

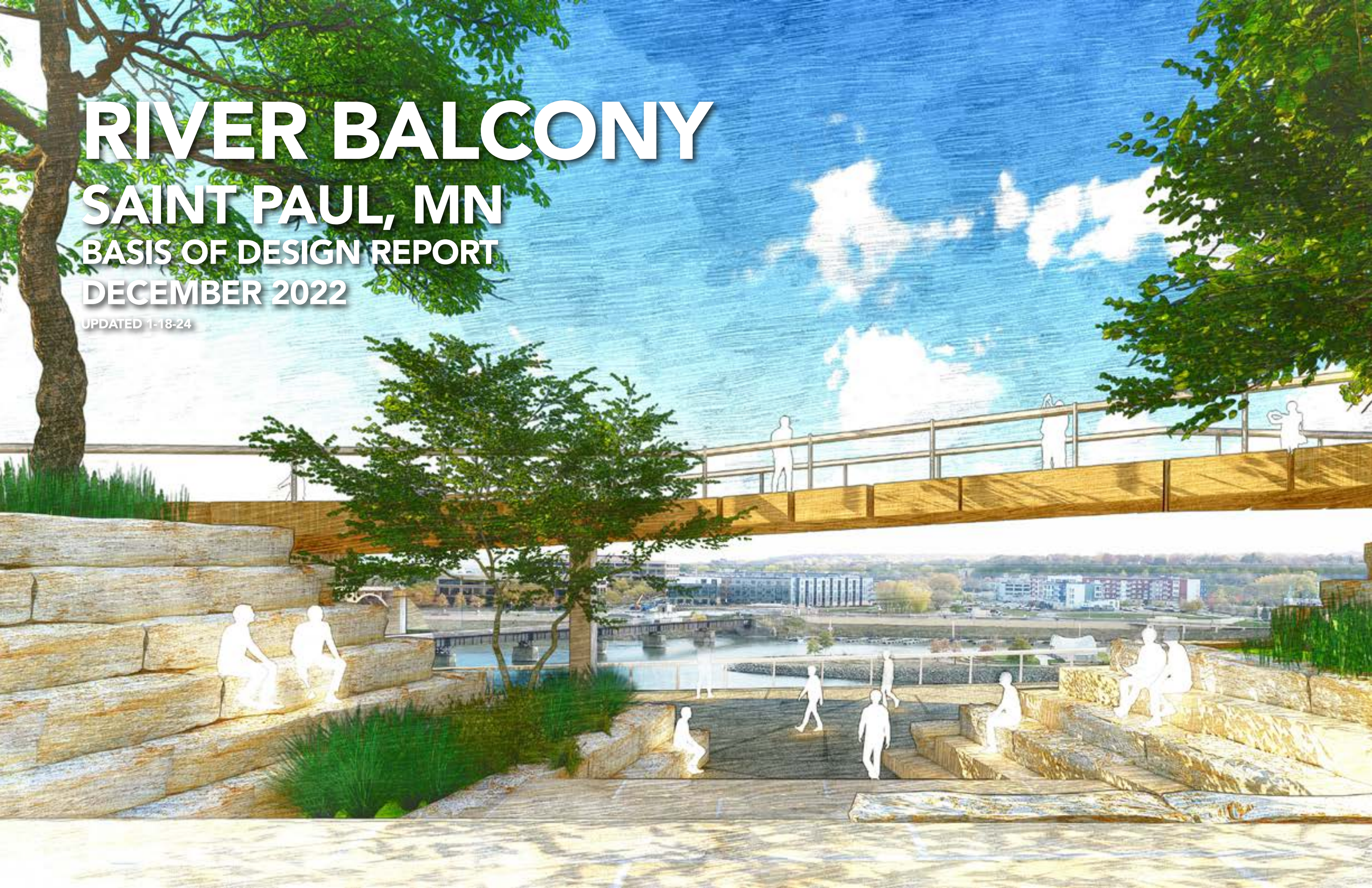
RIVER BALCONY

SAINT PAUL, MN

BASIS OF DESIGN REPORT

DECEMBER 2022

UPDATED 1-18-24



Prepared For:

Great River Passage Conservancy
& The City of St. Paul

Project Team:

James Corner Field Operations

106 Group

Claim Our Space

Forecast Public Art

HR&A

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SEH

Full Circle Indigenous Planning + Design

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EXECUTIVE SUMMARY

PROJECT DESCRIPTION

The River Balcony is a proposed 1.5-mile promenade along downtown Saint Paul’s river bluff, connecting public spaces, civic landmarks, and development sites, providing new connections to the river and sparking economic development and activation along the riverfront. The project seeks to reorient and reconnect Saint Paul to the Mississippi River, expanding St. Paul's narrative around the river and bringing the river to the center of public life.

RIVER LORE

The Mississippi River is Saint Paul’s most iconic natural and cultural landscape. The river itself is a source of inspiration, wonder and meaning, with a palpable presence and power. The notion of living with the river and having it intertwined in daily life, culture and tradition is deeply rooted in human history and the history of Saint Paul. The River Balcony seeks to be a space that becomes a living repository of the unique, diverse, and ever evolving relationships that people of the Mississippi have with its waters. The idea of “River Lore” aims to be an inclusive, overarching concept that embraces stories, accounts, experiences, and interactions with the river, and allows them to reemerge in the public realm.

A LAYERED SITE

The River Balcony aspires to be a place ‘from the land’ and ‘of the river’, recognizing and leveraging its rich natural and cultural heritage and informed by the spiritual worldview of Indigenous people. As a new layer for a site with multiple histories, the Balcony can weave together the past, present and future. As a linear connector with distinctive places, the Balcony uses the geomorphology of the river as a metaphor – a fluid and sinuous braided channel, with sandbars, shallows,

blufflands, marshes, bottomland forests, islands, sloughs, meanders and bends.

A CRITICAL CONNECTION

As a valuable community resource, critical link and piece of civic infrastructure, the River Balcony stitches together trails, bikeways, open spaces, civic landmarks, and development sites along the bluff to the Mississippi River. Located downtown and anchored by the Science Museum and River Centre to the west and Union Depot and Lambert’s Landing to the east, the Balcony becomes the point of access to all that Saint Paul has to offer, forming a gateway to the city and the river. Its transformative potential strengthens and aligns with St. Paul’s ambition to increase access, equity, activation and economic development along the riverfront.

DESIGN

The design approach builds on what is already here, establishes critical connections and creates a series of distinctive elements that help to activate the bluff and riverfront and cultivate connections to this special place. A series of spaces along the Balcony include opportunities for programming, public art, events and food, alongside places for walking, viewing, sitting, and relaxing. Primary features include a series of overlooks, and three primary open spaces – the Big Woods Walk, a new “Bluff Walk” and an enlivened Lambert’s Landing at the water’s edge.

The “Big Woods Walk” is envisioned as a new space for art, education, recreation and gathering with a focus on native planting, nature play, and family-oriented activities that strengthen the connection between downtown and Upper Landing Park and align with the adjacent Science Museum’s mission. As the western anchor of the site, this

segment announces the presence of the River Balcony in a legible, welcoming manner. The “Big Woods Walk” is one of the few places with enough space to create an immersive natural environment with significant greening inspired by the Big Woods ecoregion, including increased tree canopy, native understory and stormwater bioswales. A public connection from the potential development site at the RiverCentre Ramp is envisioned leading to a new Observation Tower, River Amphitheater that supports community and cultural programming along with a prominent new stair and ramp connection at the Science Museum.

The “Bluff Walk” is the centerpiece of the River Balcony project, including the reimagining of Kellogg Mall Park and E. 2nd Street with magnificent views up and down the Mississippi River at one of the last remnants of the natural bluff. The design transforms Kellogg Mall Park into a two-tiered park, connecting the upper level of the park to a newly pedestrianized E. 2nd Street. This connection creates an ADA-accessible “Bluff Walk” down to the river, activated with kiosks, lighting, art, seating and viewing points, making it one of the most unique experiences in the Twin Cities. Strategic and impactful improvements to Kellogg Mall Park, such as a new interactive water feature, nature play elements, a beer garden and trails work with the existing trees and tie back into the city streets to help activate the park. The “Kellogg Cut” is a dramatic new scenic overlook at the terminus of Minnesota Street with panoramic views of the river and a physical connection to the newly pedestrianized E. 2nd St. Connector, providing light and air to the space below and serving as an informal gathering space. Events, markets, courts and cultural games at the County Parking Lot below enlivens the space on weekends and during off-peak hours.

Lambert's Landing or the "Landing" is reconfigured to increase access, use and visibility at the river's edge. As a gateway to the city, the Landing features a new welcome center / river café, overlook, seating steps and furnishing with opportunities for fishing, relaxing, viewing and gathering. The railroad underpasses at Jackson and Sibley Streets enliven existing at-grade connections with simple and effective measures such as art and lighting to increase visibility and safety.

