

Lowertown
River Garden

New Opportunities
New Visions

an agenda for action



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Lowertown **River Garden**

Presented By:

Lowertown Redevelopment Corporation

City of Saint Paul

Department of Planning and Economic Development

City of Saint Paul

Department of Public Works

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April, 1994

Lowertown, River Garden

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Preface

The basin of the Mississippi is the Body of the Nation.

Mark Twain

Turning to the River

In the truest sense of the phrase, this document marks a turning point. After 15 years of careful, successful development, Lowertown now turns to face its natural frontier: the 20-acre Lowertown portion of the Mississippi riverfront. In this report, an update to our 1981 River Garden planning document, we present a range of exciting ways to capture the beauty and development potential of the riverfront area.

We update our earlier plan because so much has happened since 1981. Here are some of the most important accomplishments:

- Beginning in the early 1980s, through private initiative, numerous historic buildings have been renovated to become retail, office, and housing space. This development has been complimented by historic lighting and landscaping by the city. At present, 1500 residential units are contained in eight buildings. Occupancy rates are above 85%; many buildings have long waiting lists.
- In 1984, part of the Union Depot Headhouse was restored; it now houses a major restaurant and a cable TV company.
- In 1987, KTCA built a new television production facility over a large public parking garage.
- In 1992, the KTCA block and the Depot were connected by a skyway.
- A self-sustaining arts community has grown up in Lowertown. Currently, almost 200 Lowertown housing units are reserved for artists. The community has become diversified by the establishment of several architectural, design, advertising, and publishing offices in the area.
- In 1993, the city began work to move Warner Road inland and make room for a large park at the river's edge. This project will be completed in 1994.

These and many other accomplishments have set the stage dramatically. Lowertown now stands poised on the verge of riverfront development.

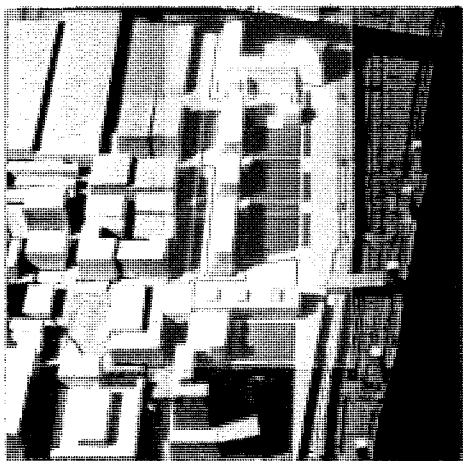
Our purpose in publishing this document is to engender dialogue among federal, state and local officials, concerned citizens, and developers. But beyond discussion, we intend that this document will motivate action. The Lowertown riverfront offers great views, large sites that can be readily assembled, and easy access by many modes of transport. Now is the right time to turn our attention to the river's great potential.

Executive Summary

Two Central Concepts; Three Plans

Two concepts are central to all of our proposals:

- The greatest benefit will be derived from maximizing open, public space on the riverfront.
- Lowertown's historic charm and character must be carried through to any riverfront development

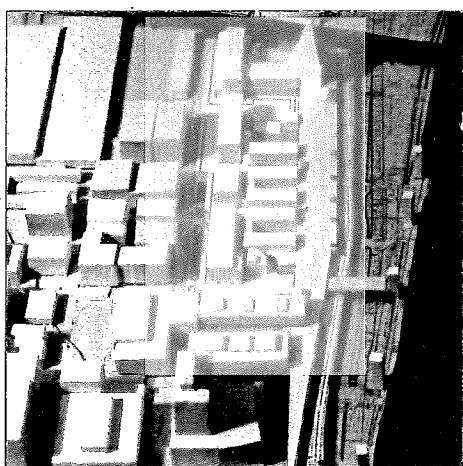


Concept 1

With these as touchstones, we present three plans for Lowertown riverfront development. Each is a natural outgrowth of existing development and current opportunities. We can imagine that some combination of the three plans will be adopted.

River Garden Concept 1: *Public Garden and USPS*

This concept focuses on building a new U.S. Postal Service (USPS) mail-sorting facility (which should be part of any proposal to redevelop the riverfront) in combination with a major public green space.* The concept is viable because it concentrates on an existing owner that has already expressed its interest in cooperative planning. Other variations on the public garden concept can be defined that are not dependent on the USPS.



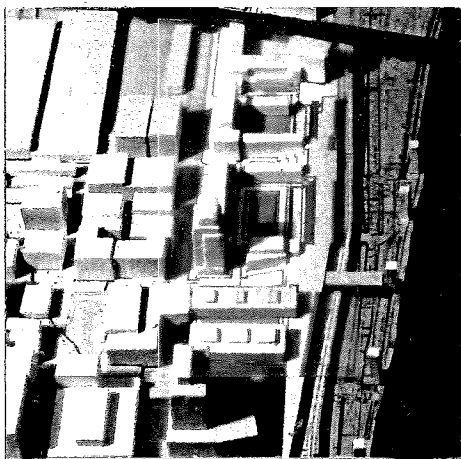
Concept 2

River Garden Concept 2: *Cultural Emphasis*

A wide range of "cultural industries" flourishes in Lowertown: media and advertising companies, artists, galleries, designers, and architects. In this concept, additional cultural industries as well as cultural institutions would take advantage of Lowertown's central location and low-cost riverfront space. Potentially, 20-30 acres can be assembled by working with Lowertown's relatively few current land owners. Two cultural institutions already have stated their interest in locating on the river: The Science Museum of Minnesota and the National Park Service's planned Mississippi National River and Recreation Area interpretive center.

*The main USPS building at 180 E. Kellogg would remain; the mail-sorting facility proposed here would work in tandem with the existing building.

Executive Summary (Continued)



Concept 3

River Garden Concept 3: *Housing Emphasis*

This concept would extend the Lowertown Urban Village to the riverfront by constructing low- and mid-rise housing units. The concept is viable because housing with a river view is highly desirable and because housing is already an essential part of Lowertown.

Elements Common to all Three Concepts

To continue the efforts begun with the realignment of Shepard-Warner Road, we propose several infrastructure enhancements as common to any development. These will provide two essentials for the Lowertown riverfront: access and visual harmony. In order of their importance to the overall solution, these common elements are:

- A Sibley and Jackson Street "Gateways"
- B Renovation of the historic Union Depot Concourse
- C Additional enhancements to Lambert Landing
- D Pedestrian access from Lowertown to the riverfront
- E East central-business-district bypass combined with a bypass route for USPS trucks
- F Beautification of the Shepard-Warner Road "stonewall"
- G A "Riverwalk" with excellent views of the river
- H Walkways, bikeways, and river crossings
- I Light rail transit with a stop at Union Depot
- J Additions to the growing skyway system

Timing and Funding Sources

Now is a critical time to work toward Lowertown riverfront development because funding prospects are excellent. With an improving economic outlook, funds may come from federal, state, and local sources and from private developers. Several of the proposed infrastructure enhancements listed as common elements may qualify for funding under the Intermodal Surface Transportation Efficiency ACT (ISTEA).

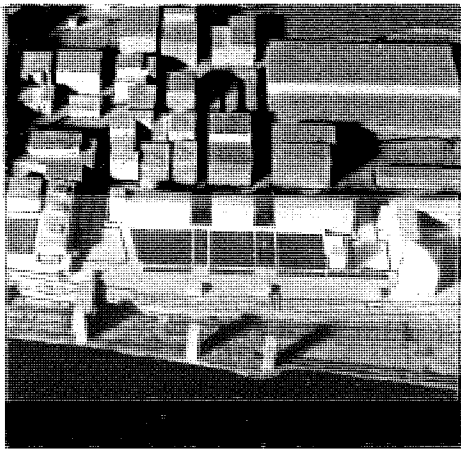
A Call to Discussion and Action

James Rouse, a pioneer rebuilder of American cities, predicted the situation lying before us when he said, "It is our task and must be our state of mind to accept new conditions as part of continuing change, to see the opportunities in them, and be uplifted by them, not by small timid grudging approaches made in response to crises, but with plans big enough to find new answers." We invite everyone to join us in discussion and action. We all can be uplifted by the great opportunities on the Lowertown riverfront.

River Garden Concept 1: Public Garden & U.S. Postal Service

Opportunity: USPS Commitment to Stay Downtown

Since it owns and occupies a large piece of land near the river, the U.S. Postal Service (USPS) will undoubtedly play a vital role in any plan to develop the riverfront. We have had productive conversations with USPS officials. They are looking carefully at their own options and would like to integrate their plans with an overall riverfront strategy. Several factors contribute to an excellent opportunity:



Model View

- USPS officials have stated a commitment to keep their major mail-processing facility in its present location. This means 3000 jobs will stay downtown.
- USPS owns the historic Union Depot Concourse, the air rights above and below the Concourse, and adjoining land now occupied by the old train deck. The train deck now provides parking, both on top and underneath, and truck access to the current mail-processing facility.
- USPS intends to retain its main building at 180 E. Kellogg, but would like to replace the outdated 20-year-old mail-processing facility in that building with a single-level facility that includes efficient truck access.
- Ownership of the Union Depot Headhouse is likely to be transferred to a private developer soon; this should clear the way for including the Depot in planning.

Proposal: Mail-Processing Facility and Riverfront Plaza

If we act now to work out a comprehensive plan with USPS, we can accommodate their needs and simultaneously serve the residential, commercial, and recreational needs of Saint Paul's citizens and visitors. We envision the following features in this concept (see plan and sectional views on page 3):

- An underground, single-level mail-processing facility in the area now occupied by the old train deck.
- Underground approach to the mail-processing facility for USPS trucks; either underground or street level exit routes; routes linked to the East Central-Business-District (CBD) bypass. (See pages 14 and 15 for CBD Bypass and optional truck routes.)
- 600 parking spaces for USPS employees on one or more nearby surface sites.

The dawn creeps in stealthily; the solid walls of black forest soften to gray, and vast stretches of the river open up and reveal themselves; the water is glass-smooth, gives off spectral little wreaths of white mist; there is not the faintest breath of wind, nor stir of leaf; the tranquility is profound and infinitely satisfying.

Mark Twain

River Garden Concept 1: *Public Garden & U.S. Postal Service*

Proposal: Mail-Processing Facility and Riverfront Plaza (Continued)

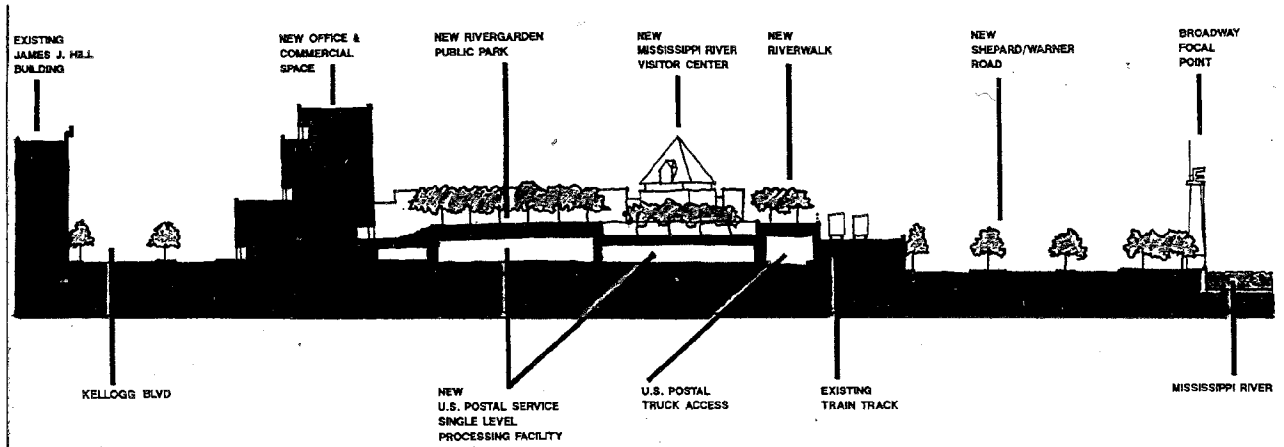
- On the largest portion of space above the mail-processing facility, an 8-10 acre public green space -- a River Garden -- with magnificent views of river activity. Other forms of development would be carried out on some parts of the space above the mail-processing facility and on adjoining land.
- Pedestrian bridge links between the River Garden and the new riverfront park across Warner-Shepard Road; links to other parts of the riverfront via a new Riverwalk (see page 22).
- A visitor center located either east of the River Garden or in the Union Depot Concourse.
- Optionally, a Marina with 300-350 boat slips.

