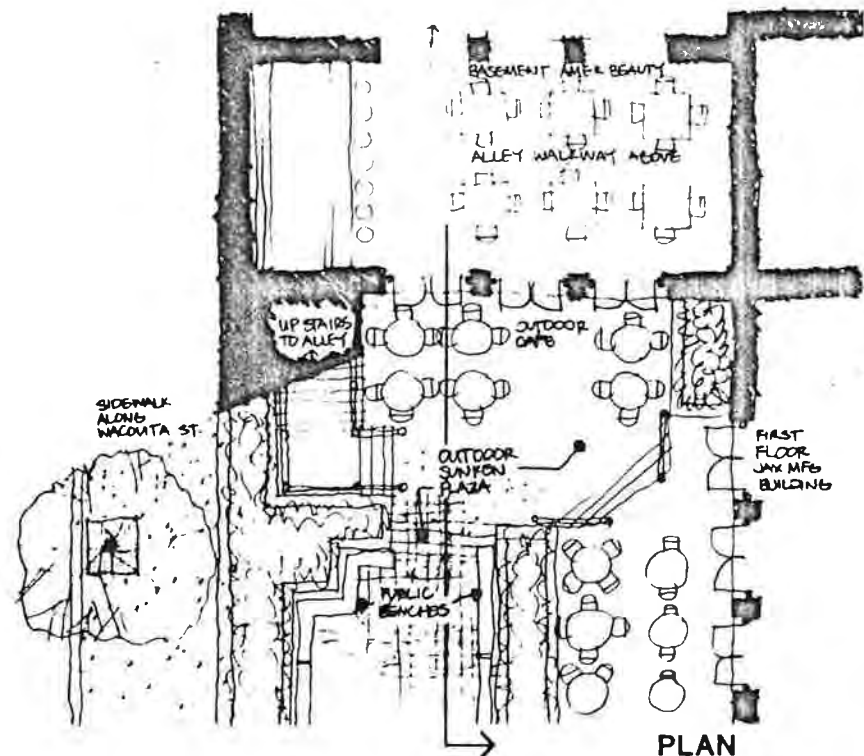
Amerian Beauty/Jax Building Alley:

This scheme shows how the alley side of the Jax Building could be converted into a restaurant, with an entrance off a pedestrian alleyway. The alley space would be very intimate as a place to eat and drink and watch people go by. Some of the features of this scheme include a raised outdoor cafe, alley lighting, signage, and benches. The raised cafe utilizes the conversion of the Jax Building loading dock, providing a pleasant vantage point for sitting. A continuous overhead pipe, that would extend through the alleys, could provide lighting, shelter and a place for signage.