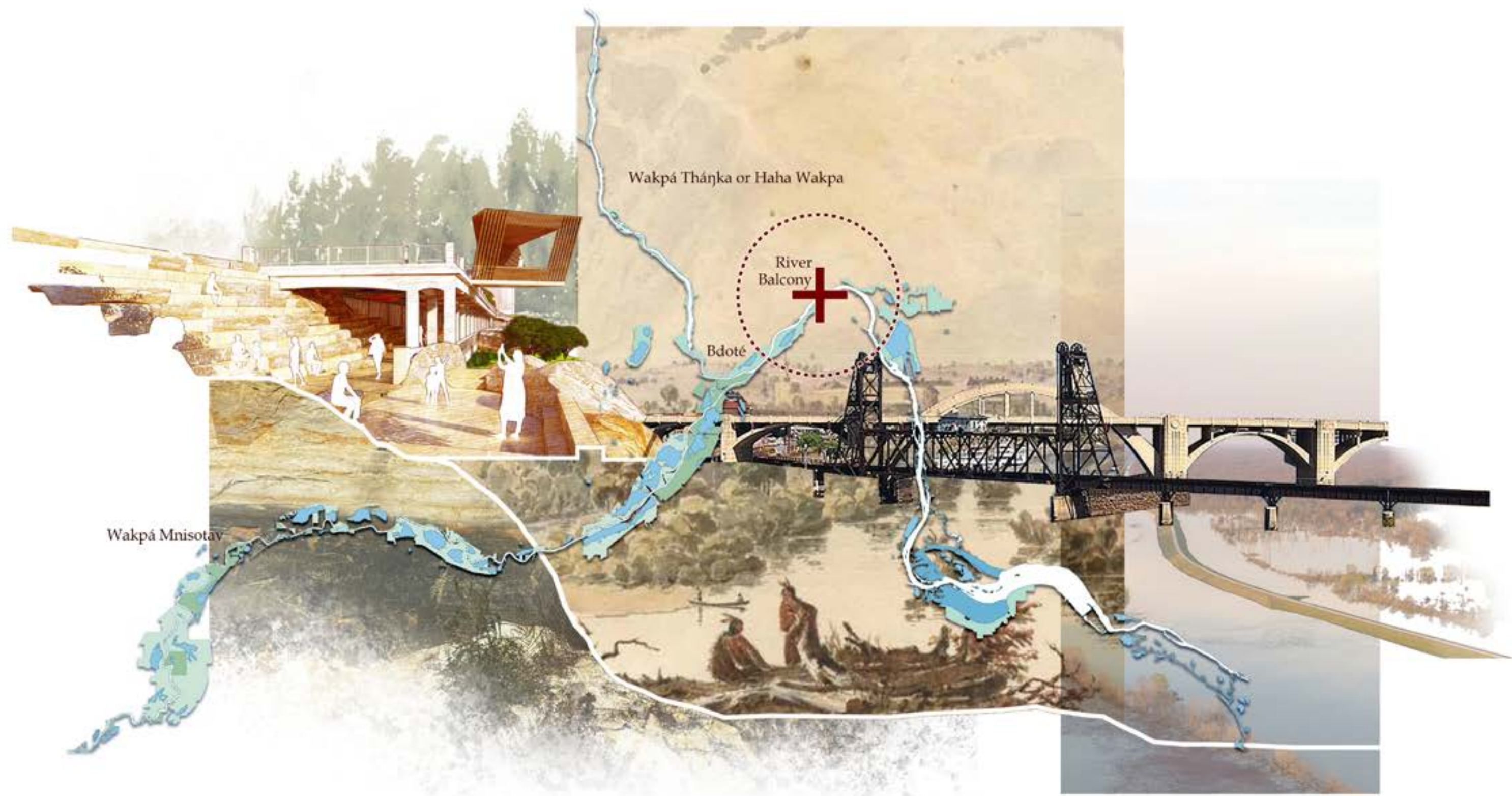
A series of bluff and river overlooks, envisioned as a string of pearls, draw you in from the city and are visible from the river. Oriented towards significant views and vistas, each overlook has a unique geometry and design while being part of a larger family in terms of character and materiality.

MATERIALITY

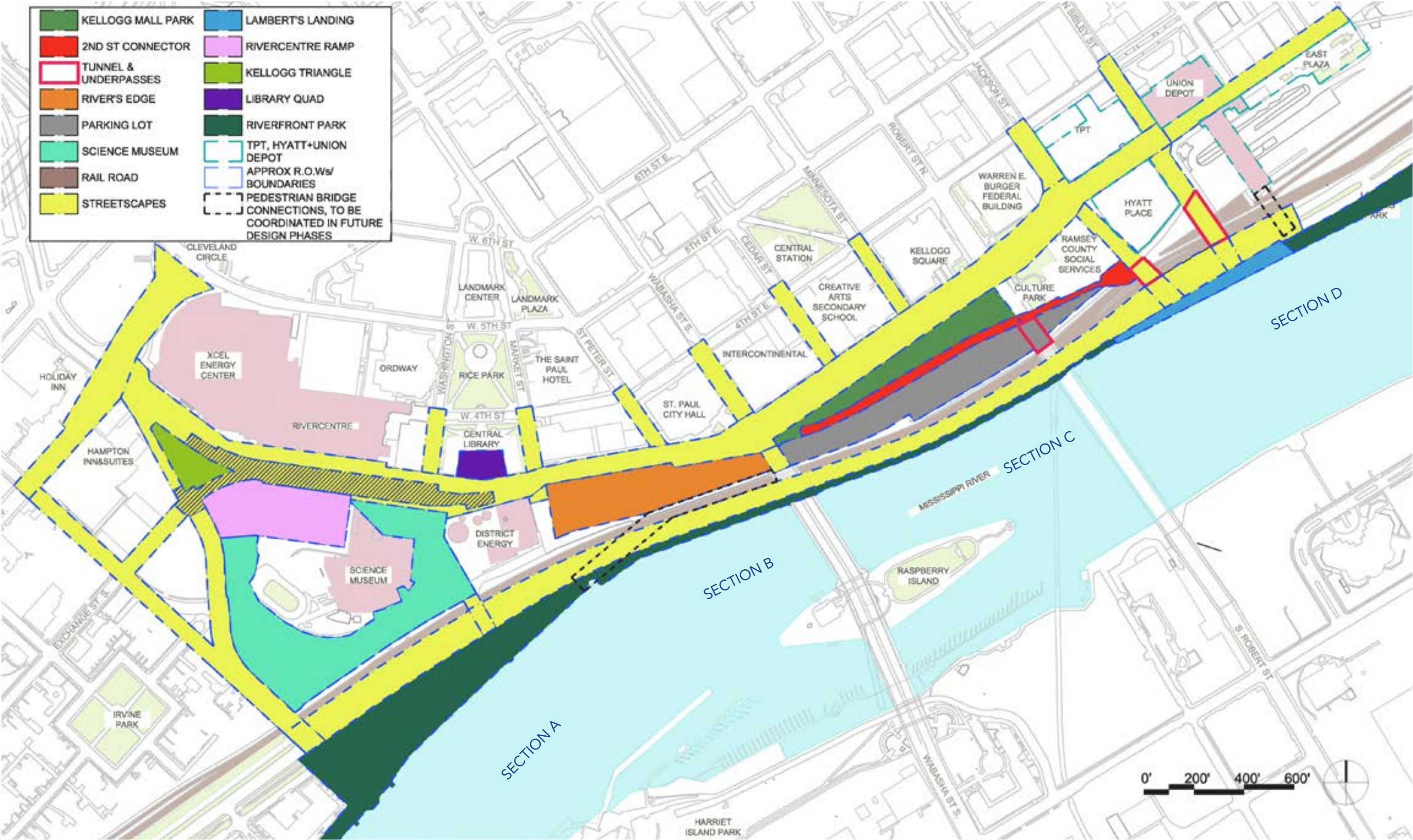
The material identity and character of the River Balcony is derived from its sandstone geology, revealing the 'nature of the bluff' – its material and botanical richness. The unique sandstone material becomes a unifying, recognizable and site-specific element – used as walls, seating and distinctive paving. Native forest and grassland communities are sources inspirations for both the creation of immersive experiences as well as specific species selection. Natural materials such as structural timber are used for River Balcony decks, promontories and overlooks, framing views and vistas and creating unique, friendly, and dramatic experiences.