Next Steps

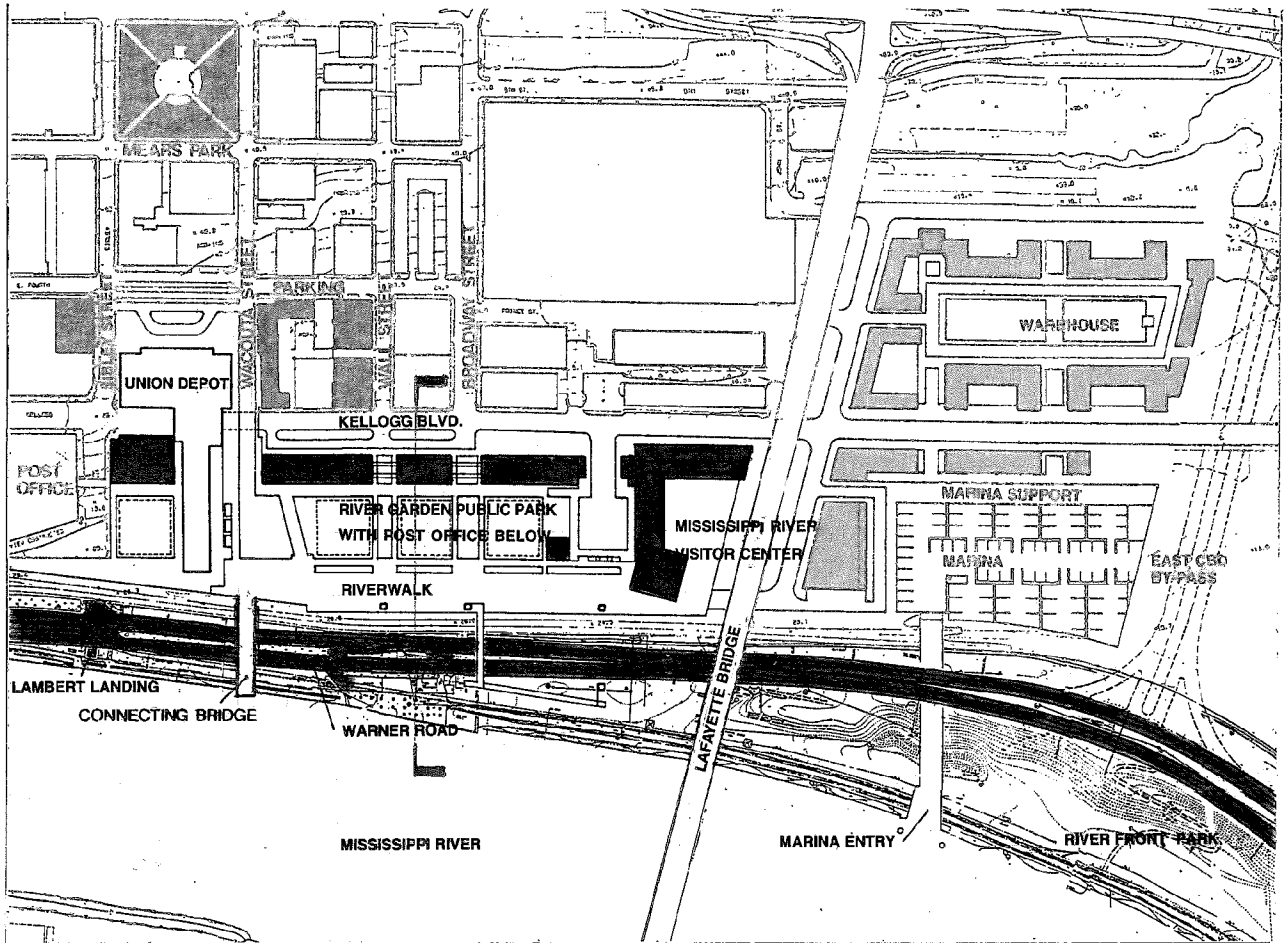
In order to achieve this concept, we should take the following steps:

- Continue dialogue with USPS and help them define their space, truck-routing, and parking solutions. We should acquire the historic Union Depot Concourse if USPS determines that it is not needed. This acquisition will help prevent the Concourse from further deterioration while an appropriate use is considered
- Build a skyway from the KTCA block to the main post office building, allowing greater access to the Union Depot.

River Garden Concept 1 Public Garden & U.S. Postal Service

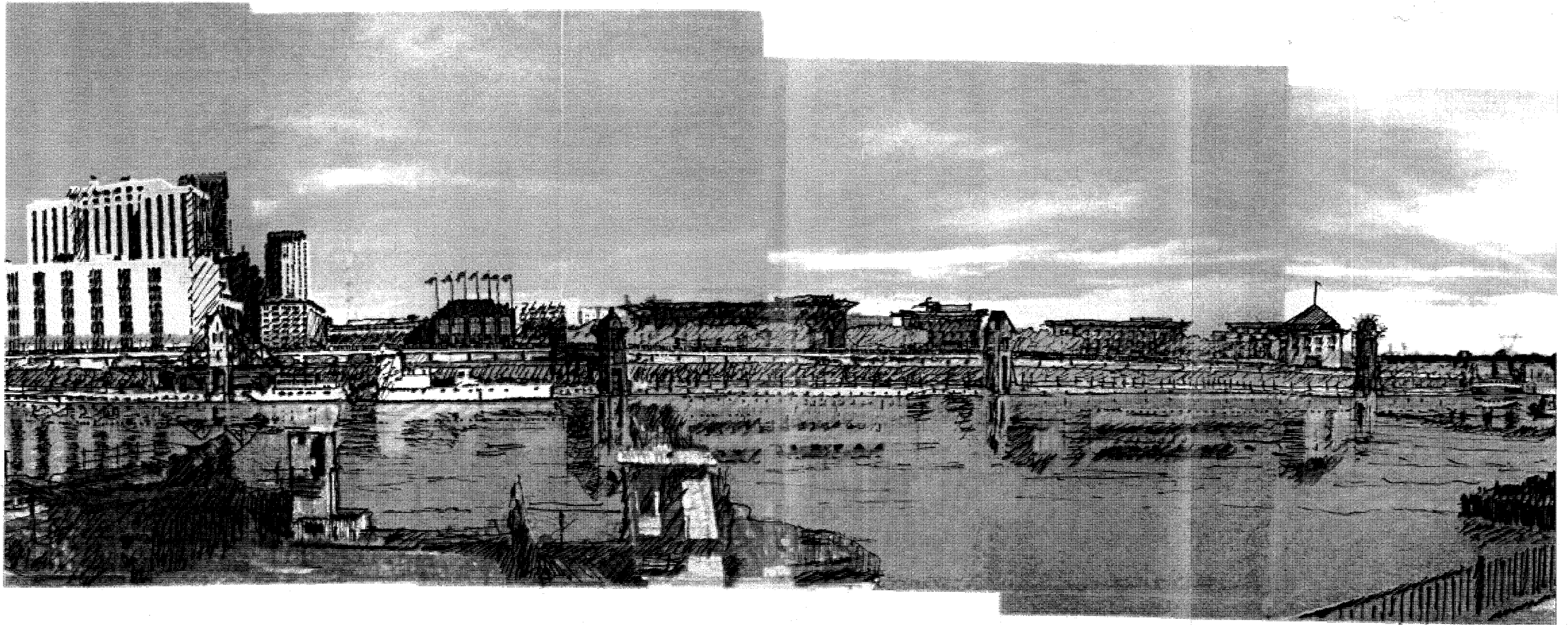


Site Section - Looking East



Plan View

Lowertown, River Garden

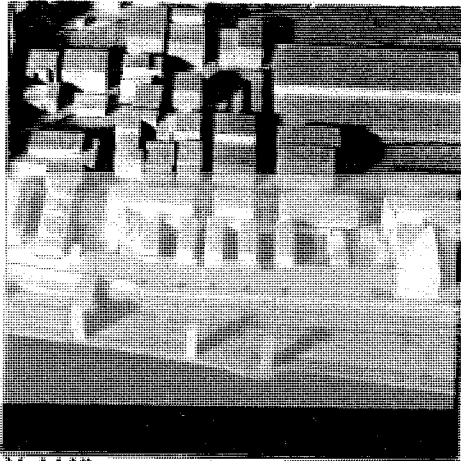


View Looking North

Lowertown, River Garden

River Garden Concept 2: Cultural Emphasis

Opportunity: Lowertown's Artistic-Cultural Character



Model View

Lowertown's strong artistic-cultural character is the result of many factors. The area's beautifully restored historic buildings and the deliberate effort by the City and LRC in providing for the arts, fostering such an identity. The excellence of design in Mears Park provides an urbane backdrop. The arts are alive in Lowertown's 200 residential units reserved for fine artists. High ceilings, abundant natural light, and reasonable rental rates have attracted many galleries as well as architectural, design, publishing, and advertising businesses to the area. Several video-related businesses have offices at Lowertown's western edge, including KTCA-TV, ITVS (a satellite-downlink division of PBS), and Continental Cablevision. In short, Lowertown's identity is strongly bound up with art and culture. It makes good sense to strengthen this identity as we redevelop the riverfront.

Proposal: Increase Our "Cultural Capital"

In this concept, we envision establishing a great variety of artistic and cultural businesses as well as cultural institutions at the Lowertown riverfront in both restored and new buildings. As in Concept 1, this development may also integrate with a new underground USPS mail-processing facility. Recently, two institutions have expressed interest in locating near the river: the National Park Service, which has planned an interpretive center for the newly designated Mississippi National River and Recreation Area, and The Science Museum of Minnesota. The Lowertown riverfront can offer the following advantages to businesses and institutions:

Almost unlimited space. There are 20 riverfront acres between the Robert and Lafayette Street Bridges and 11.5 acres east of the Lafayette Street Bridge.

Best location. The McKnight Foundation has put forward the following reasons why a Mississippi River visitor center should be located downtown. We agree and think these are also good reasons why media, arts, and design businesses would choose to locate on the Lowertown riverfront:

- **Interpretive opportunity.** The downtown riverfront offers superb views up and down the Mississippi that are crucial to interpreting the river's meaning, including views of historic sites associated with the development of Saint Paul and the State of Minnesota, views of ecologically important sites, and views of Lambert's Landing and the entire range of commercial and recreational river activity.

The Mississippi Valley yields to no region in the world. Here, if anywhere, is the real America -- the field, the theater, and the basis of the civilization of the Western World.

The history of the Mississippi Valley is the history of the United States.

*Frederick Jackson Turner and
Albert Bushnell Hart*

River Garden Concept 2: *Cultural Emphasis (Continued)*

- **Economic development.** Visitors would use downtown restaurants, stores, and lodging facilities.

- **Year-round visitor use.** Downtown sites are already connected with other cultural entities through skyways, existing public transport, and the proposed downtown shuttle.

Historic preservation. Adaptive reuse of the Union Depot Concourse as a cultural venue would protect an important piece of Saint Paul's heritage and would provide a model for others considering reuse of historic structures.

Building on other investments. Placing cultural destinations downtown reinforces millions of dollars of public and private investment in the city's downtown waterfront, including Kellogg Mall and the in-progress improvements to Shepard and Warner Roads. Additional funding, such as ISTEA funds, might also be easier to attract to the area (see Funding Opportunities, page 24).