WACOUTA/4TH STREET PLAZA

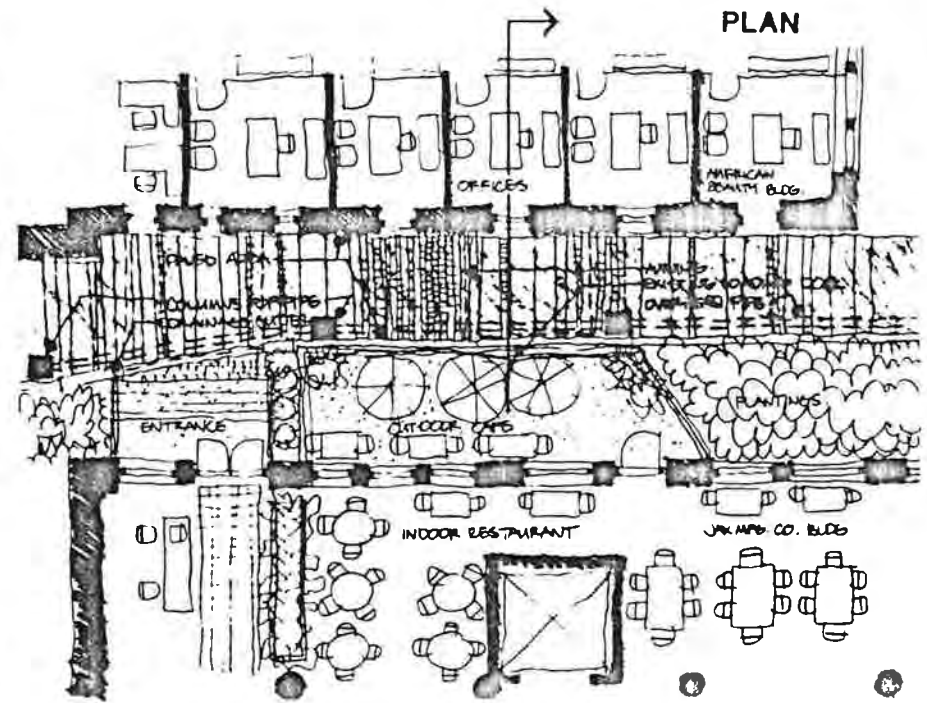
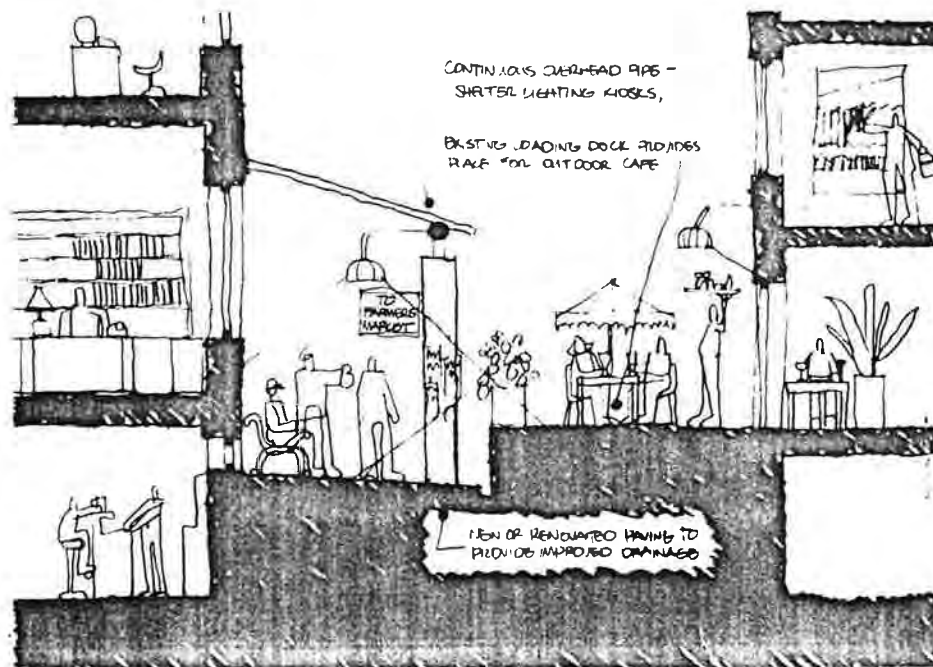
SECTION