A LAYERED SITE



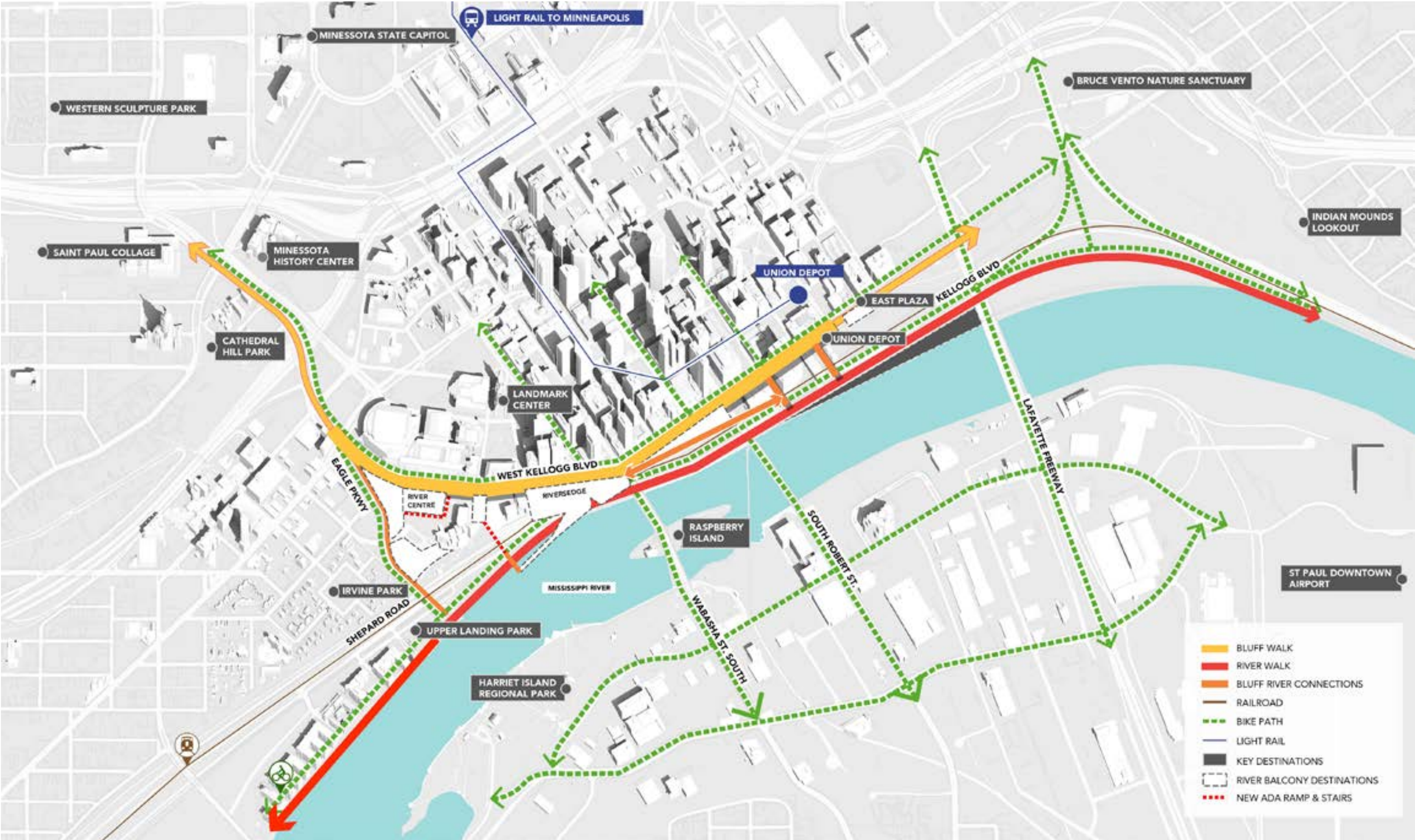
PROJECT FRAMEWORK MAP



STAKEHOLDERS

STREETSCAPE <ul style="list-style-type: none">CITY OF ST. PAULRAMSEY COUNTYXCEL ENERGY CENTERRIVERCENTRERIVERCENTRE RAMPSCIENCE MUSEUMLIBRARYAMTRAKUNION PACIFIC RAILROADCANADIAN PACIFIC RAILROADMNDOTKELLOGG CONDOS	KELLOGG TRIANGLE <ul style="list-style-type: none">CITY OF ST. PAULXCEL ENERGY CENTERDISTRICT ENERGY	RIVERCENTRE RAMP <ul style="list-style-type: none">CITY OF ST. PAULRIVERCENTREXCEL ENERGY CENTER	SCIENCE MUSEUM <ul style="list-style-type: none">SCIENCE MUSEUM OF MINNESOTANATIONAL PARK SERVICEDISTRICT ENERGY	LIBRARY QUAD <ul style="list-style-type: none">GEORGE LATIMER CENTRAL LIBRARYFIRST & FIRST CREATIVE REAL ESTATE
RIVER’S EDGE <ul style="list-style-type: none">CITY OF ST. PAULRAMSEY COUNTYDISTRICT ENERGYAECOM	KELLOGG MALL PARK <ul style="list-style-type: none">CITY OF ST. PAULKELLOGG SQUARE DEVELOPMENTDOROTHY DAY CENTERHIGHER GROUNDNAOMI FAMILY RESIDENCETHE FAMILY PLACESALVATION ARMY	2ND ST CONNECTOR <ul style="list-style-type: none">CITY OF ST. PAULRAMSEY COUNTYCUSTOM HOUSEUNION PACIFIC RAILROADCANADIAN PACIFIC RAILROAD	PARKING LOT <ul style="list-style-type: none">CITY OF ST. PAULRAMSEY COUNTY	LAMBERT’S LANDING <ul style="list-style-type: none">CITY OF ST. PAULRAMSEY COUNTYUS ARMY CORPSVIKING RIVER CRUISESVISIT ST PAUL
RIVERFRONT PARK <ul style="list-style-type: none">CITY OF ST. PAULRAMSEY COUNTYUS ARMY CORPSVISIT ST PAUL	TUNNEL & UNDERPASSES <ul style="list-style-type: none">CITY OF ST. PAULUNION PACIFIC RAILROADCANADIAN PACIFIC RAILROADMNDOTRAMSEY COUNTY	UNION DEPOT, HYATT, TPT,CUSTOM HOUSE <ul style="list-style-type: none">TPTHYATT PLACE HOTELUNION DEPOTREGIONAL RAILRAMSEY COUNTY	OTHER STAKEHOLDERS <ul style="list-style-type: none">WEST SIDE COMMUNITY ORGANIZATIONEX: ACTIVE TRANSPORTATION GROUPSCAPITAL RIVER COUNCIL (DISTRICT 17)OTHERS	

A CRITICAL CONNECTION FOR THE CITY



RIVER BALCONY SCHEMATIC PLAN

1. BIG WOODS WALK



2. OBSERVATION TOWER



3. KELLOGG PLAZA OVERLOOK



4. BLUFF STEPS & GARDEN



5. KELLOGG CUT



6. COUNTY PARKING LOT



7. 2ND ST. CONNECTOR



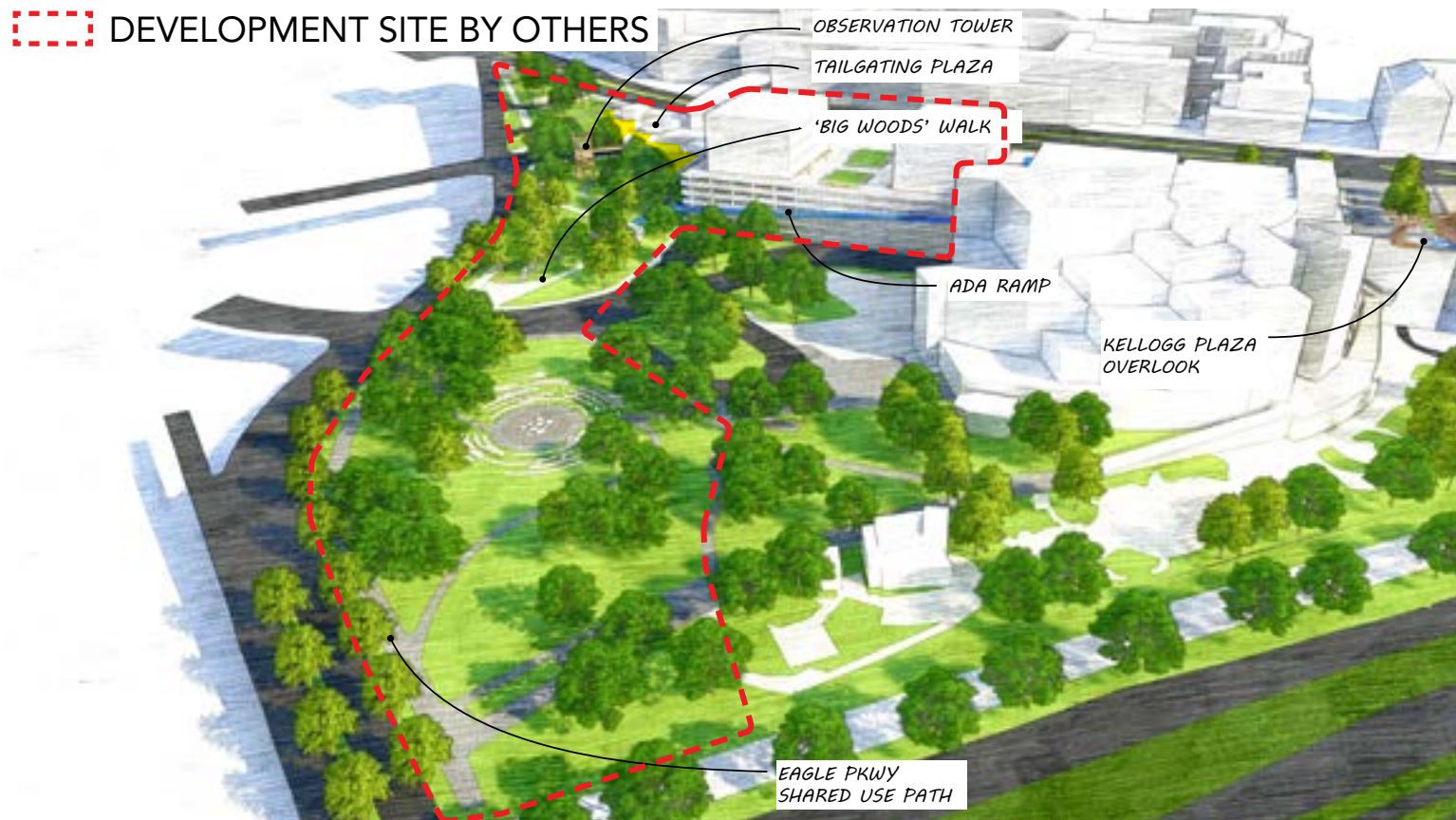
8. LAMBERT'S LANDING

DEVELOPMENT SITE BY OTHERS

NOTE : Design plans are schematic, and will be developed further in future design phases with community and stakeholders input. Sheet update 1-18-24.

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THE BIG WOODS WALK



NOTE : Design plans are schematic, and will be developed further in future design phases with community and stakeholders input. Coordinate potential future real estate development at existing Science Museum lease area and Bike Wood Walk with Department of Planning and Economic Development. Sheet updated 1-18-24.