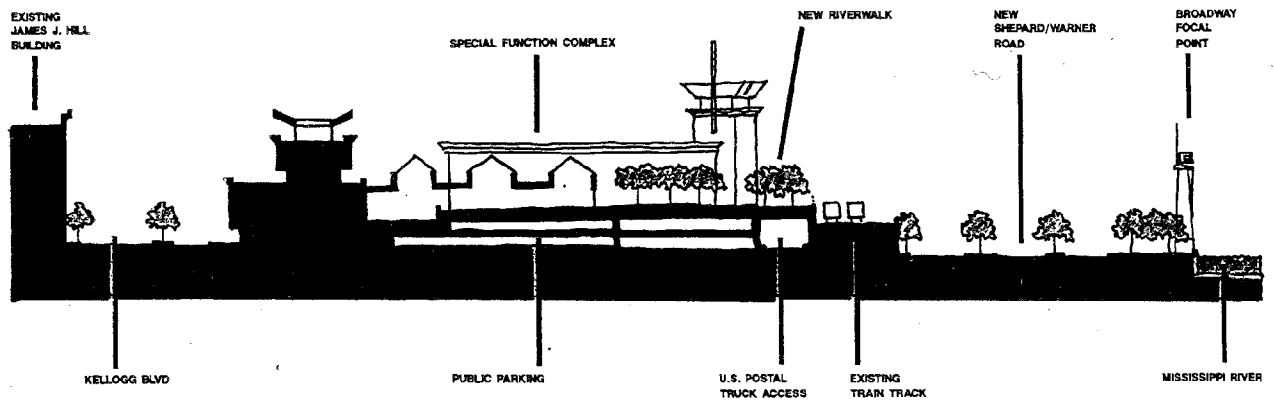
Lower environmental impact. A downtown waterfront site would not require creation of additional paved area, would not increase surface water runoff, would be served by existing public transit systems, and would not be located behind a levee where it might hinder levee maintenance in a flood fight or be exposed to flood damage in the event of levee failure.

Additional Features

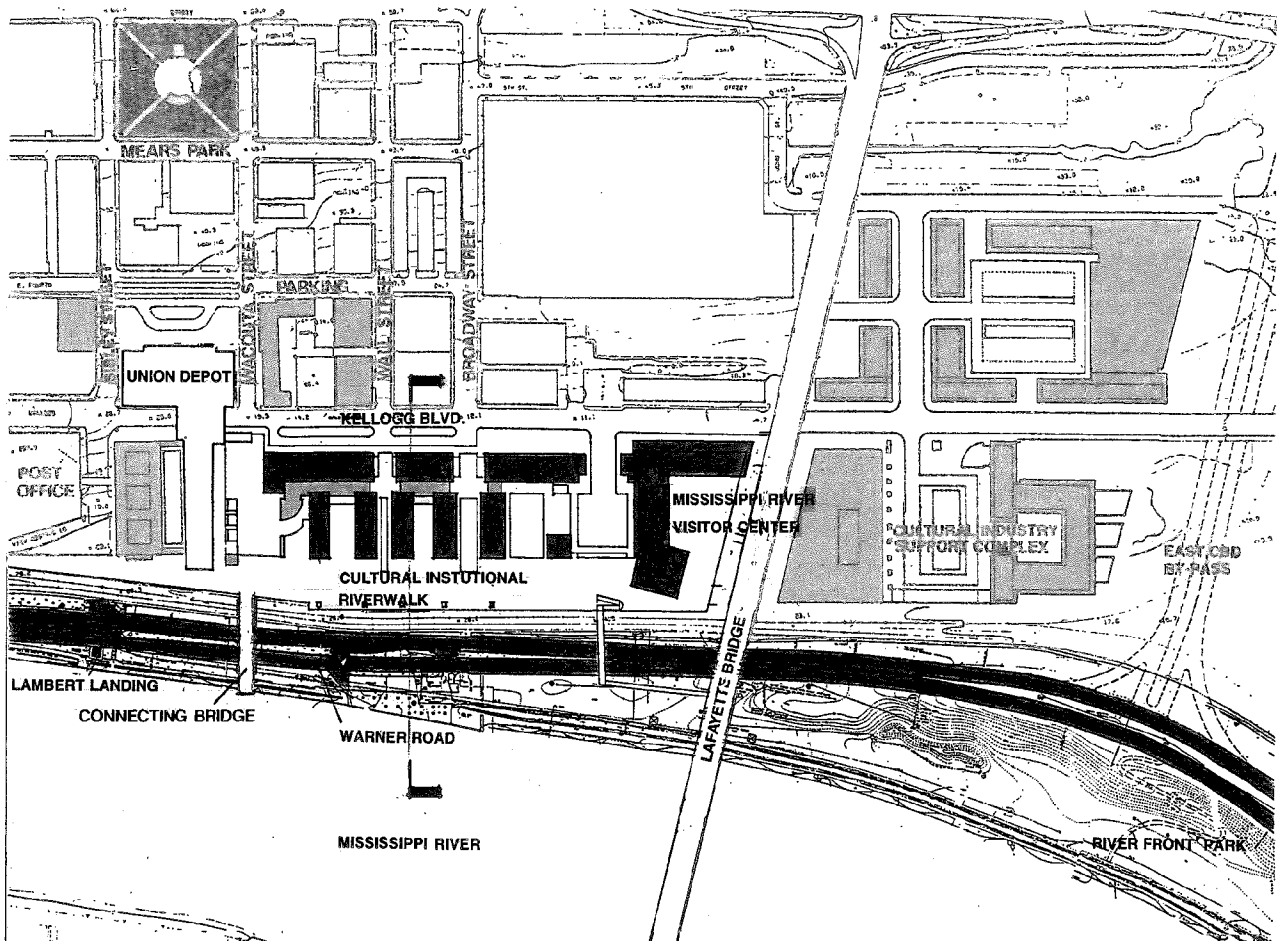
Following are additional features envisioned as part of this concept:

- 1500 public parking spaces and 600 parking spaces for USPS employees.
- If desired, an inlet of the river could be constructed to run to -- or even through -- a cultural institution to allow innovative river-oriented exhibits. This water access might be connected to a marina, such as the one shown as an optional feature of Concept 1 on page 3. The site of an inlet and/or marina could be either east or west of the position shown for this marina.
- Large-scale sculptural terminuses for the north-south streets that would end at the Riverwalk (see page 18); these would beckon pedestrian and motorized traffic to the riverfront.

River Garden Concept 2 Cultural Emphasis

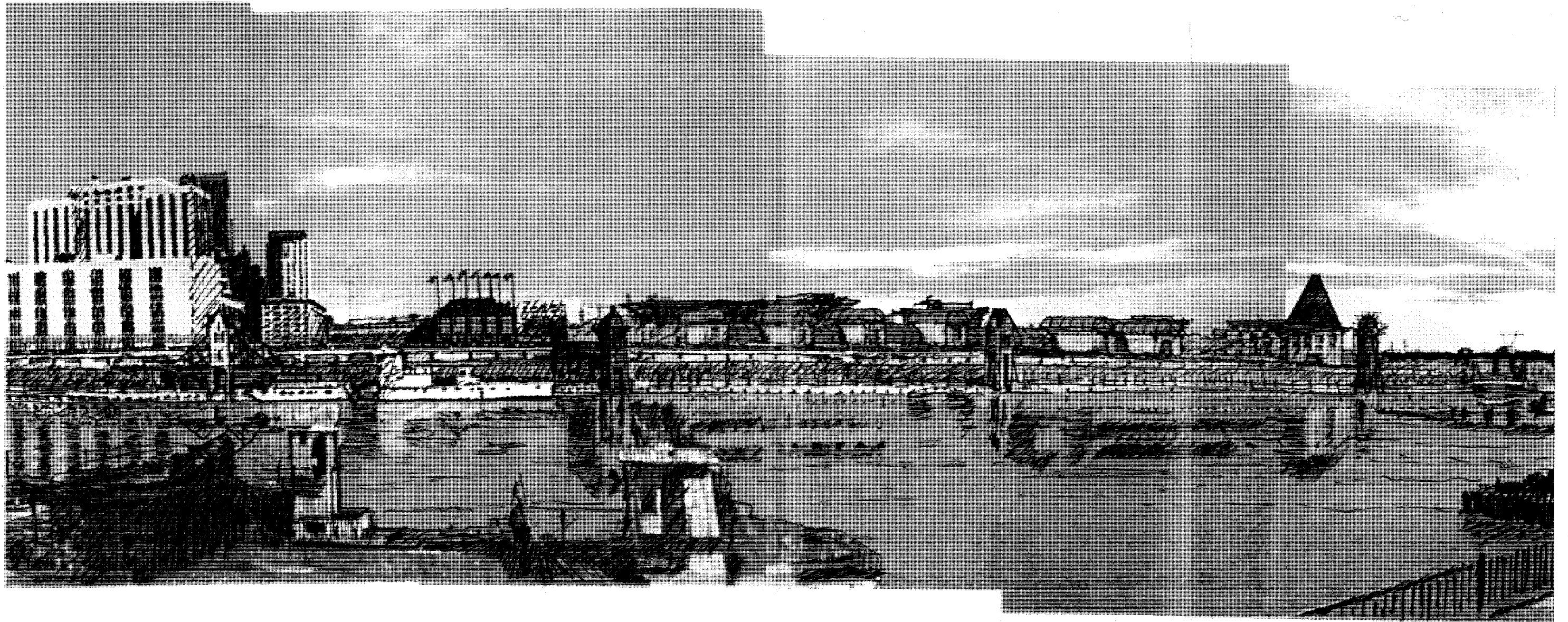


Site Section - Looking East



Plan View

Lowertown, River Garden

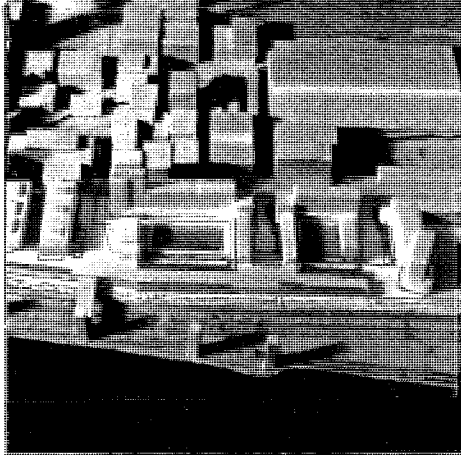


View Looking North

Lowertown, River Garden

River Garden Concept 3: *Housing Emphasis*

Opportunity: Expand the New Urban Village



Model View

In this concept, as with the other two, the central idea is to build on what already has proven itself. One of Lowertown's greatest successes has been the creation of a New Urban Village. The area currently contains 1500 housing units. Occupancy rates are above 85% everywhere, and some buildings have long waiting lists. People are attracted by the urbane and historic character of Lowertown's rehabilitated structures and by the attractive design of Mears Park. These strengths are reinforced by historically appropriate street lighting fixtures, bus shelters, and other amenities. In addition to being beautiful, Lowertown has the functional necessities and amenities residents need. They can choose from a comprehensive range of stores, restaurants, and entertainment choices near their homes. Many are close enough to work to commute on foot. And wherever they go, they go easily because Lowertown is connected to the rest of downtown via skyways and to the rest of the metro area by excellent public transport. It is no surprise that Lowertown is now Saint Paul's fastest growing residential neighborhood.

And what better direction to grow than toward the river? Housing with a view is perennially attractive -- and Saint Paul's riverfront offers some of the best views in the Twin Cities. The re-routed Shepard-Warner Road will add to the already excellent infrastructure for residents, visitors, and tourists, while the riverfront park to be constructed between Warner Road and the river will be an important green space to balance residential density.

Proposal: Housing Development

St. Paul is a wonderful town. It is put together with solid blocks of honest brick and stone, and has the air of intending to stay.