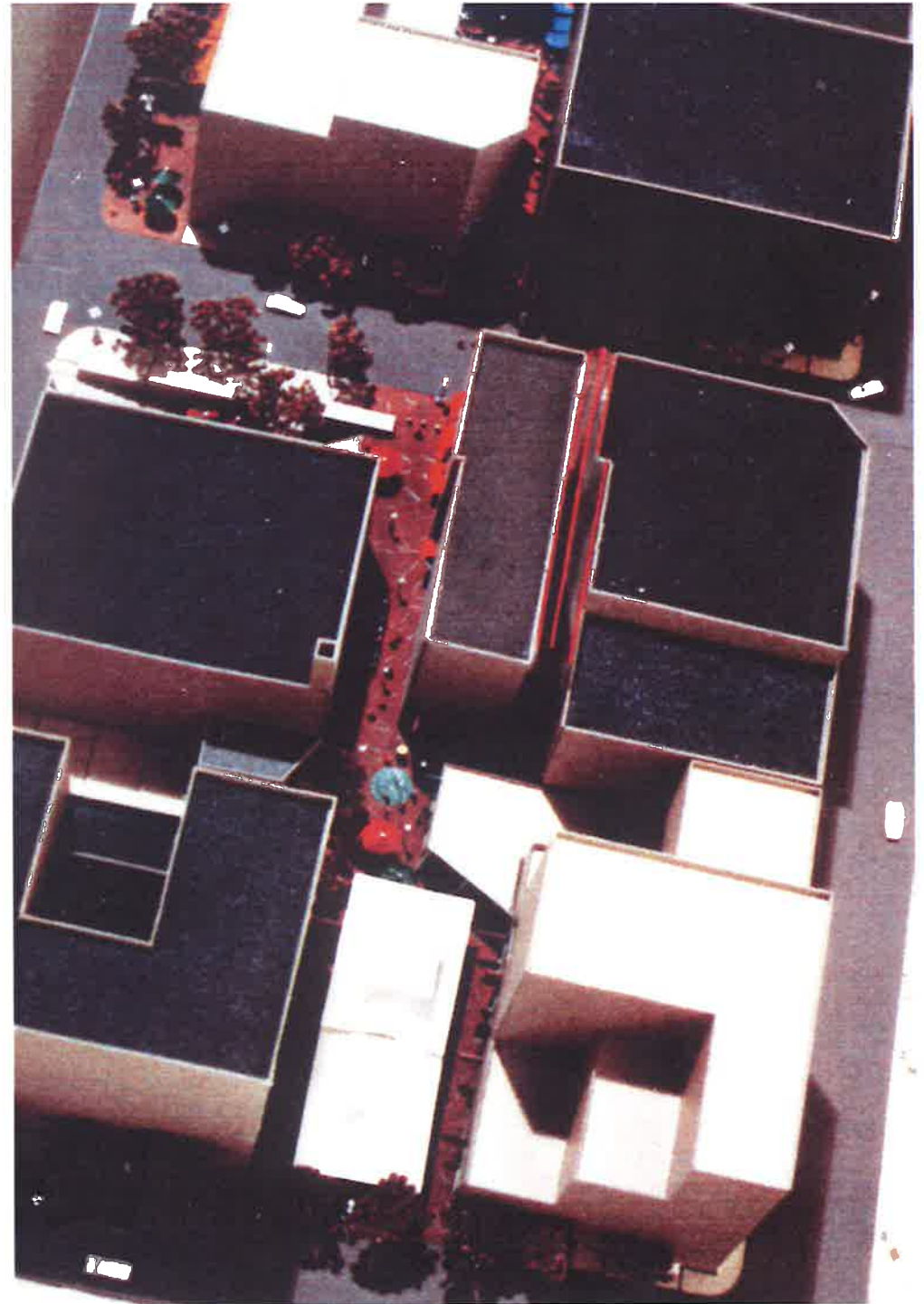


PLAN

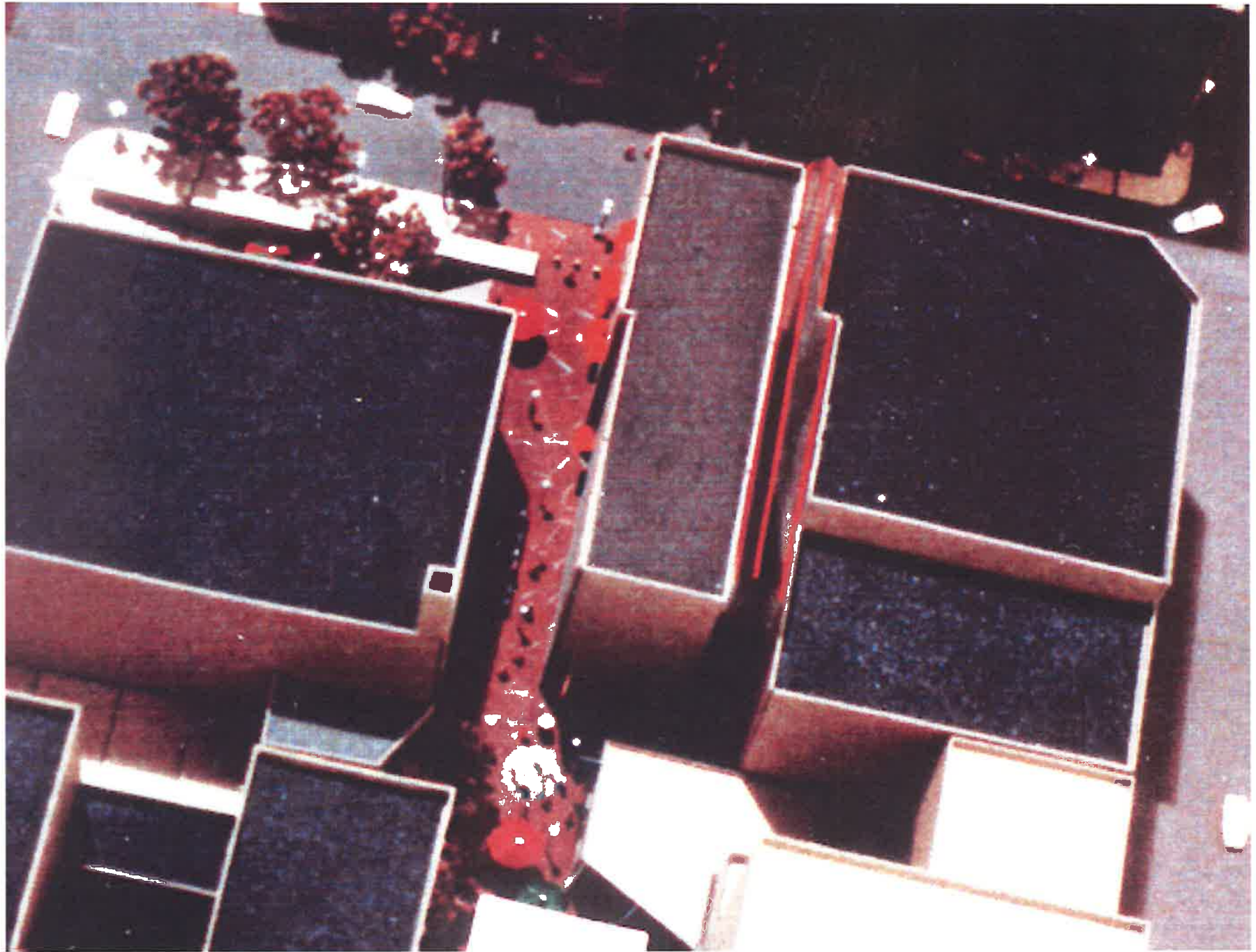
AMERICAN BEAUTY/JAX BUILDING ALLEY

SECTION

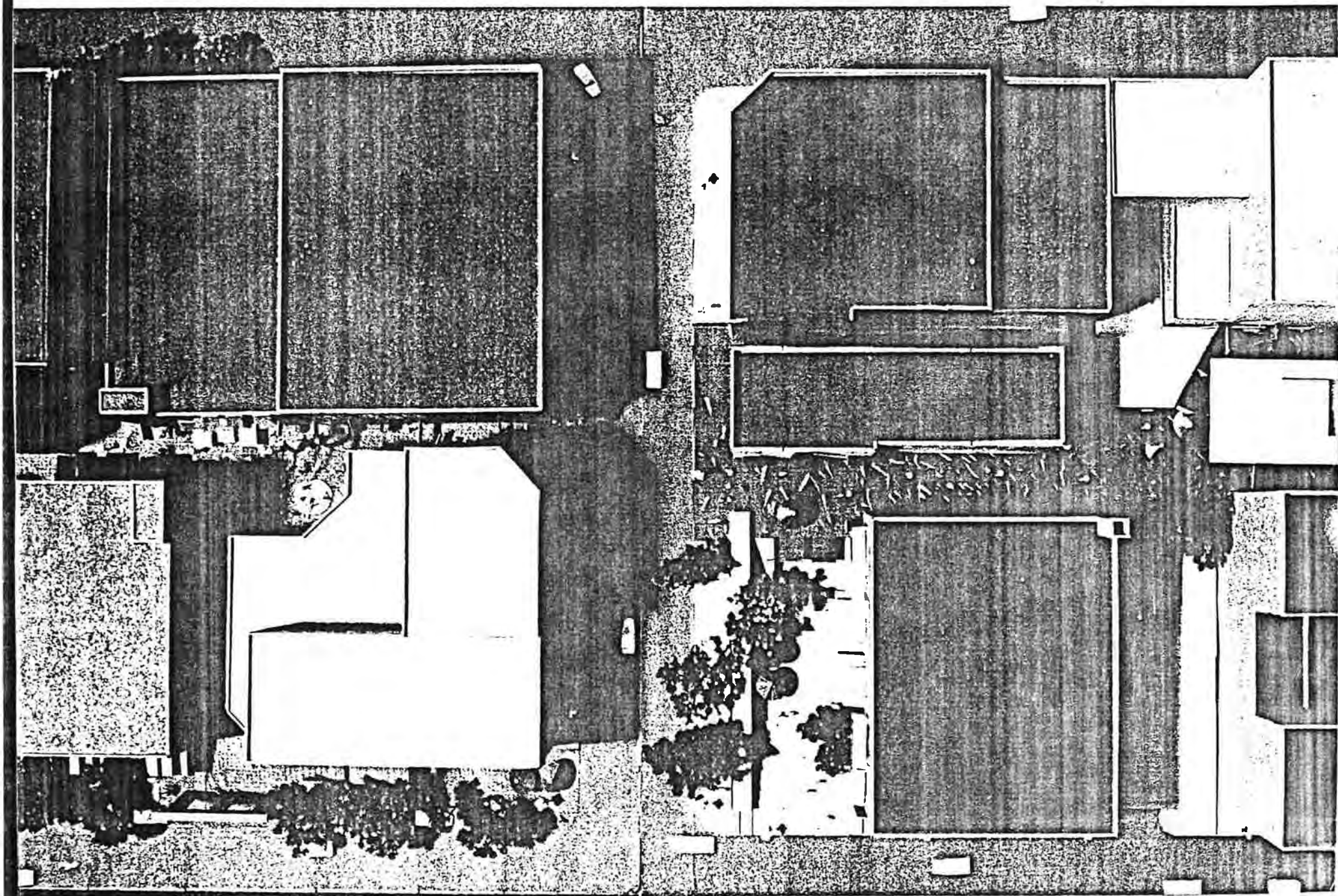




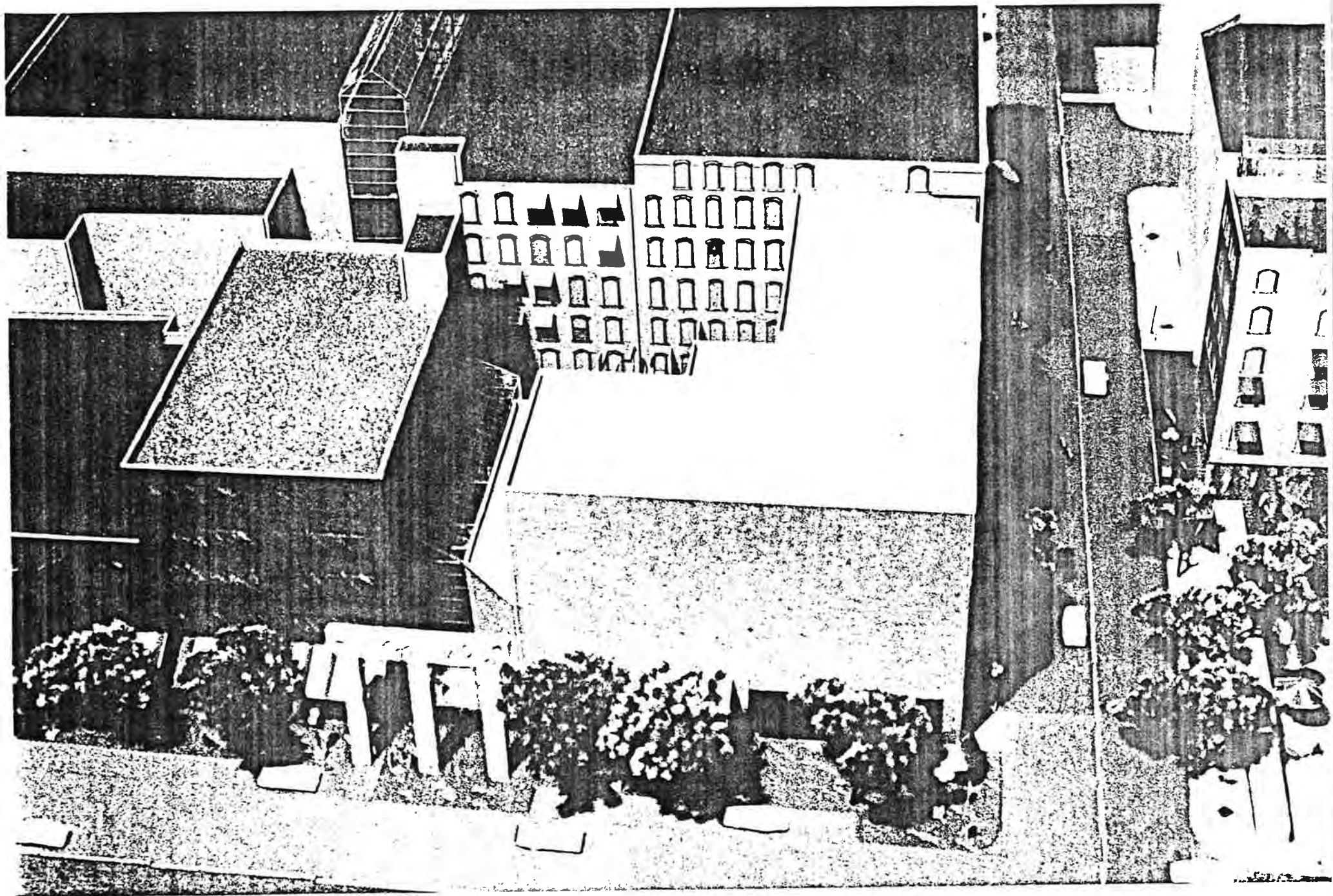
AERIAL VIEW OF MODEL LOOKING WEST FROM
ABOVE FARMERS MARKET



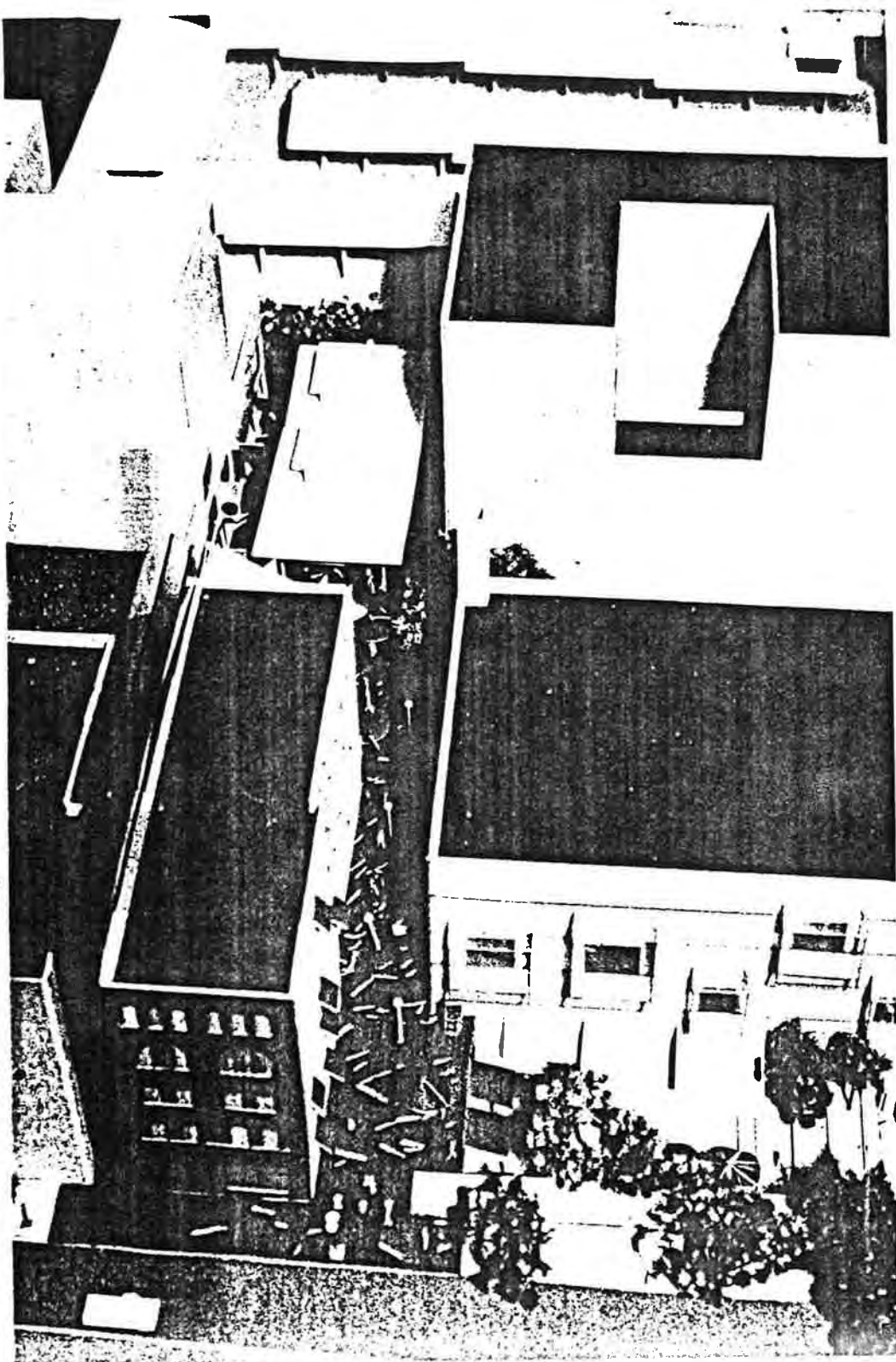
AERIAL VIEW OF MODEL LOOKING WEST TOWARDS WACOUTA STREET