KELLOGG PLAZA OVERLOOK



BIG WOODS WALK



OBSERVATION TOWER

THE BLUFF WALK

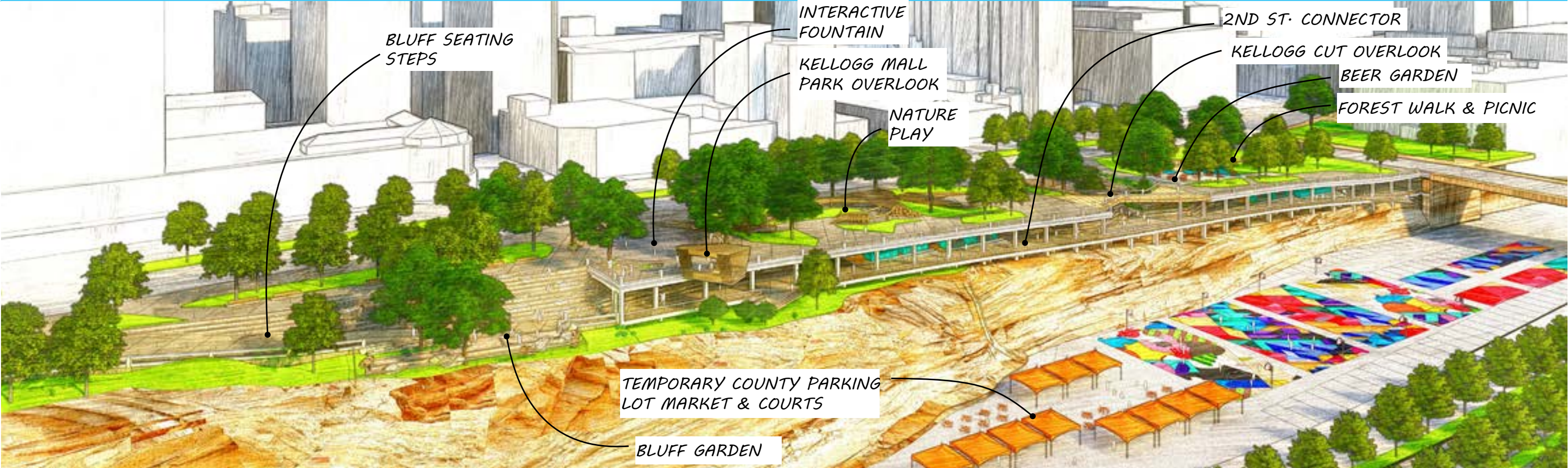


THE BLUFF WALK



KELLOGG CUT

2ND ST CONNECTOR



LAMBERT'S LANDING



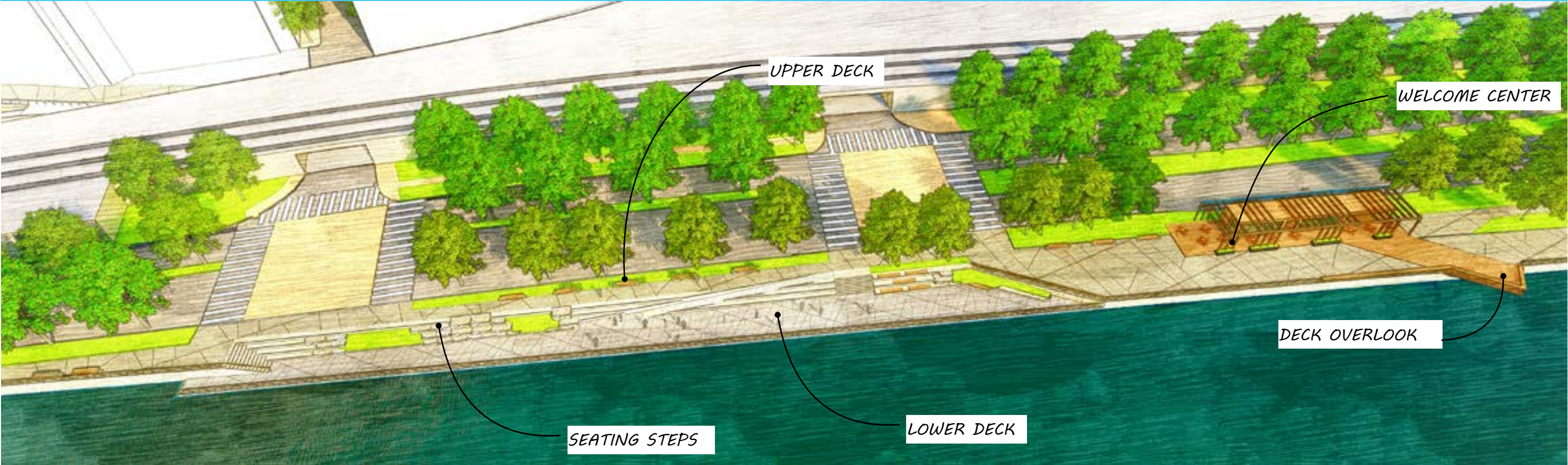
LAMBERT'S LANDING



WELCOME CENTER



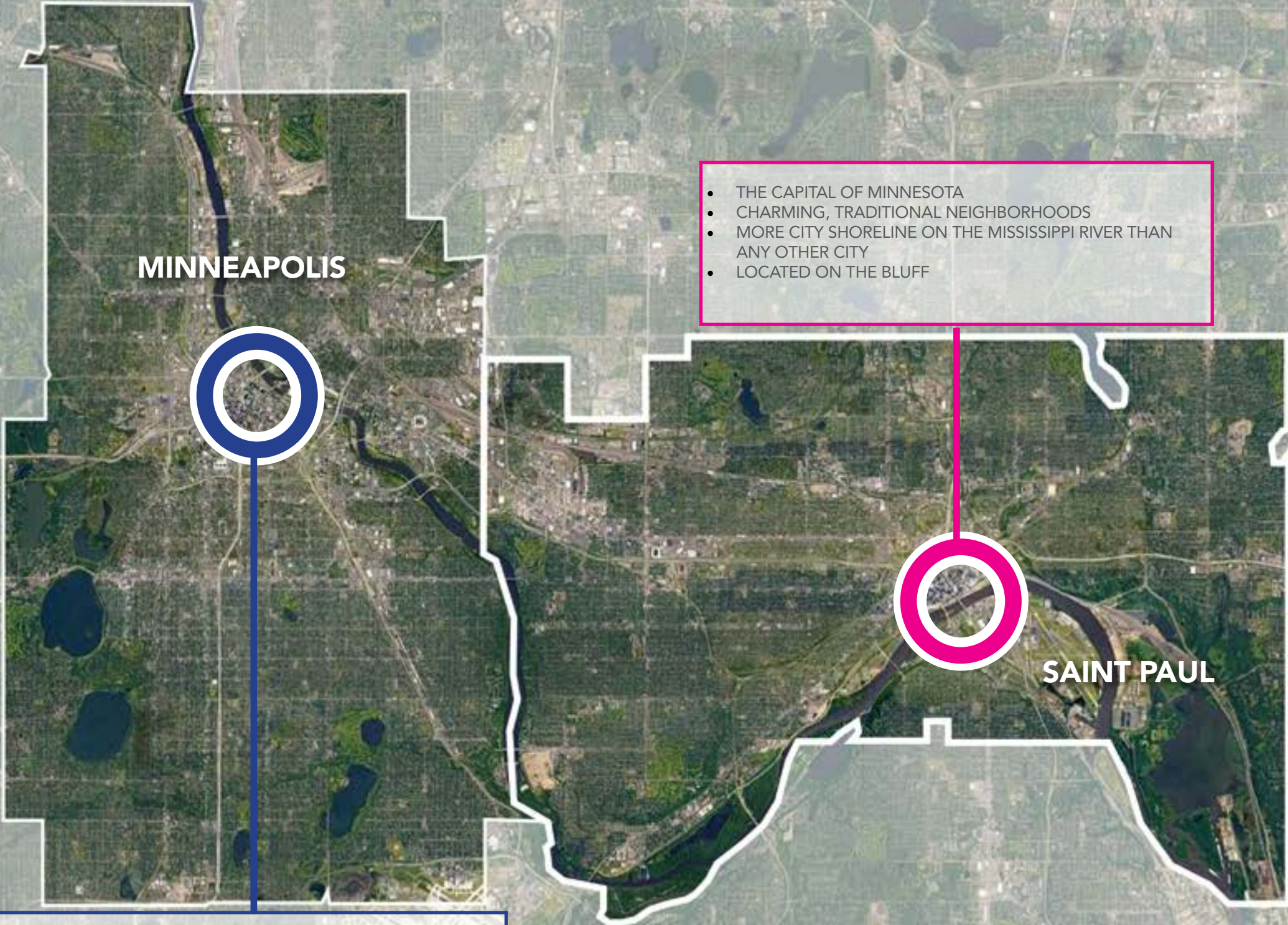
UPPER DECK



SITE CONTEXT & ANALYSIS

THE TWIN CITIES

The contrasts and synergies presented by the Twin Cities are a key factor in positioning the River Balcony as an amenity and a destination.



MINNEAPOLIS

- THE CAPITAL OF MINNESOTA
- CHARMING, TRADITIONAL NEIGHBORHOODS
- MORE CITY SHORELINE ON THE MISSISSIPPI RIVER THAN ANY OTHER CITY
- LOCATED ON THE BLUFF

SAINT PAUL

- THE MOST POPULOUS CITY IN MINNESOTA
- THE CITY OF LAKES
- EXCELLENT PARK SYSTEM WITH ABUNDANT NATURAL RESOURCES
- STRONG MUSIC AND PERFORMING ART SCENE

THE CITY ON THE MISSISSIPPI

A key mission of the design for the River Balcony will be to reacquaint Saint Paulites with the great river that shaped its rich history from a Native American settlement, to a significant confluence point of trade and commerce and the capital city of Minnesota.

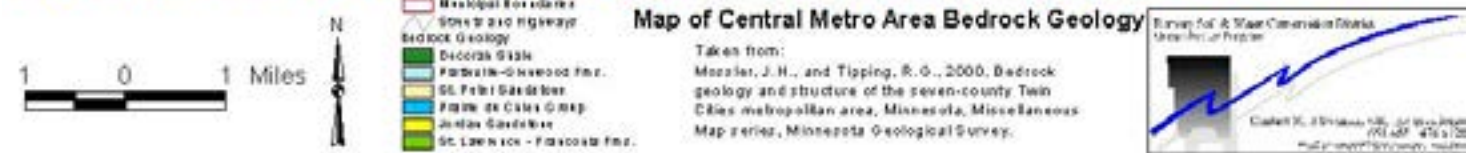
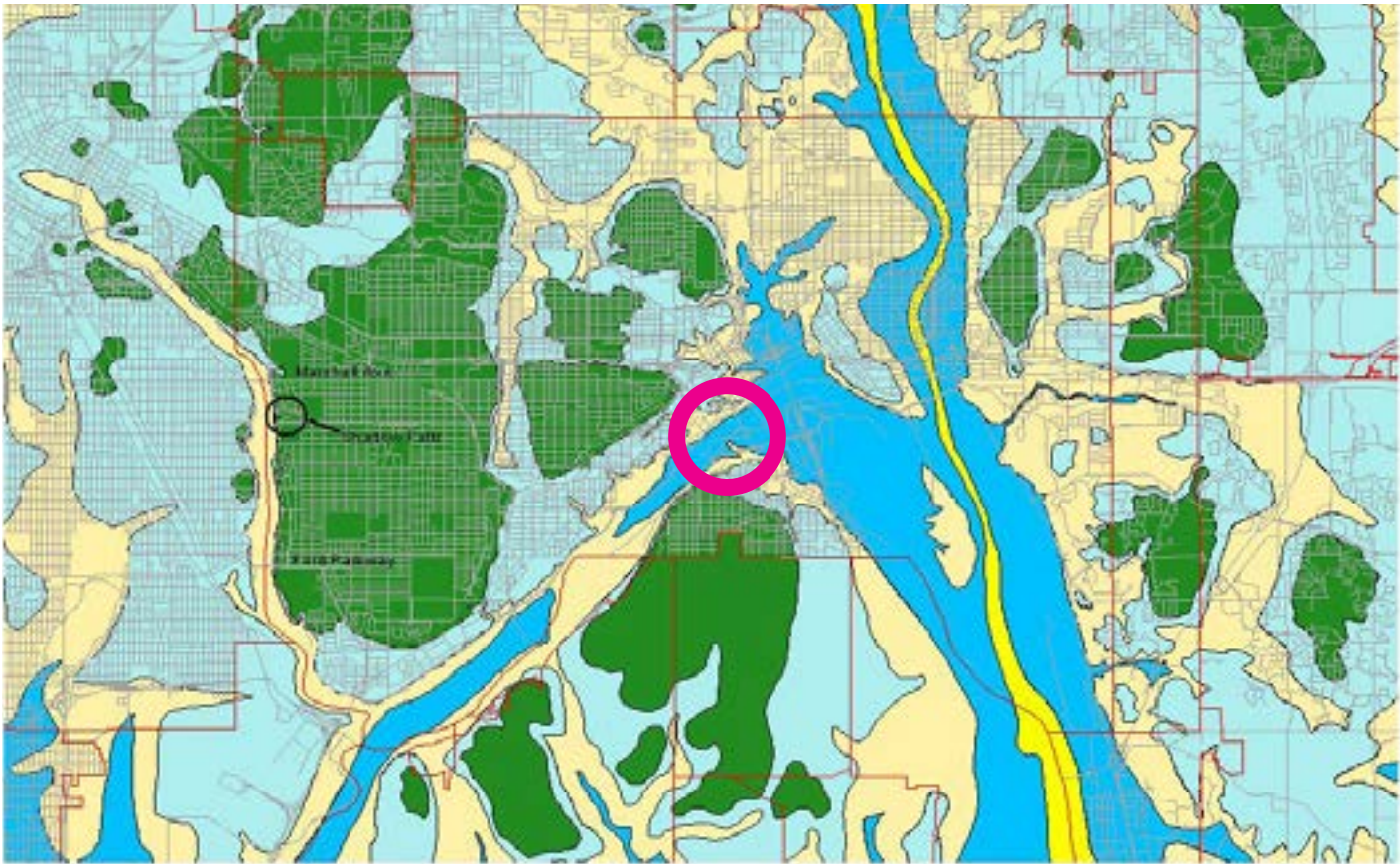
The Mississippi River is a key asset to Saint Paul and the River Balcony will be the critical piece of civic infrastructure that will elevate the relationship of the city from living by the river, to living with it.