Mark Twain

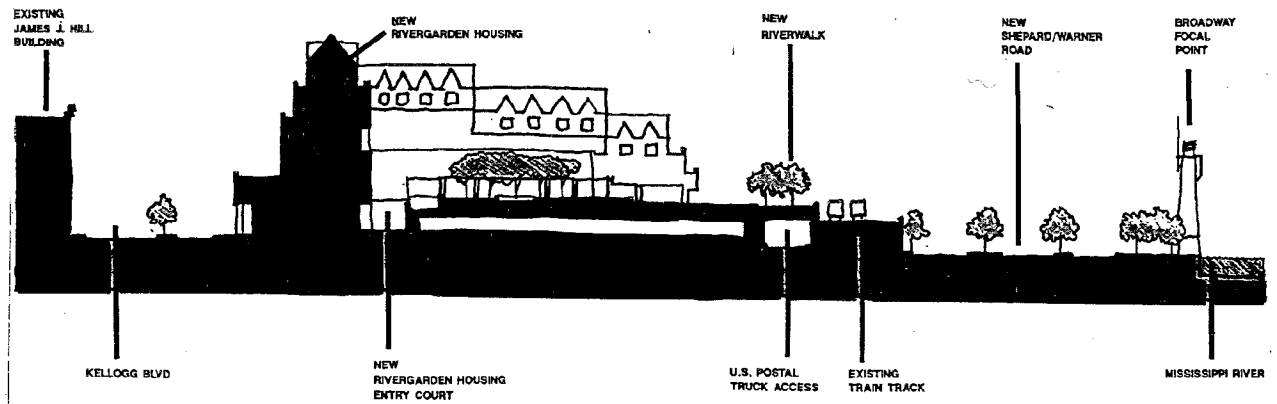
Coordination among developers and cooperation with non-residential community members, such as the U.S. Postal Service (USPS), are essential to this concept. But public-private partnership has been the hallmark of Lowertown development for 15 years. The experience gained to date in creating Lowertown's existing Urban Village will serve us well in moving toward the river. The residential development would be sited in the space now occupied by the old train deck (now used for parking and access to the USPS mail-processing facility) and in the area directly east of the deck. The development would have the following features:

River Garden Concept 3: *Housing Emphasis (Continued)*

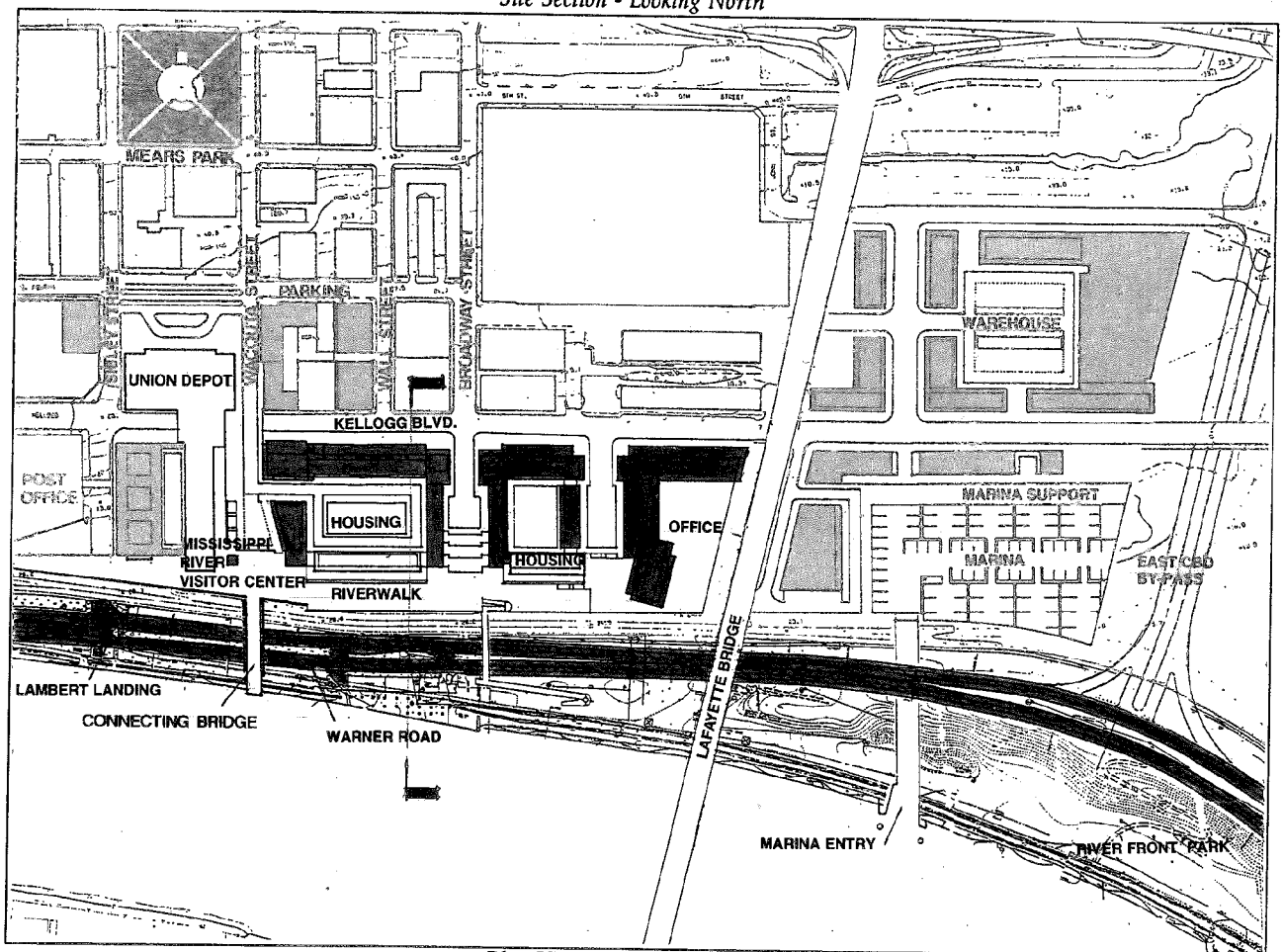
Proposal: Housing Emphasis (Continued)

- Up to 1,000 units of low - and mid-rise housing may be grouped around several open courts toward the river.
- A plaza facing the river for residents and the public with a portion of the plaza available for enclosed winter use.
- Design guidelines and an efficient design-review process to assure continuity with Lowertown's historic character in the design of the housing and plaza. To maximize each unit's sweeping river-view arc, a terraced design may be appropriate.
- Excellent natural lighting and valuable solar energy gain due to unobstructed, generally south-facing orientation.
- A reorganized, efficient USPS processing facility that works in harmony with the housing development.
- New parking facilities for residents and USPS employees.
- Direct pedestrian connection between the visitor center and the river.
- Eastward extension of Kellogg Mall to connect with the Lowertown residential community.
- A marina with 300 - 350 boat slips and access for the general public and downtown residents.

River Garden Concept 3 *Housing Emphasis*

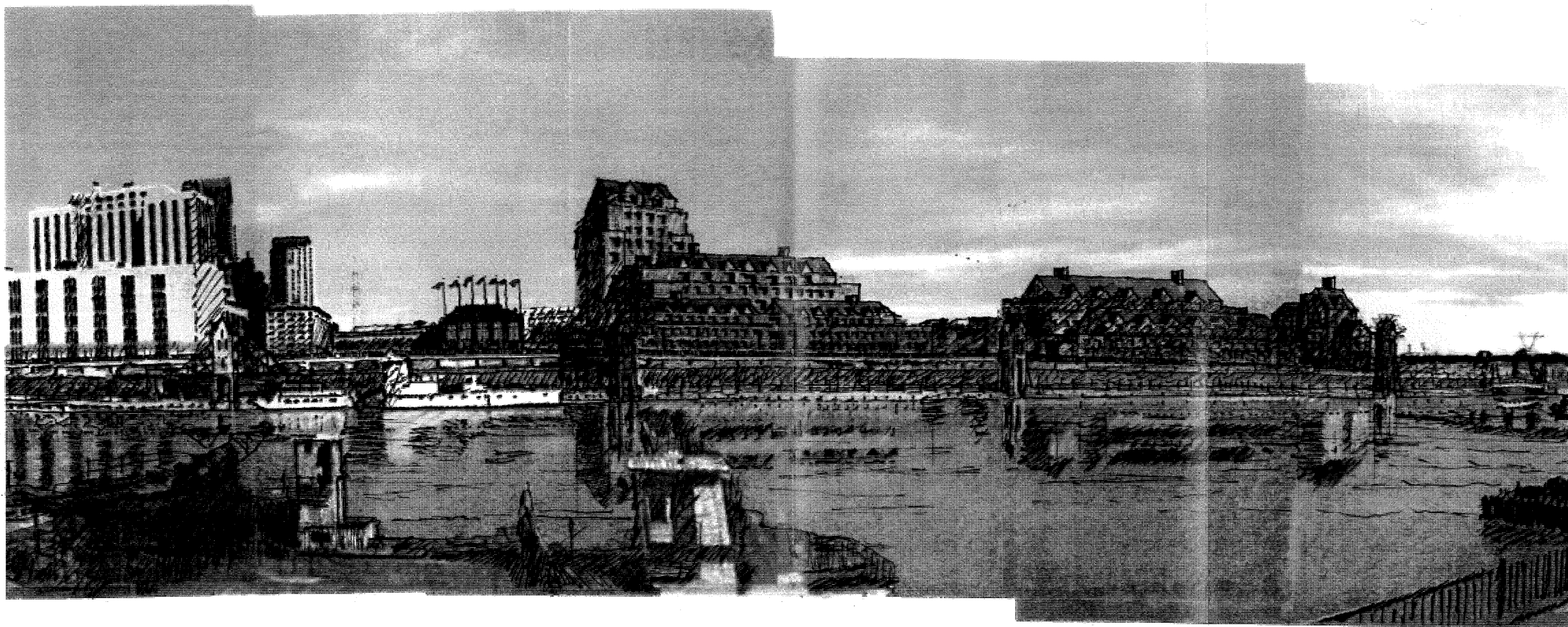


Site Section - Looking North



Plan View

Lowertown, River Garden



View Looking North

Lowertown, River Garden

Common Elements Sibley and Jackson Street "Gateways"

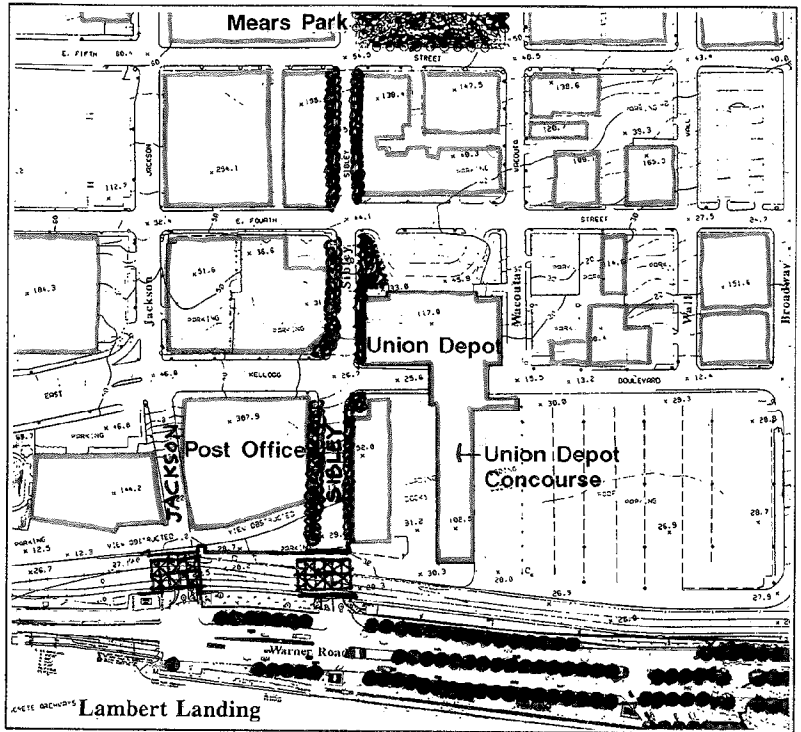
The Sibley Street Entry, from Shepard-Warner Road, into Lowertown is the only city entry point that has not been rebuilt during the last few years.

It is also the only entry point from the river for automobiles, residents, visitors, bike riders, pedestrians, and river boat passengers. All must go beneath the railroad tracks through an elongated, neglected, unsafe "tunnel".