PLAN VIEW OF MODEL WITH 5TH STEET AT TOP AND WACOUTA AT CENTER.



AERIAL VIEW OF MODEL LOOKING NORTH ALONG WACOUTA AT 4TH STREET.



AERIAL VIEW OF MODEL LOOKING EAST
FROM ABOVE AMERICAN BEAUTY BUILDING.

In conclusion, the following points are made:

1. Lowertown is clearly one of the most historic districts in the area.
2. Lowertown could easily be an active participant in Downtown Saint Paul's concentrated efforts to expand its educational, historical, and visitor orientation.
3. Because Lowertown is one of the last areas of the city unduly influenced by the skyway system, extreme care should be taken to plan future skyway relationships.
4. The pedestrian potential of the area should be planned simultaneously with the skyways to the mutual benefit of both. It would be ideal within this target area to have no direct skyway connection. This must be discussed further.
5. Lowertown should be seriously considered as Saint Paul's truly pedestrian oriented area.
6. The interconnection of Mears Park, the Farmers Market, and the Union Depot Place, should be developed through the revitalization of the alleys that form a natural existing connection.
7. While response and potential is tremendous, care must be taken to ensure the proper balance between natural and spontaneous alley development with controlled planned decisions.
8. The Lowertown community should continue its active participation in planning its future and in determining its overall relationship to the city and other major developments.