CITY ON THE BLUFF

St.Paul's relationship with the Mississippi is uniquely defined by the vertical sandstone geology of the bluffs. Once majestic in their stature and pleated continuity, only fragments of it now remain, as a result of development and infrastructure that have been carved into and around it over the years .

The River Balcony project will identify and celebrate the 'nature of the bluff' - it's material and botanical richness and also the magnificent vantages it offers.

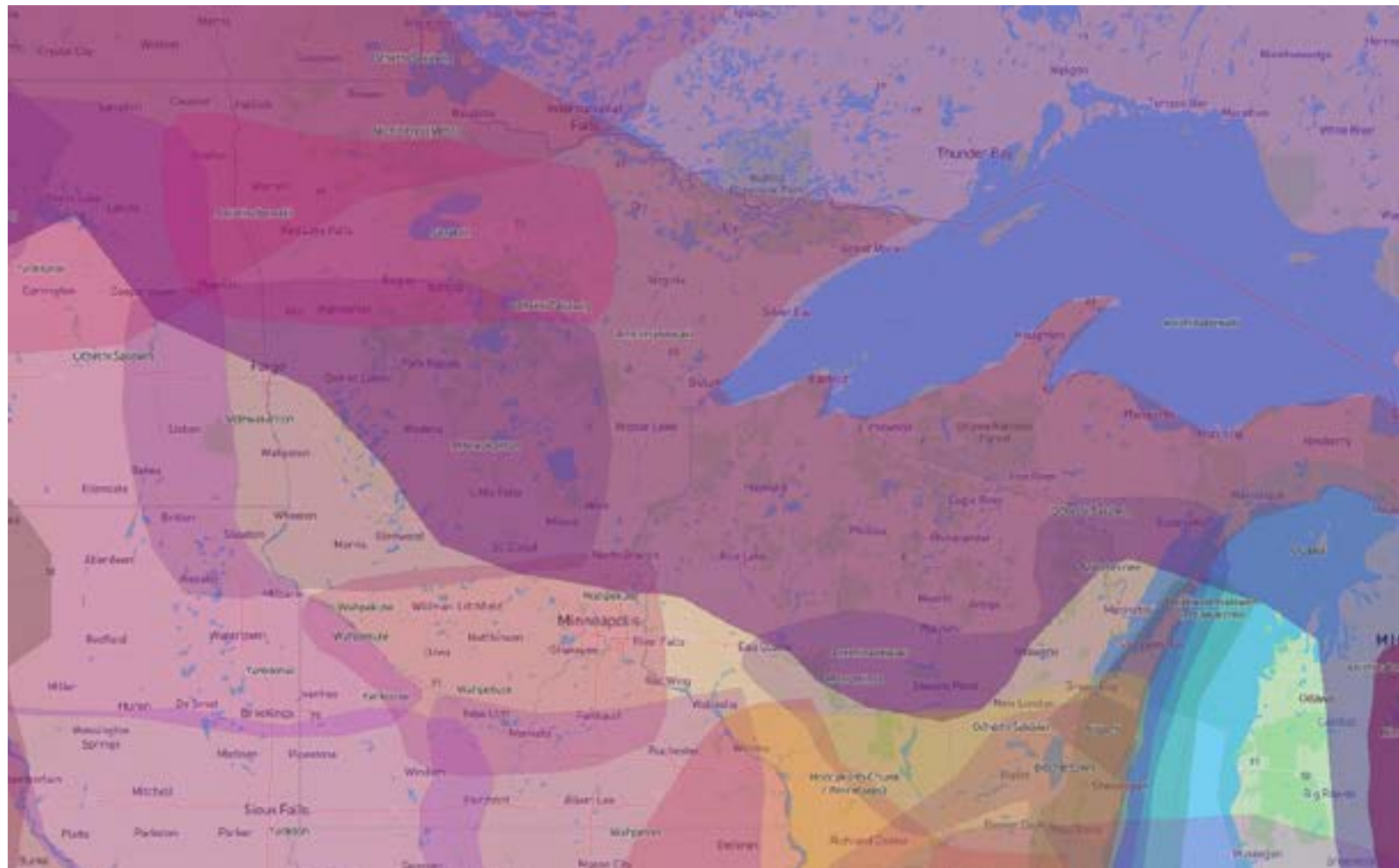


DAKOTA LAND

The Minneapolis-St Paul metropolitan area is home to one of the largest and most tribally diverse urban American Indian populations. Numbering well over 35,000, the size of the Twin Cities' indigenous population boomed as a result of the 1956 Indian relocation act which defended many reservation services and paid for relocation expenses to the cities in an attempt to assimilate the country's indigenous peoples. Across the country, roughly 7 out of 10 American Indians now live in cities.

The design process for the River Balcony Project must acknowledge and act on the fact that the land (and the River) are historically of the Dakota people. In the spirit of their ancient association with the place, the River Balcony too must aspire to be a place 'from the land' and 'of the River', recognizing and leveraging its rich natural and cultural heritage and informed by the spiritual worldview of Indigenous people.

See [link](#) for engagement work done so far by Great River Passage's tribal engagement consultant.



ARCHAEOLOGICAL / ARCHITECTURAL HISTORY MAP



Figure 1

A MISSING LINK

The approximately 1.5 mile stretch of the River Balcony is a critical link that will tie the natural, recreational and open space resources of St. Paul into a contiguous, cohesive whole and enhance the unique experiences along the Bluff and the Mississippi River. Its connection to and location within downtown means it will be the urban core and also a connector to all the other resources and amenities that spread to the east and west of the site.