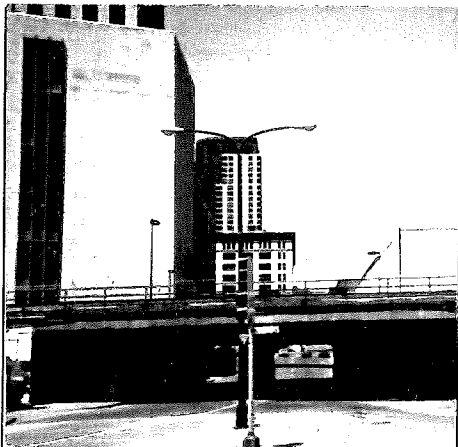
Plans must be implemented that will reduce the amount of railroad deck to a minimum width. This will allow more natural light beneath the tracks. Eventually, a new railroad bridge should be constructed that will create an aesthetic entry "gateway" into the City.

In addition, streetscape improvements are needed to enhance connection to Mears Park and other areas of the city. The underside of the bridge needs cleaning, paint, and new lighting. The bridge's structural concrete needs repair, and public art should be incorporated to highlight this as an entry.

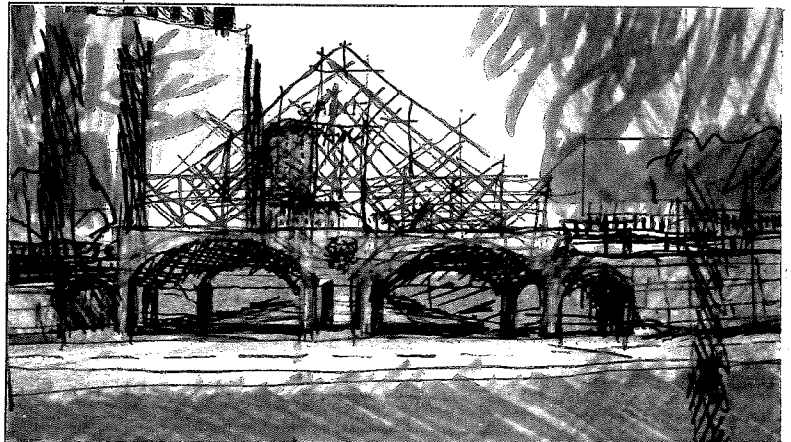
Jackson Street should be treated the same as Sibley Street (although it is an exit). The two should have a common design theme.



Plan Diagram of Sibley Street Concepts



Existing View of Sibley Street Entry



View of Sibley Street "Gateway"

Lowertown, River Garden

Common Elements *East Central-Business-District Bypass*

The East CBD Bypass has been planned by the City of Saint Paul since the early 1970's and is included in the City's Comprehensive Plan.

Shepard-Warner Road is currently undergoing realignment. The realignment plans incorporate provisions for connection to the East CBD Bypass as the first step toward the bypass completion.

Should the East CBD Bypass be completed, it could help to reduce vehicle congestion, improve the environmental quality of the city, create additional jobs, improve traffic flow, and allow for a U.S. Postal Service alternative truck route.

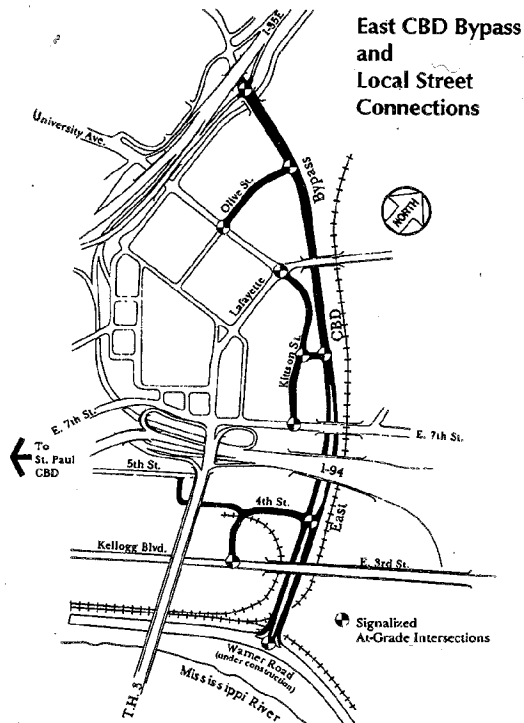
The bypass allows for the shifting of truck traffic from Lowertown. It also allows options for the USPS that will remove truck traffic from the upper area of the Union Depot Concourse deck.

The following diagram and those on the the next page identify options that the USPS would consider for daytime rerouting of its truck traffic.

The USPS can also continue to use the Sibley Street entry when it is preferable. Day time truck traffic could be re-routed to the bypass. Evening and off peak hour USPS truck traffic could use Sibley.

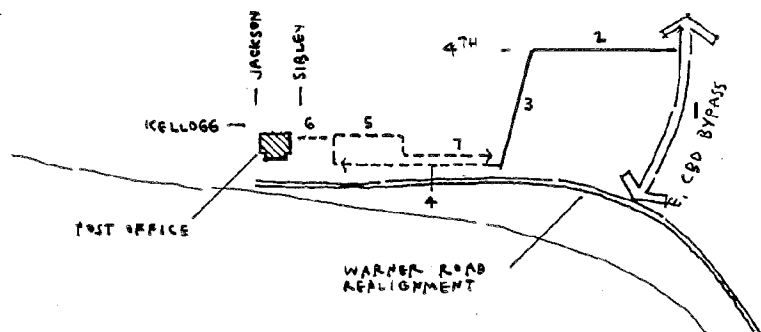
Option 1

1. East CBD Bypass
2. New Entry to Downtown
3. New postal access road beneath Lafayette Bridge
4. Use existing tunnel (under platform) to access USPS processing area
5. Build new processing area at Kellogg Boulevard level below and east of Union Depot Concourse
6. Mail is sent for sorting at main building via existing tunnel below Sibley Street
7. Return to bypass via same route.



East CBD By Pass Diagram

Information Taken From March, 1992 Report Titled City of St. Paul Proposed CBD By Pass



USPS Access Diagram - Option 1

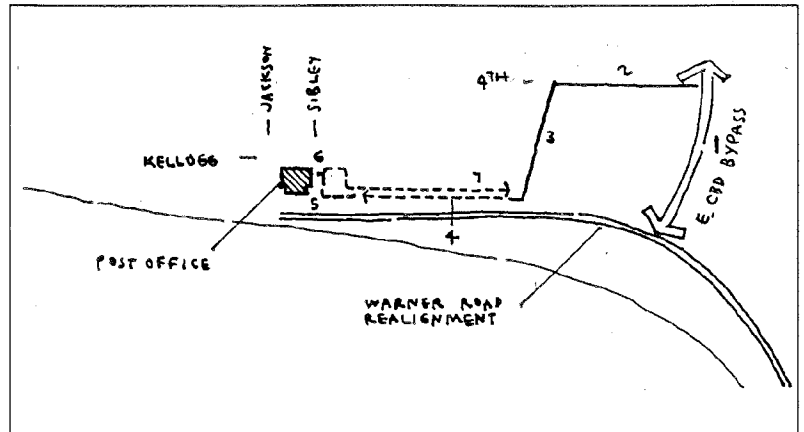
Lowertown, River Garden

Common Elements U.S. Postal Service Alternatives

These are additional alternatives for rerouting the U.S. Postal Service truck traffic.

Option 2

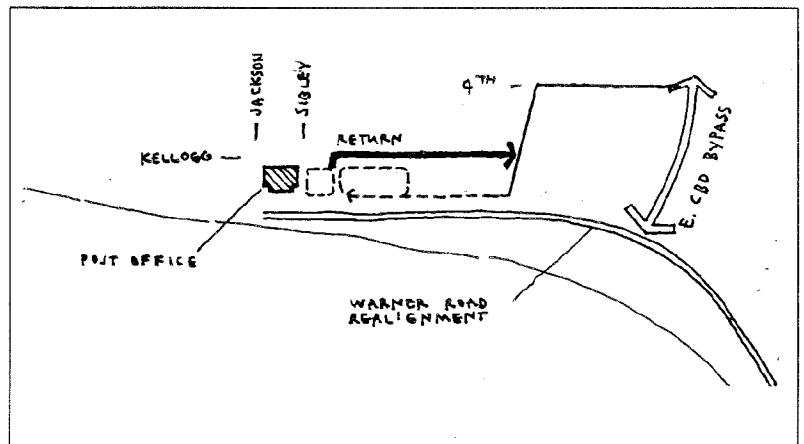
- 1 - 4 Same as Option 1 (previous page)
- 5 Rebuild postal processing area (multi-levels) in specified area below and west of Union Depot Concourse
- 6 - 7 Same as Option 1



USPS access diagram - Option 2

Option 3

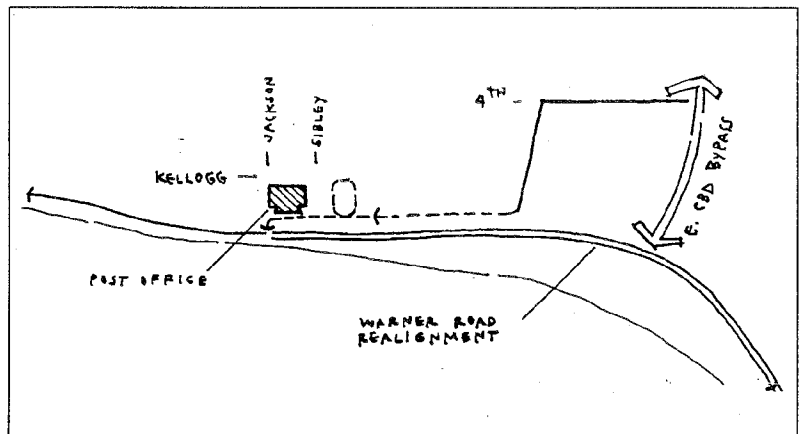
Same as Option 1 or 2 except that trucks return to bypass via Kellogg Boulevard



USPS access diagram - Option 3

Option 4

Same as Option 1 or 2 except that postal trucks return across Sibley Street behind the USPS building and exit to Shepard - Warner Road via Jackson Street



USPS access diagram - Option 4

Lowertown, River Garden

Common Elements *Depot Concourse*

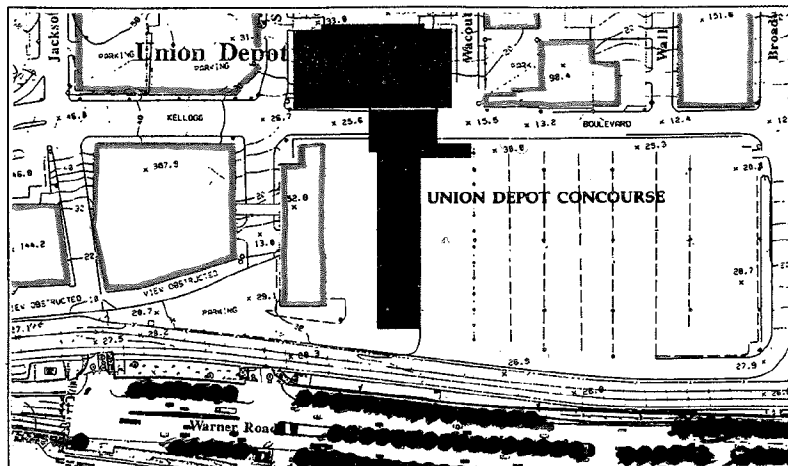
The Saint Paul Union Depot is on the National Register of Historic Places. It has historically been, and continues to be, the pivotal building in all planning related to Lowertown and the riverfront. In 1983 the headhouse portion of the Union Depot underwent an extensive adaptive reuse and restoration. The Union Depot Concourse portion requires similar upgrading and restoration. It is considered irreplaceable according to historic surveys.

Each of the three River Garden Concepts are enhanced by the resolution of ownership and the preservation of the Union Depot Concourse.

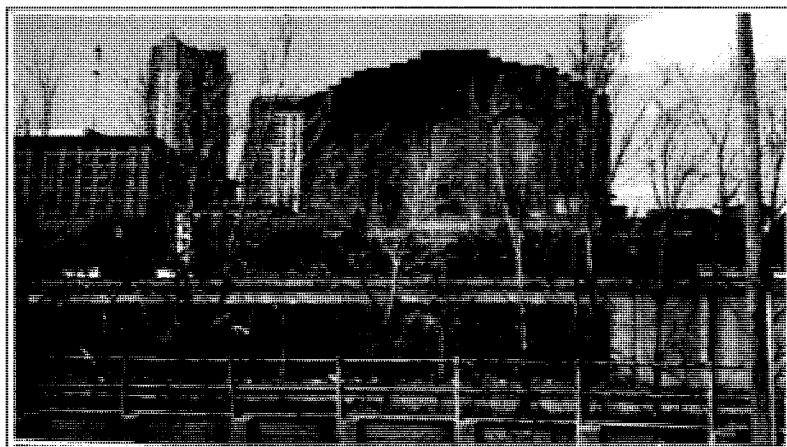
The Union Depot Concourse must be protected from further damage from the elements. It must also be treated in accord with Heritage Preservation guidelines.

An early acquisition of the Concourse would help the process for designating a developer and use for the building. It would do so by pre-determining issues and concerns with the present owner, the U.S. Postal Service, so that final site designations would not be hampered.

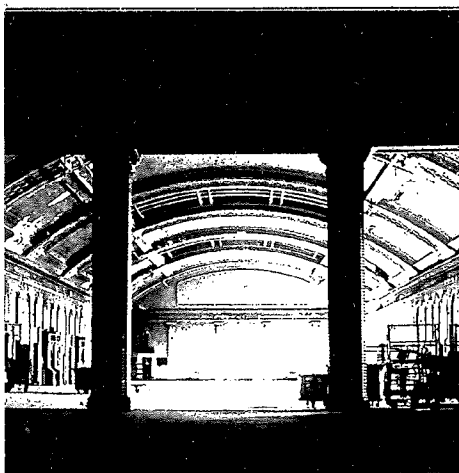
This marvelous and unusual building has tremendous potential. Once the property has been secured, preservation can begin.



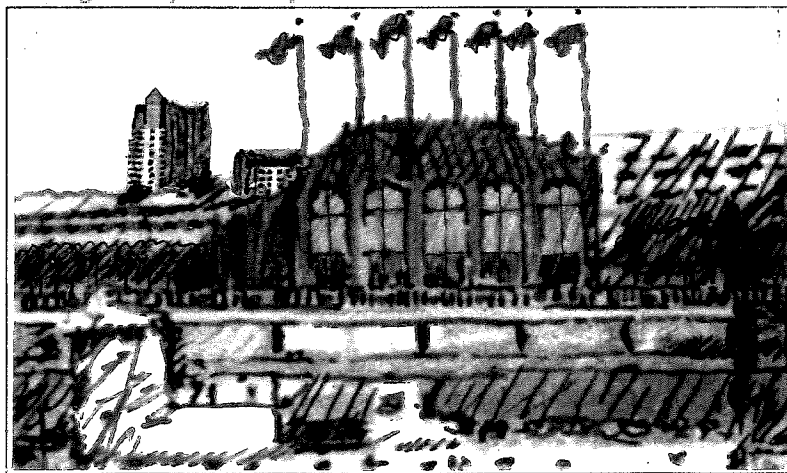
Plan



Existing View of Union Depot Concourse



Historic Union Depot Concourse Interior

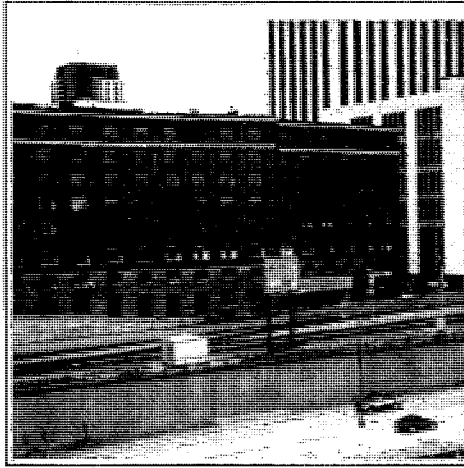


View of Union Depot Concourse

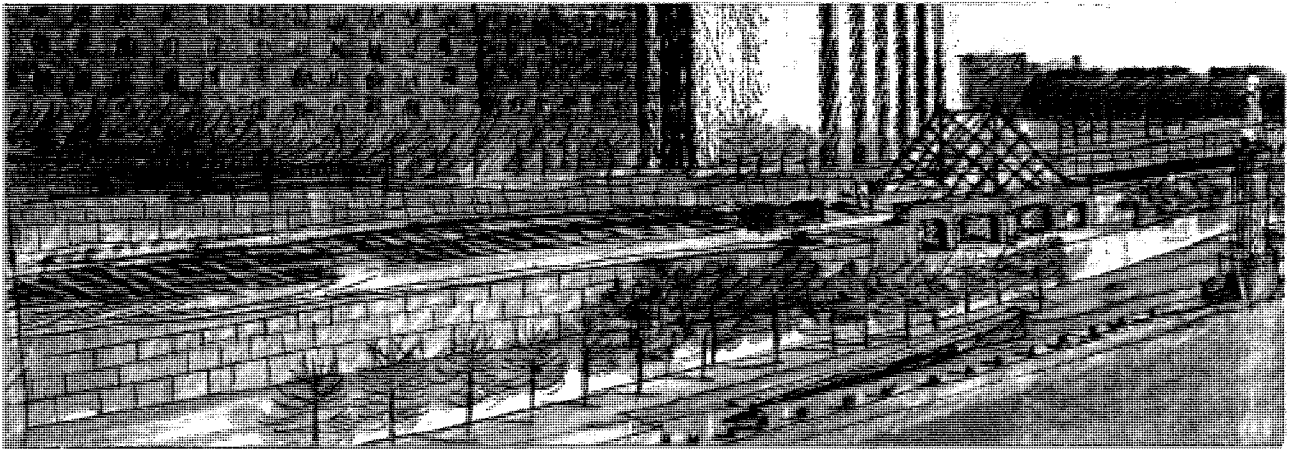
Lowertown, River Garden

The entire length of the River Garden at Lowertown is separated by a concrete wall that elevates the railroad train tracks. The City of Saint Paul may convert this run down, unsightly barrier into an aesthetic visual amenity. This could include major pieces of public art, the beautification of the wall, and landscaping.

The wall could be refinished similar to the new concrete walls of Interstate 94, in front of the Minnesota State Capitol.



Existing View of "Wall"

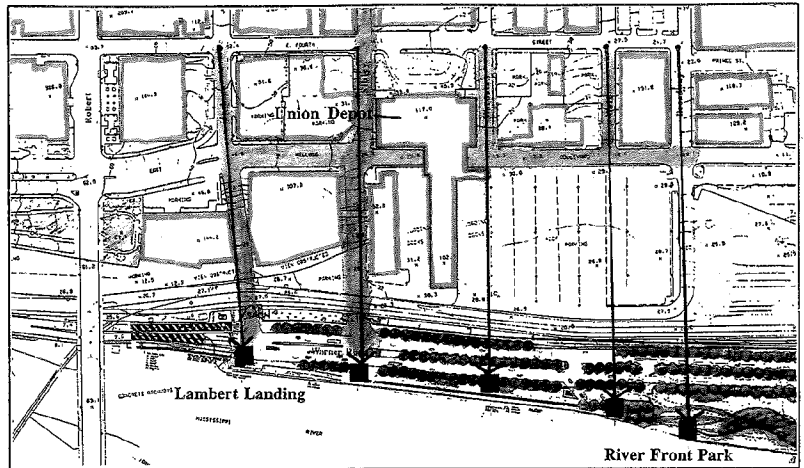


View of "Stonewall"

Common Elements Streetscapes

The Lowertown Streetscape program has helped strengthen the historic identity of the district. It is a vital part of the Lowertown residential community. Continuing this program will encourage residents and enhance the River Garden experience.

Streets such as Wacouta should be planned for direct access to the Concourse level. The original street grid pattern should be redefined visually. Streets could terminate at the river with art work and accent features such as an obelisk that may be set at the river's edge.



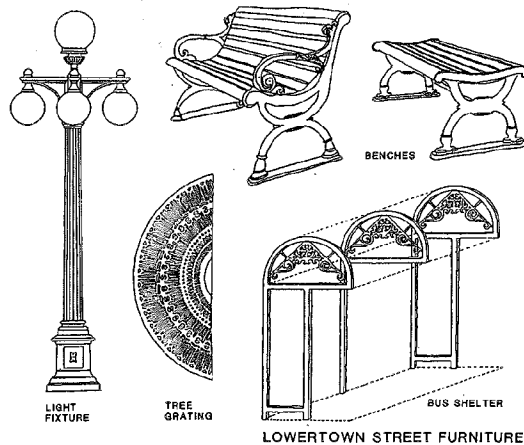
Plan



Existing View of Wacouta



View of Wacouta and a Visual Terminus at the River



LOWERTOWN STREET FURNITURE

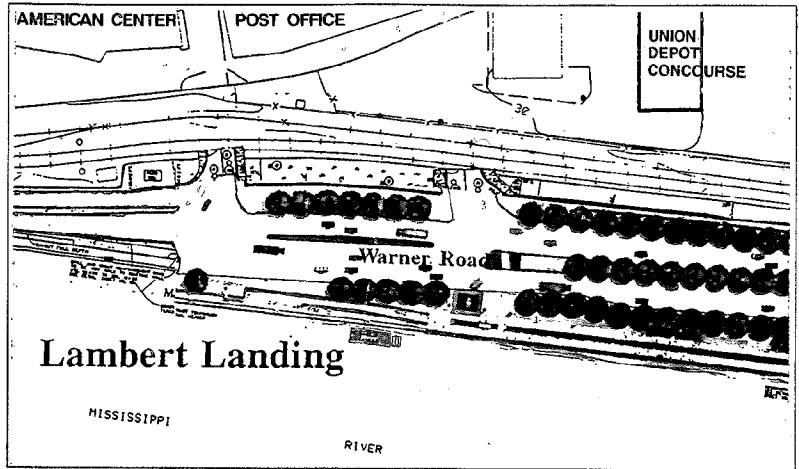
Lowertown, River Garden

Common Elements *Lambert Landing Enhancements*

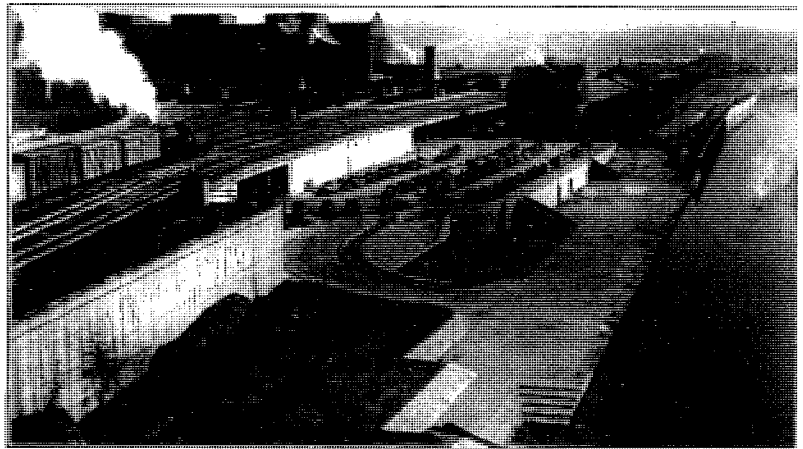
As part of the Shepard - Warner Road realignment, already under construction, the Lambert Landing for boat traffic is being reconfigured for loading and unloading ease. This site is very historically significant.

Plans should be prepared to help the public rediscover St. Paul's past. The landing's design features could be greatly enhanced if there were better pedestrian access to Lowertown's core. Direct improved connections to the Depot Concourse should be supplemented with streetscaping, and distinctive architectural features that may help the gateway become more attractive.