NATURE AREAS



INDIGENOUS HISTORY & CULTURE



ACTIVE NATURE BASED RECREATION



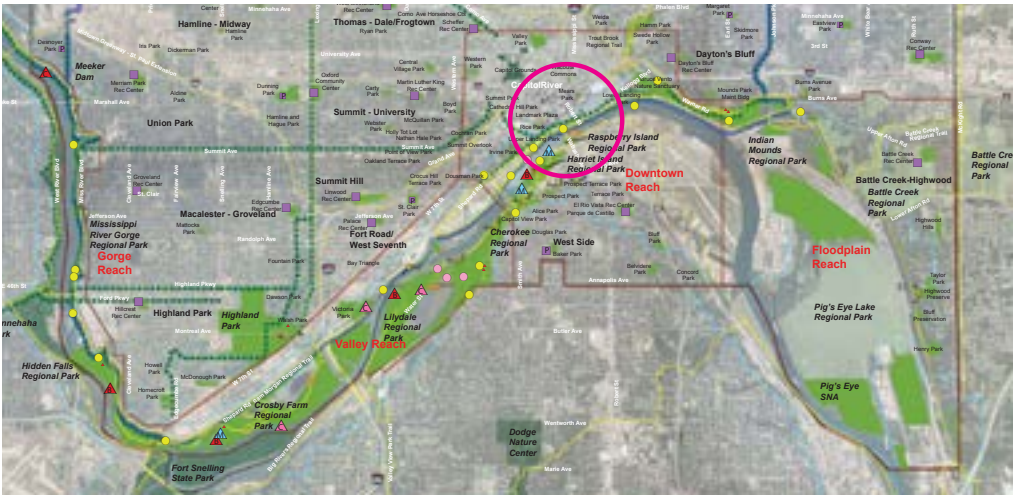
WATER RESOURCE



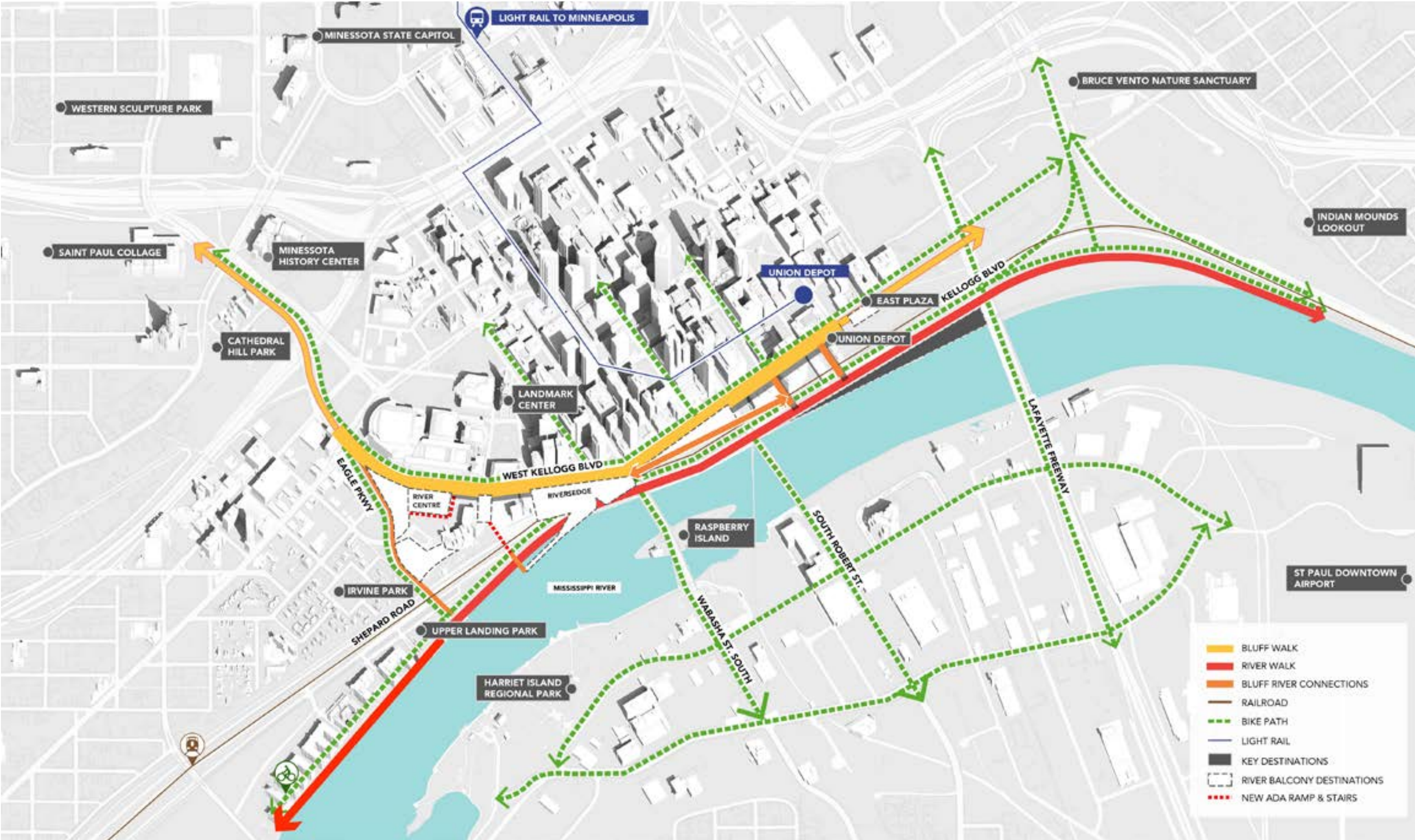
PARK ACCESS & TRAILS



PARK & RECREATION RESOURCES



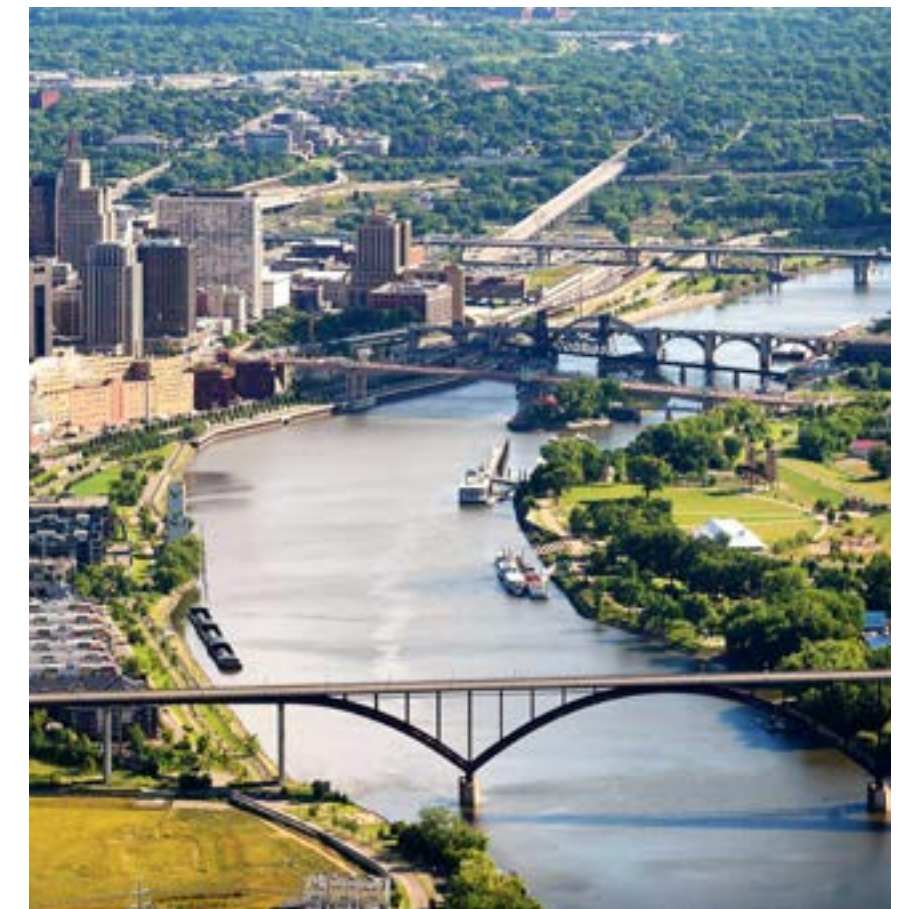
A CRITICAL CONNECTION FOR THE CITY



DESIGN INSPIRATIONS

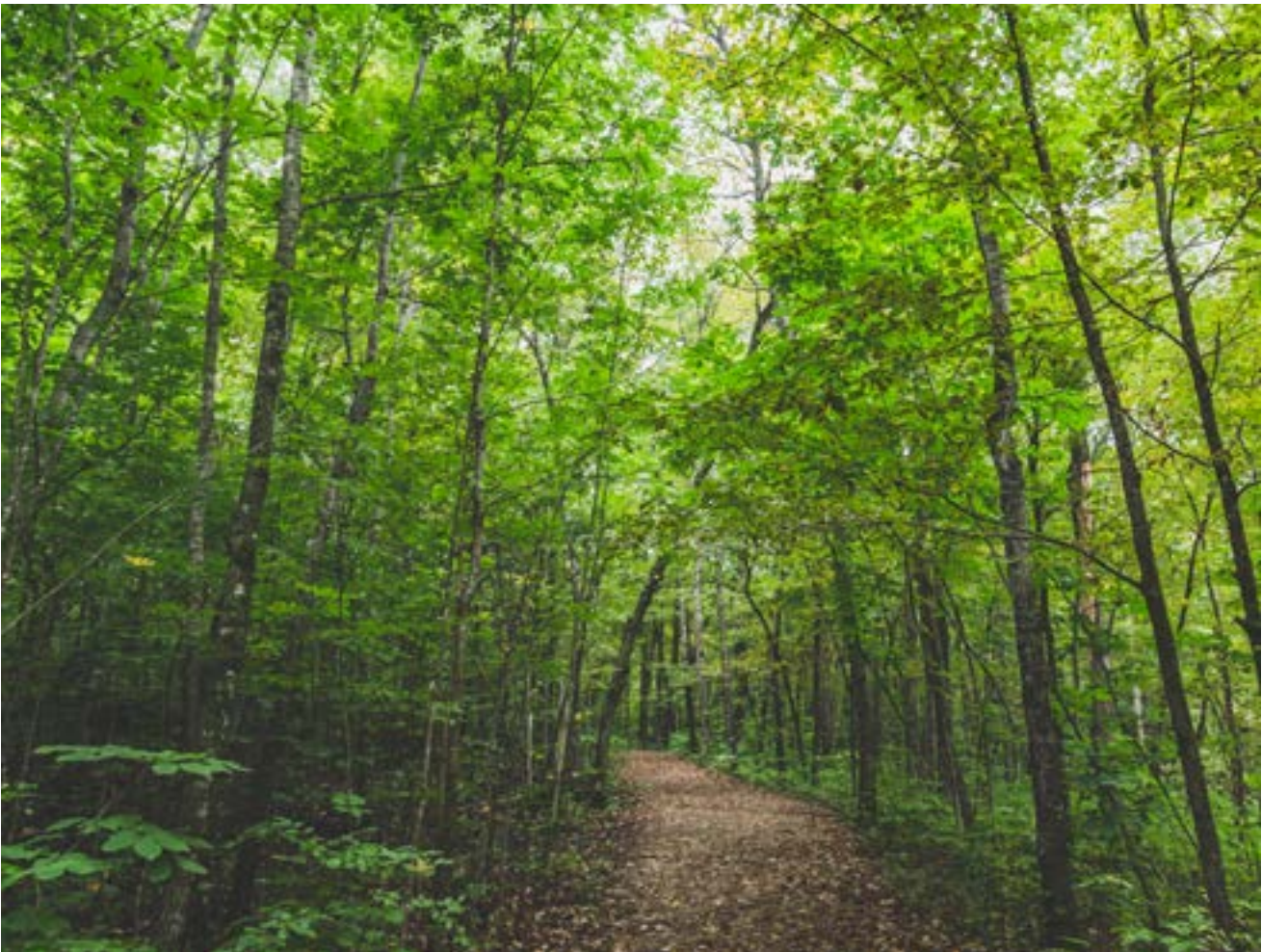
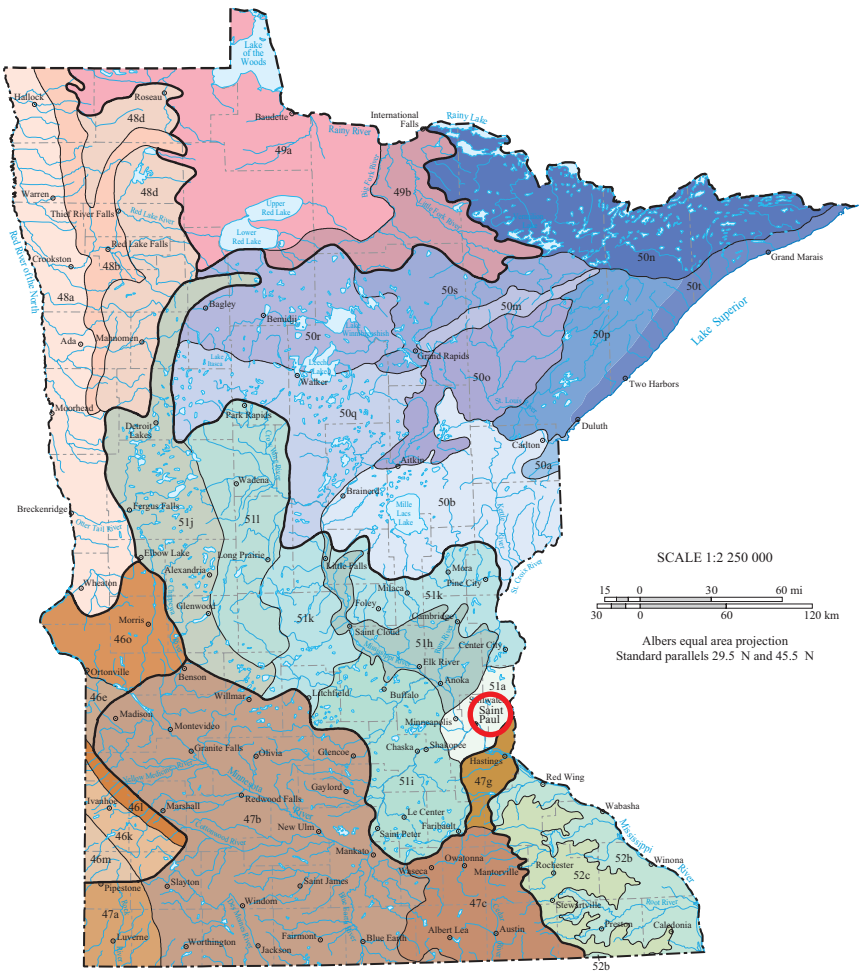
MISSISSIPPI RIVER

The Mississippi River is Saint Paul's most iconic natural and cultural landscape and resource. With 26 miles of riverfront, Saint Paul has more shoreline than any other city along the entire Mississippi River, from the headwaters to the Gulf of Mexico. The Mississippi River itself is a source of inspiration, wonder and meaning, with a palpable presence and power in all seasons.