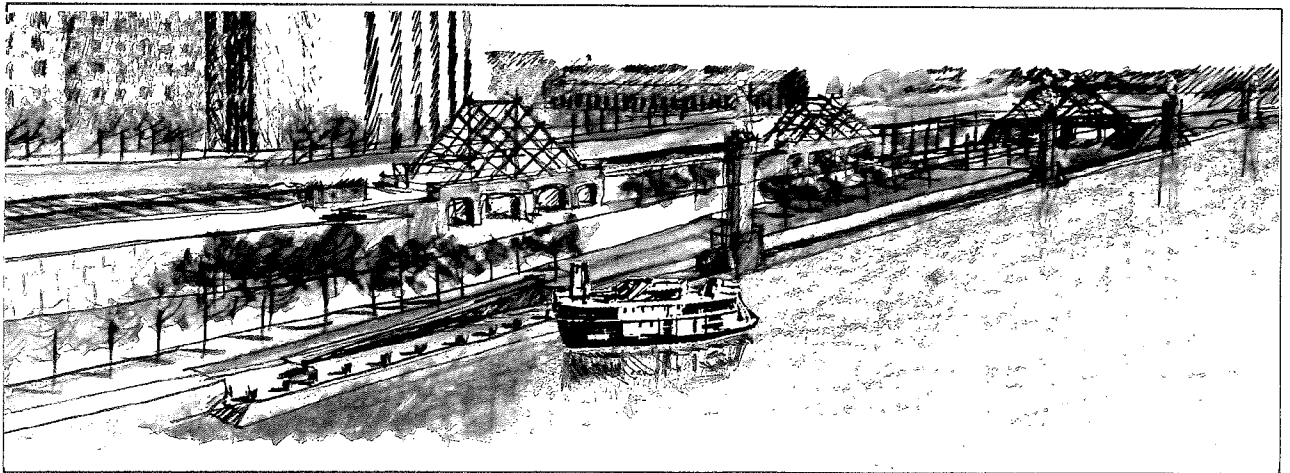
Plans should allow for the gradual increase in tourist traffic by boat and car. The extension of Lambert Landing to the East is also a future possibility worthy of exploration.



Current Lambert Landing Plan



Original Lambert Landing Photograph



View of Lambert Landing

Lowertown, River Garden

Common Elements *Downtown Shuttle and Union Depot*

Plans for a downtown shuttle have considered buses, trolleys and other functional or recreational transportation systems. Most of these plans have relied on the Union Depot as a destination, stop, or terminal.

A variety of public and community based partnerships have spent considerable time to establish a shuttle. The current effort, as diagrammed at the right, has been approved and a substantial portion of the capital funding has been secured. Operating funds are now being secured from private sources. If all goes well, the shuttle service may be initiated in June.

The plans for a metropolitan light rail transit system call for a station at the Union Depot in the future.

In addition, long range regional plans will consider high speed rail and direct connection to a new airport as well as to Chicago. The Union Depot is historically very significant for Saint Paul citizens. It should be planned with this in mind for the future.

Support for these concepts is vital to the development of the River Garden.

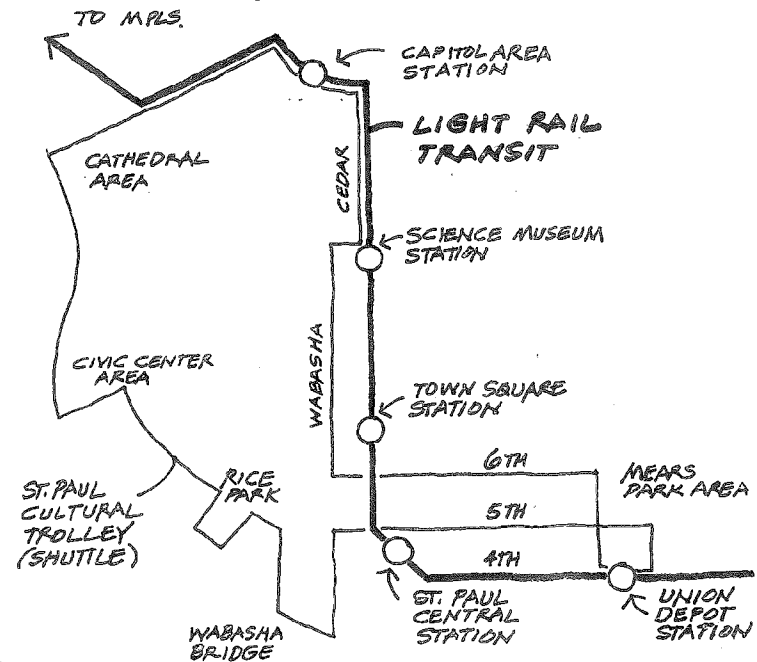
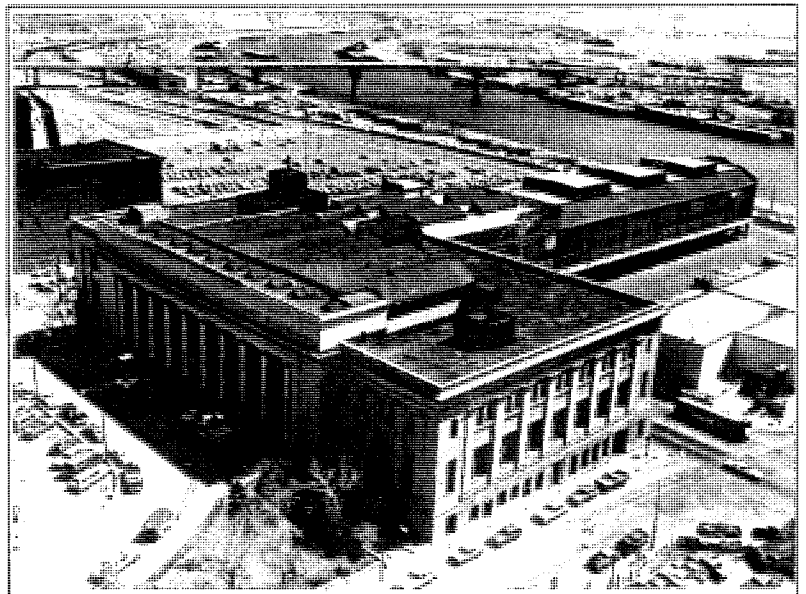


Diagram of Downtown Shuttle and Light Rail Transit system



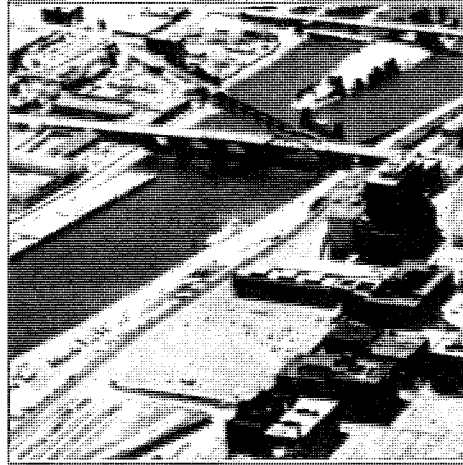
Union Depot Headhouse

Lowertown, River Garden

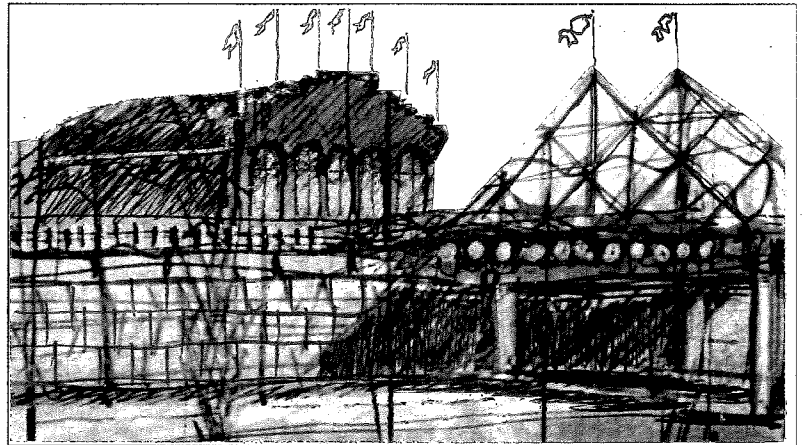
Common Elements *Pedestrian Overpass to Riverfront*

Lowertown has become one of the Metropolitan area's fastest growing residential communities. The riverfront as currently planned is almost inaccessible to these residents.

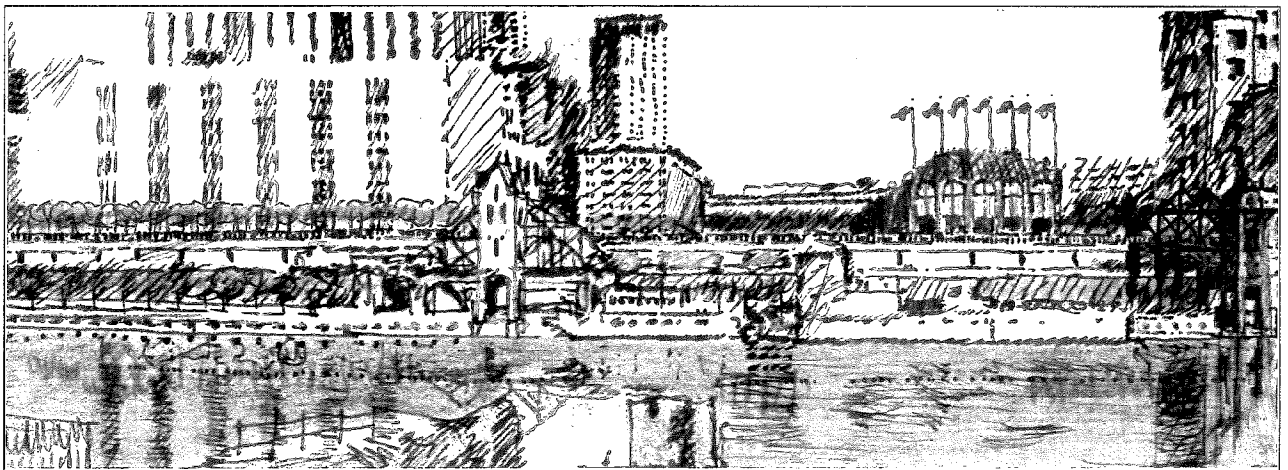
As part of the River Garden concept, a number of pedestrian overpasses may be added to the east of Sibley for access as well as overlook to the river.



Aerial View of Existing River Garden Area



Section at Overpass to the River



View of Pedestrian Bridge

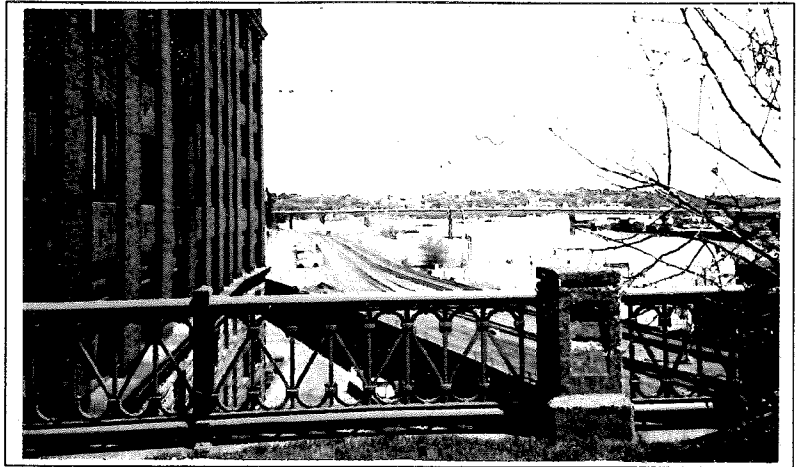
Lowertown, River Garden

Common Elements *Kellogg Mall Extension*

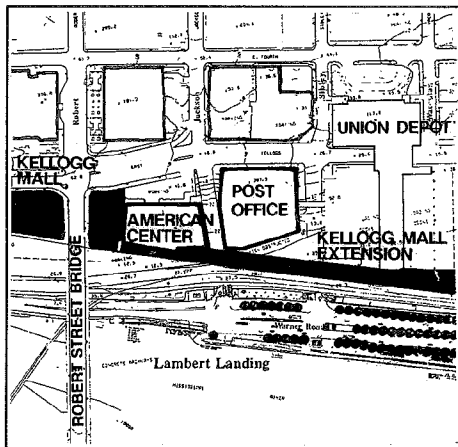
One of Saint Paul's most popular vantage points overlooking the river is from the Kellogg Mall.

This area has been completely rebuilt and has become a destination for lunches and mid-day breaks.

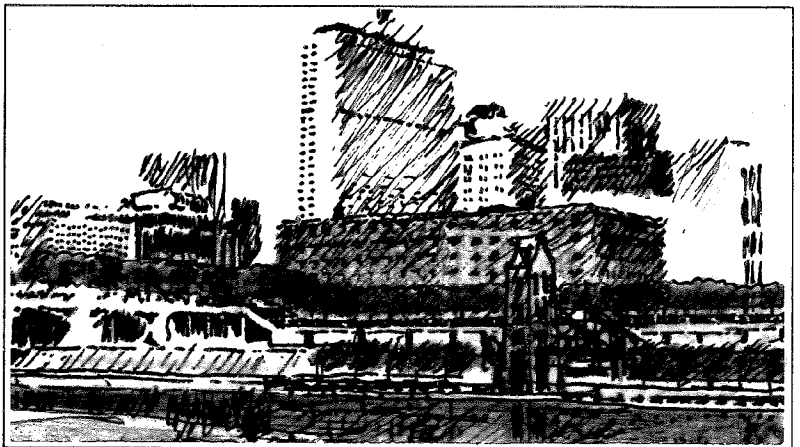
This mall could be extended to the Union Depot Concourse by building a pedestrian walkway past the American Center Building and the Post Office. This extension would create a "River Walk" that interconnects the entire riverfront.



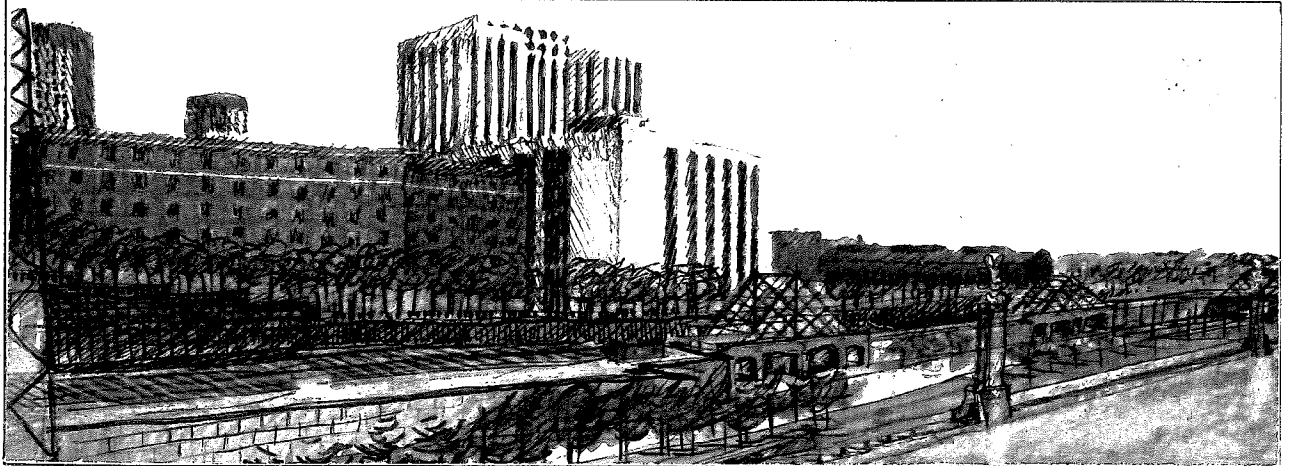
Existing View from Robert Street



Plan Diagram of Mall Extension



View of Kellogg Mall Extension at Robert Street Bridge



View of Kellogg Mall Extension from the South

Lowertown, River Garden

Common Elements Skyway Connections, Walkways, Bikeways and Rivercrossing Connections

In addition to the proposed connections to existing skyways, walkways and bike paths as described earlier, it will also be possible to get to Duluth via the Willard Munger Trail.

Should the railroad lift bridge not be used for rail traffic, it could be converted to a pedestrian connection between Navy Island and the downtown side of the river.

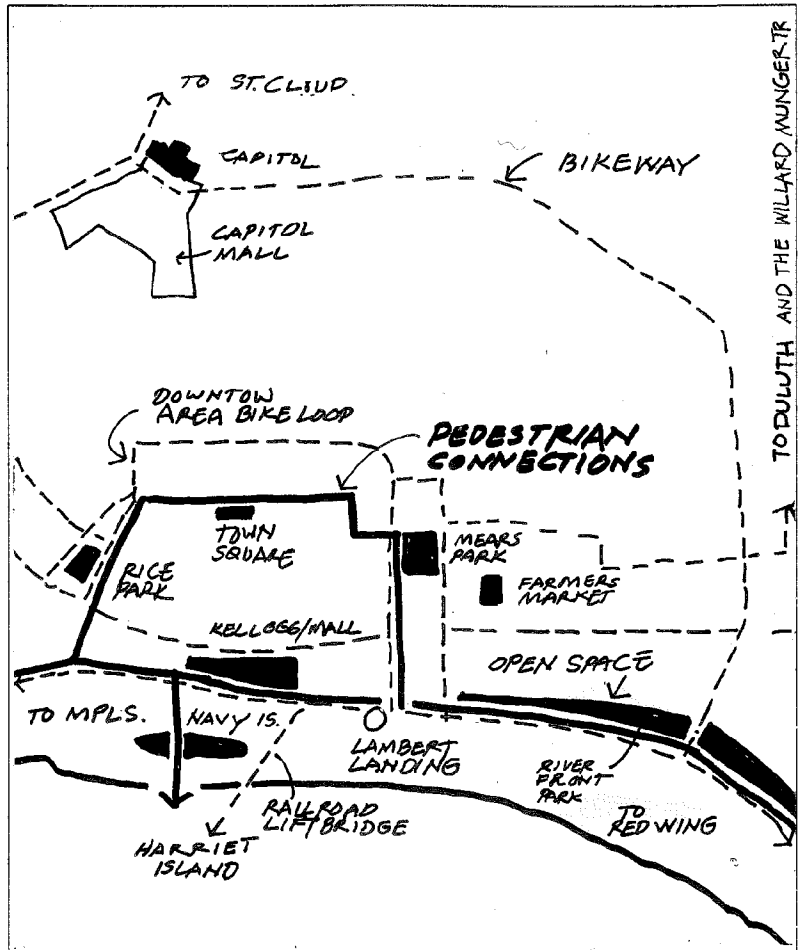


Diagram of Walkway and Bikeway Connections



Photo of the Railroad Liftbridge

Lowertown, River Garden

Funding Opportunities

ISTEA Funding Opportunities

An initial application for ISTEA funding has been prepared. In addition, a second application is being prepared for upcoming submittals.

Intermodal Surface Transportation Efficiency ACT (ISTEA)

Many of the proposed and potential transportation improvement projects serving the River Garden, are eligible for federal funding under the Intermodal Surface Transportation Efficiency Act (ISTEA). We have examined these possible projects. The following matrix summarizes these opportunities by ISTEA funding category.

Priorities

- (1) Prepare Sibley Street Gateway Funding application for the February, 1994 Metro Area ISTEA solicitation under the "Enhancement" category.
- (2) Resubmit East CBD Bypass Funding application for the February, 1994 Metro Area Surface Transportation Program solicitation under Principal Arterial Category. (Note: Previous application submitted July, 1993 was prioritized but not funded.)
- (3) Prepare future funding applications for other projects as appropriate, focusing in particular on those rated as "good" opportunities.

Among the 18 possible projects, two could justify immediate action; nine require action in short to medium term; six in medium to long term; and one in long term.

PROJECT	ISTEA FUNDING CATEGORY									
	SURFACE TRANSPORTATION PROGRAM (STP)						TRANSIT			
	ENHANCEMENT	PRINCIPAL ARTERIAL	MINOR ARTERIAL	TRANSIT PROJECT	BIKEWAY PROJECT	NON-STANDARD BIKEWAY	WALKWAY PROJECT	NON-STANDARD WALKWAY	CONGESTION MITIGATION	AIR QUALITY (CMAQ)
OPPORTUNITY: ■ Good ★ Possible										
IMMEDIATE ACTION										
• SIBLEY STREET "GATEWAY" - Partial Deck Removal, Streetscape, Bikeway-Walkway	■			★			★			
• EAST CBD BYPASS		■							★	★
SHORT TO MEDIUM TERM										
• DEPOT CONCOURSE PRESERVATION - Acquisition Phase	■									
• DEPOT CONCOURSE PRESERVATION - Renovation/Reuse (e.g. Visitor Center, Museum) Phase	■									
• SHEPARD-WARNER "STONE WALL" BEAUTIFICATION	■									
• SIBLEY STREET "GATEWAY" - Bridge Replacement										★
• JACKSON STREET "GATEWAY" - Streetscape/Bridge Replacement	★						★			★
• WACOUTA, KELLOGG AND BROADWAY STREETSCAPES	★						★			
• LAMBERT LANDING UPGRADE	★								★	★
• DOWNTOWN SHUTTLE			★						■	★
• BIKE STORAGE / USER AMENITIES				★						
MEDIUM TO LONG TERM										
• PEDESTRIAN OVERPASSES TO RIVERFRONT - Westerly (Concourse) Location	■						■			
• PEDESTRIAN OVERPASSES TO RIVERFRONT - Easterly Location	■						■			
• KELLOGG MALL EXTENSION AND NEW RIVERWALK							■			
• LIGHT RAIL TRANSIT DEPOT STATION	★		★				★		★	★
• SKYWAY CONNECTIONS ACROSS KELLOGG - To CBD, LRT Station, Broadway Area	★		★				★		★	★
• DEPOT TERMINAL - Air Shuttle, Downtown Shuttle, Water, Rail							★			
• INTERNAL RIVERGARDEN ROADWAYS/WALKWAYS							★			
LONG TERM										
• WALKWAY/BIKEWAY ACROSS RIVER - Convert Rail Bridge	★			★			★			★

Costs

The following chart indicates several combinations of activities that could combine to accomplish the three concepts outlined in this report. There are, of course, many variables that will also affect costs. These variables include unknown soil conditions and unknown hazardous conditions. It is also possible that other combinations could inter-mix housing, a park and institutional activities.

COST	ACTIVITY	CONCEPT 1		CONCEPT 2		CONCEPT 3	
		A	B	A	B	A	B
\$5M	Demolition of train deck				\$5M		
\$3M	Partial demo of train deck	\$3M	\$3M	\$3M		\$3M	
\$8M	New USPS 1 level 100,000 sf	\$8M		\$8M		\$8M	
\$20M	New USPS 1 level 250,000 sf		\$20M				
\$12M	New USPS multi levels				\$12M		\$12M
\$4M	New park – 8 acres		\$4M				
\$2.5M	New park – 4 acres	\$2.5M					
\$1.5M	New park – 2 acres				\$1.5M	\$1.5M	\$1.5M
\$5M	New USPS parking (600)	\$5M	\$5M		\$5M		
\$3.5M	Additional parking 400			\$3.5M		\$3.5M	
\$8M	Additional parking 1000						\$8M
\$20M	New construction housing 250 units						
\$35M	New construction housing 500 units					\$35M	
\$60M	New construction housing 1000 units						\$60M
\$15M	Renovate housing 250 units					\$15M	
\$4M	Renovate Union Depot Conc. interiors		\$4M		\$4M		\$4M
\$1.5M	Renovate Union Depot Conc. exterior	\$1.5M	\$1.5M	\$1.5M	\$1.5M	\$1.5M	\$1.5M
\$6M	Support Bldg. 75,000 sf	\$6M					
\$10M	Support buildings 150,000		\$6M				
\$18M	Support buildings 250,000						
\$12M	Institutional 50,000 sf						
\$18M	Institutional 100,000 sf			\$18M			
\$40M	Institutional 250,000 sf				\$40M		
\$1M	Rerouting USPS trucks		\$1M		\$1M		\$1M
	RANGE	\$26M	\$44.5M	\$34M	\$70M	\$67.5M	\$88M

Assumptions

- \$80.00 per sf for new USPS construction
- \$11.50 per sf for park features on deck
- \$8,300 per parking space
- \$60,000 - \$80,000 per housing unit
- \$66.00 to \$ 80.00 per sf for support space construction
- \$160.00 to \$240.00 per sf for special institutional construction

Project Team

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