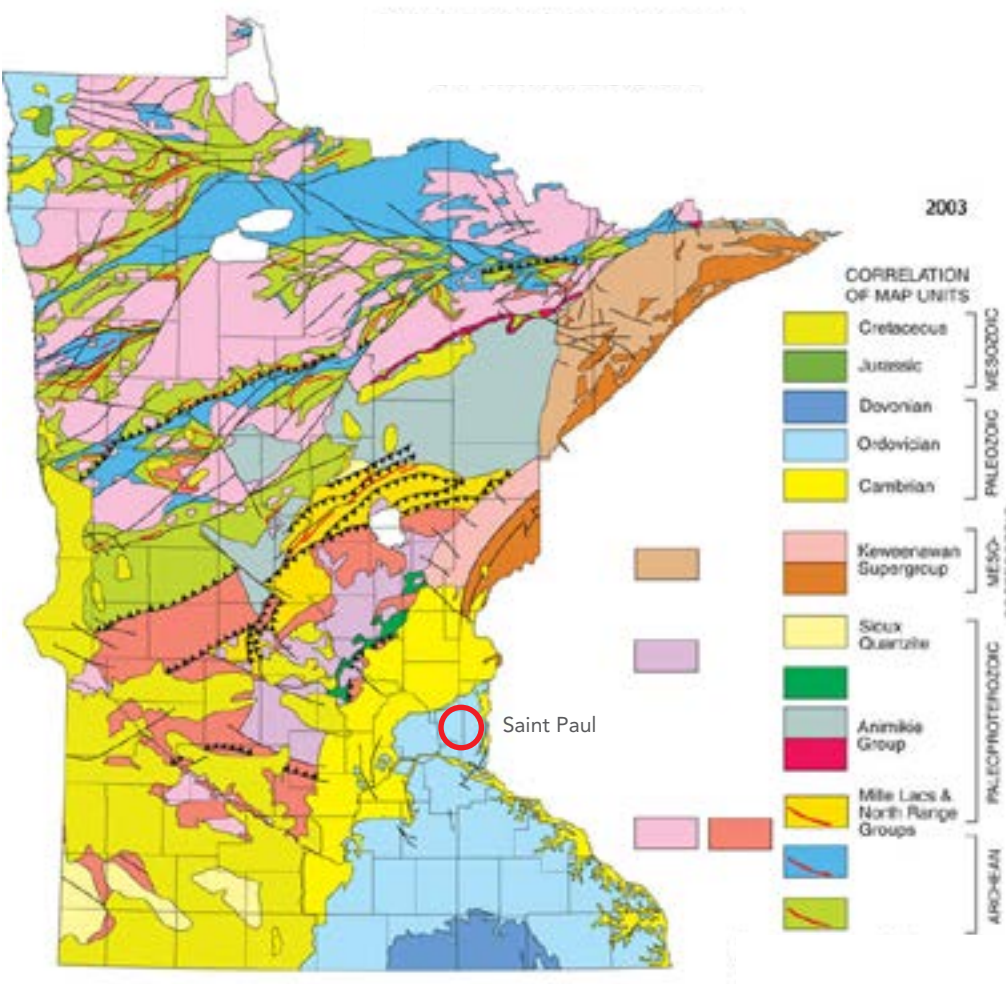
MINNESOTA ECOREGIONS

Saint Paul is located at the convergence of the North Central Hardwoods and the Western Corn Belt Plains – where the Big Woods meets the Prairie. These native forest and grassland communities are sources inspiration for both the creation of immersive experiences as well as specific species selection.



RIVER BLUFF

Saint Paul, known as I-MNI-ZA SKA DAN (“little white rocks”) by the Dakota, was named because of the white cliffs comprised of St. Peter sandstone. The bluff is a topographical challenge in terms of access to the river, but the power of the remaining natural sandstone bluff in terms of its elevational vantage and geological monumentality should be celebrated as a unique and anchoring feature of the River Balcony. It’s unique and distinctive materiality can also be a unifying, recognizable and site-specific element – used as walls, seating and paving.



RIVER LORE

The notion of living with the river and having it intertwined in daily life, culture and tradition is deeply rooted in human history. The River Balcony seeks to be a space that becomes a living repository of the unique, diverse and ever evolving relationships, that people of the Mississippi have with its waters. 'River Lore' aims to be an inclusive, overarching concept that embraces stories, accounts and experiences of all those who interact with the river, whether they are natives, immigrants, settlers or visitors.



Saint Paul is known as a City of Neighborhoods, a network of urban villages each with its own texture, history, landmarks, traditions and heritage. Described as humble and charming, Saint Paul has a vibe where “people and neighbors know each other”. The Twin Cities is increasing in diversity with growth in Asian American, African American, Latinx, and multiracial populations, including the second largest Hmong population in the US, all of which adds to the River Balcony character, quality and experience.



OUTREACH & ENGAGEMENT

- COMMUNITY ENGAGEMENT
- TECHNICAL, ADVISORY & STAKEHOLDER ENGAGEMENT
- FOCUSED ENGAGEMENT
- PUBLIC WORK & EVENTS
- DIGITAL SURVEYS

COMMUNITY ENGAGEMENT

ENGAGEMENT TEAM

- 106 Group (Engagement Lead)
- Claim Our Space
- Forecast Public Art
- Sam Olbekson, Full Circle
Indigenous Planning and Design

COMMUNITY ENGAGEMENT SUMMARY

- Comprehensive Communication Strategies
- Technical, Advisory, and Stakeholder Committees
- Focus Groups with Historically Underserved Populations
- Public Workshops and Events
- Surveys
- In-person and Virtual Engagement

COMMUNITY ENGAGEMENT

COMPREHENSIVE COMMUNICATION STRATEGIES

- Email blasts to Great River Passage Conservancy (GRPC) newsletter recipients
- Email blasts to Saint Paul Parks and Recreation updates recipients
- Email blasts to focus group participants and invitees
- Social Media posts by GRPC and Saint Paul Parks and Recreation
- Updates posted to project website
- Outreach to partner constituents
- Passive engagement (large display boards placed in lobbies of neighboring buildings and project partner locations)
- Language translation in Spanish, Hmong, Karen, and Somali for written materials
- Language interpretation available in Spanish, Hmong, Karen, and Somali during engagement events

Examples of comprehensive communication strategies can be found in the Appendix.

TECHNICAL, ADVISORY & STAKEHOLDER ENGAGEMENT

SITE WALKING TOUR

The River Balcony Design Team, along with 30-plus stakeholders came together for two site walking tours of the project in early November 2021. Tour-goers included river ambassadors representing civic leadership, business and property owners, philanthropy, and nonprofits. It was a great opportunity for the design team to walk and see the site and hear from a diverse cross-section of the River Balcony community. The lively discussion was fundamental to the Design Team’s understanding of the place and how it can strengthen and align with other ambitions, desires, and initiatives in Saint Paul.





TECHNICAL, ADVISORY & STAKEHOLDER ENGAGEMENT

TECHNICAL COMMITTEE

The Technical Committee includes Capitol Region Watershed District, MN Department of Natural Resources, Ramsey County, and various City of Saint Paul departments. Individual participants from each organization can be found in the Appendix.

ADVISORY COMMITTEE

The Advisory Committee includes Building Owners & Managers Association, Capitol River Council, MN Legislative District 65, Friends of the Mississippi River, individual graduate students, Landmark Center, Mississippi Park Connection, National Park Service, and Saint Paul Downtown Alliance. Individual participants from each organization can be found in the Appendix.

STAKEHOLDER COMMITTEE

The Stakeholder Committee includes Bigos-Kellogg LLC, Canadian Pacific, Capitol Region Watershed District, City of Saint Paul Mayor’s Office, Creative Arts Secondary School, District Energy Saint Paul Inc., Exeter Development, Hyatt Place, Knight Foundation, Prairie Island Indian Community, Ramsey County, Saint Paul & Minnesota Foundation, various City of Saint Paul departments, Saint Paul River Centre Authority, Schafer Richardson Real Estate, Science Museum of Minnesota, Securian Financial, Shakopee Mdewakanton Sioux Community, Twin Cities Public TV Inc., Upper Sioux Community, Viking River Cruises, Visit Saint Paul, West Side Community Organization, and Xcel Energy. Individual participants from each organization can be found in the Appendix.

TECHNICAL, ADVISORY & STAKEHOLDER ENGAGEMENT

COMMITTEE MEETINGS

January 2022

Committee meetings took place throughout the month of January. In addition, the project team met with individual committee member organizations to hear specific concerns and visions for the project. The project team met with over 100 individuals during the course of these conversations. Meetings were held with Ramsey County, the City of Saint Paul Mayor’s Office, Saint Paul Downtown Alliance, District Energy, Visit Saint Paul, Saint Paul Port Authority, Capitol River Council, Science Museum of Minnesota, Saint Paul Public Works, Saint Paul Department of Planning and Economic Development, Viking River Cruises, Canadian Pacific Railway, Exeter Development, leaders for the Wild and Saint Paul RiverCentre, Bigos Management, City Administrators, Ordway Theater, and Twin Cities PBS: TPT.

Committee members generally expressed support of the project and the design goals. They shared a desire to bring more people to downtown and create connectivity and continuity along the riverfront via programming. The main concerns were about general safety and Shepard Road. Other concerns included the functionality of Lambert’s Landing as a feasible docking zone for the large ships that Viking River Cruises would bring several times each year. Project priorities focused on the user experience. Some committee members expressed the need for multi-use paths that are functional for pedestrians and bicyclists as well as ADA compliant. Other positive feedback included seeing opportunities for education and collaboration amongst both private and public entities for the good of the community.

February 2022

During the month of February, the Design Team hosted three committees meetings, one each for the technical, advisory, and stakeholder committees. A total of 89 committee members participated across the three meetings. Each committee meeting included an introduction by the City of Saint Paul and a project overview by James Corner Field Operations (JCFO or Field Ops). These meetings were conducted in a conversational format and discussions were held as the various parts of the project were introduced. The project team also presented 50% Schematic Design, funding opportunities, types of income, and value to the Mayor’s Office.

Discussions included concerns about safety and possible solutions to manage security in the area near the RiverCentre and near Kellogg Mall Park and E Second Street. Being able to safely cross Shepard Road was also raised as a concern. Accessibility to all community members was a priority for committee members.

Opportunities were also identified. The Science Museum of Minnesota and District Energy area presents an opportunity to integrate educational topics and STEM concepts into the project design and winter use of the stairs through “Snow Melt” technology. The RiversEdge area could balance wildlife and recreation while providing a more robust connection to the riverfront. The Kellogg Mall Park and E Second Street area could incorporate kiosks and programming (such as ceremonies or a European Market), more lighting, and public art. There is also room here to increase accessibility by making E Second Street a pedestrian and bike trail space. The eastern end of the project area, Lambert’s Landing, also provides potential for fishing access as well as programming and events .

Other general discussion topics outside of specific project areas included the need to identify stormwater management areas, the need for additional wayfinding and signage, and a suggestion that programming and activation should be the main strategy for attracting more people to the overall project area.

April-June 2022

Committee meetings and individual committee member organization outreach took place during April and June. Individual meetings took place with Saint Paul Downtown Alliance, Greater Saint Paul Building Owners and Managers Association, District Energy, the Science Museum of Minnesota, various City of Saint Paul departments , Upper River Services, City of Saint Paul Mayor’s Office , and Viking River Cruises.

These conversations became more specific as the design was refined. Discussions included funding opportunities, types of income, as well as the cost impact on surrounding businesses and sites. Participants discussed that as the design moves beyond concept and into reality, continued communication with stakeholders will be necessary. The opportunity for educating the community on new infrastructure and energy was reiterated. The design and future goals for Lambert’s Landing were polarizing depending upon the stakeholder and continued coordination is needed between the Port Authority, Upper River Services, Viking River Cruises, and the City.

FOCUSED ENGAGEMENT

FOCUS GROUPS

Four focus groups were identified by the City of Saint Paul: Latin/Hispanic, Somali, Black/African American, and Hmong. Approximately 60 individuals and organizations were contacted via email and phone call and invited to participate in a virtual focus group.

The Somali focus group was scheduled for Tuesday, January 18th at 3:00 PM. Unfortunately, none of the registered participants were able to attend the meeting. Further outreach to the Somali community took place in later tasks.

The Latin/Hispanic focus group took place on Tuesday, January 18th at 6:00 PM and had five participants. Discussion focused on strategies to first get people to the space and then ways to invite them to stay longer in the area. Ideas included designated bike paths and parking as well as easy parking for vehicles. Restrooms and shelters were identified as missing amenities. It was also noted that it would be ideal to have amenities for dog owners. To get people to stay in the space it needs to feel welcoming and should feature bilingual signage, be conscious of various disabilities, and offer ways of reflecting on the city's diverse community while connecting both sides of the river. It was suggested to consider the natural themes of movement/travel via the river and the trains. This is a shared experience of all peoples; we have traveled here in different ways and are now on Indigenous land. This should be reflected in this land and space.

The focus group for the Black and African American community took place on Thursday, January 20th at 12:00 PM. This group had two enthusiastic participants. Both noted that in order to attract people to this space it needs to provide affordable activities for all community members and the design should reflect the voice of the people. The results of these focus groups should inspire the final design. To get community members to stay active in the area, the community elements of the design should be obvious and easy to engage with, such as a community garden, or health and wellness programming. Other suggested programming included concerts, music, relaxation spaces, and culturally relevant events and activities. Creating employment and business opportunities for BIPOC

business owners and hiring community ambassadors was recommended as a way to help the BIPOC community feel welcome and safe in this space.

The focus group for the Hmong community took place on Thursday, January 20th at 6:00 PM. There were five participants. Suggestions to attract community members to the space included improving accessibility via scooter, walking, and biking. Additional parking for buses and/or vehicles was recommended. The creation of relaxing spaces to view the river and engaging spaces to learn were suggested as well. Participant suggestions for other ways to activate the space included: binoculars for viewing birds and the river, food trucks and farmer's market events, improving safety, multicultural art and interpretation throughout the site, potential fishing access sites, places to mark life milestones, and features for meditation. Amenities provided should include benches, tables, shelters, and restrooms. Concerns were expressed about where the funding for this project is going to come from and if these items are merely a "wish list" or if they are realistic and possible.

FOCUSED ENGAGEMENT

INDIGENOUS OUTREACH

Bringing Indigenous, especially Dakota, voices to the planning process was central to the community engagement approach. The consultant team sought to engage Indigenous elders, educators, and leaders, including the Tribal Historic Preservation Officers from the four Minnesota Dakota tribes. Throughout the project process, outreach engagements included Indigenous voices to gain the perspective and insight of many Dakota people living in the Twin Cities, in greater Minnesota, and outside of Minnesota. These conversations also included other Indigenous people connected to the site.

Indigenous engagement activities included on-site discussions, online meetings, and other direct one-on-one conversations. Engagement conversations began with high-level discussions about the meaning of Bdote and the river landscape to Indigenous communities, both historically and today. Conversations often considered multiple Dakota cultural sites along the Mississippi River. Additional conversations included observations and evaluations of the existing conditions of the site, cultural elements, site amenities, landscape, vegetation, and existing built structures. Based on these conversations, the consultant team noted site design considerations that would align with respectful use, preservation, and enhancement of both the Indigenous and non-Indigenous visitor experience of the site.

Key takeaways: Go beyond sustainability, be regenerative and restorative. Portray the authentic history of the area, good and bad. This is not a single location, but part of a connected system of natural and cultural areas. Everything is related, Restore lost connections. Make sure Native people share the opportunities created by this project: cultural, economic, and accessible.

PUBLIC WORKSHOPS & EVENTS

COMMUNITY WORKSHOP

The Saint Paul River Balcony Community Workshop was a public event that took place virtually on the evening of February 10, 2022 via Zoom. The event had a total of 266 registrants and over 120 individuals attended the event. This event was publicized through stakeholder outreach, social media, web postings, and direct invitation to focus group invitees. See Appendix for outreach examples. The design team presented a summary of the project to-date and showcased the schematic design concepts. After the presentation, participants were divided among seven breakout rooms for small group discussions. The Survey #2 questions guided the discussion, as time allowed.

Generally, participants were enthusiastic and encouraged by the proposed design’s ability to better connect downtown Saint Paul with the Mississippi River. However, there were outstanding concerns about Shepard Road and the railroad still causing access issues. Lambert’s Landing, Kellogg Cut, and Big Woods Walk were favored elements of the design. Participants were interested in public art that features local, possibly BIPOC, artists.



COMMUNITY OPEN HOUSE

A public community open house was held at Kellogg Mall Park on Saturday, June 25th from 11:00 a.m. to 2:00 p.m. This event was publicized through social media, email blasts to focus group invitees, newspaper articles, and local television news. See Appendix for outreach examples. The event offered tours of the site, five-minute looped presentations for viewing, large banners, paper surveys, and take-home size pamphlets. Overall attendance was about 60 people. 26 individuals signed in and either went on a tour or engaged in conversation. 25 people went on a tour and around 30 people engaged in conversation but chose not to sign in. 7 people completed a paper survey on site.

Overall, conversations and feedback were positive. Community members said the design makes the area more inviting and welcoming. Several people commented that it looks more pedestrian friendly and has space and opportunities for people of all ages and abilities. There were requests for more sustainable features and more places to sit in the shade. A key attraction to the area is the view. Concerns were expressed about other developments that include tall buildings blocking the view, specifically the view at St. Peter Street.



PUBLIC WORKSHOPS & EVENTS

COMMUNITY DESIGN CELEBRATION

The final public community event was held at Union Depot on Thursday, November 3rd from 5:00 p.m. to 7:00 p.m. The event was publicized through a Facebook event and other social media outreach, email blasts to focus group invitees and stakeholders, postings at nearby apartment and residential complexes, and outreach through Great River Passage Conservancy and other stakeholders and partners. See Appendix for outreach examples.

This event featured a presentation of the final schematic design, which included an outline of the next steps for the Saint Paul River Balcony project. After the presentation, community members were invited to share their stories about the Mississippi River through video interviews or by writing on a large banner. For those who were unable to attend the live presentation, slides were shown on a silent, looped presentation. The final schematic design was also shown on large banners for close-up viewing and pamphlets to take home. A Ramsey County representative was also available to discuss an adjacent project area. Finally, community members were invited to enjoy drink and food specials with live music at Station 81, inside Union Depot, for their “Riffs, Rails and Cocktails” evening. The project team was available for discussion and to answer questions throughout the follow-up activities.

Approximately 120 individuals attended this event. Eight individuals signed up to participate in a video interview, and there was time to complete seven video interviews. 89 individuals signed in at the event with a significant number requesting to be added to the email distribution list for project updates. Some individuals did not attend the presentation but did engage in conversations with design team members and took pamphlets to review the project on their own time, including employees of and residents at Union Depot.

Overall, conversations and feedback were enthusiastic. Many community members were curious about the timeline for next project phases and when they might see these designs come to fruition. There were also questions about funding sources and the impact this might have on the taxes of downtown residents. Other comments included addressing accessibility over Shepard Road and the potential for crime in the more secluded areas of design, such as the observation tower. Conversations about more access points as well as highlighting the goal of activating the overall space to bring more people to the area alleviated some of these concerns. Other considerations included the impact of noise near the river from both Kellogg Boulevard and Shepard Road. There was a suggestion to consider creative noise mitigation through plants and artwork in the next design phase to foster a peaceful experience for those walking and biking on the trails. The Ramsey County representative was engaged in active conversations for the entire hour following the design presentation. Activities for families and children, including places for playing and walking dogs, were mentioned as things that people look forward to doing in the River Balcony project area. Overall, community members seemed excited to see this project move ahead and are looking forward to the final design stage.



DIGITAL SURVEY

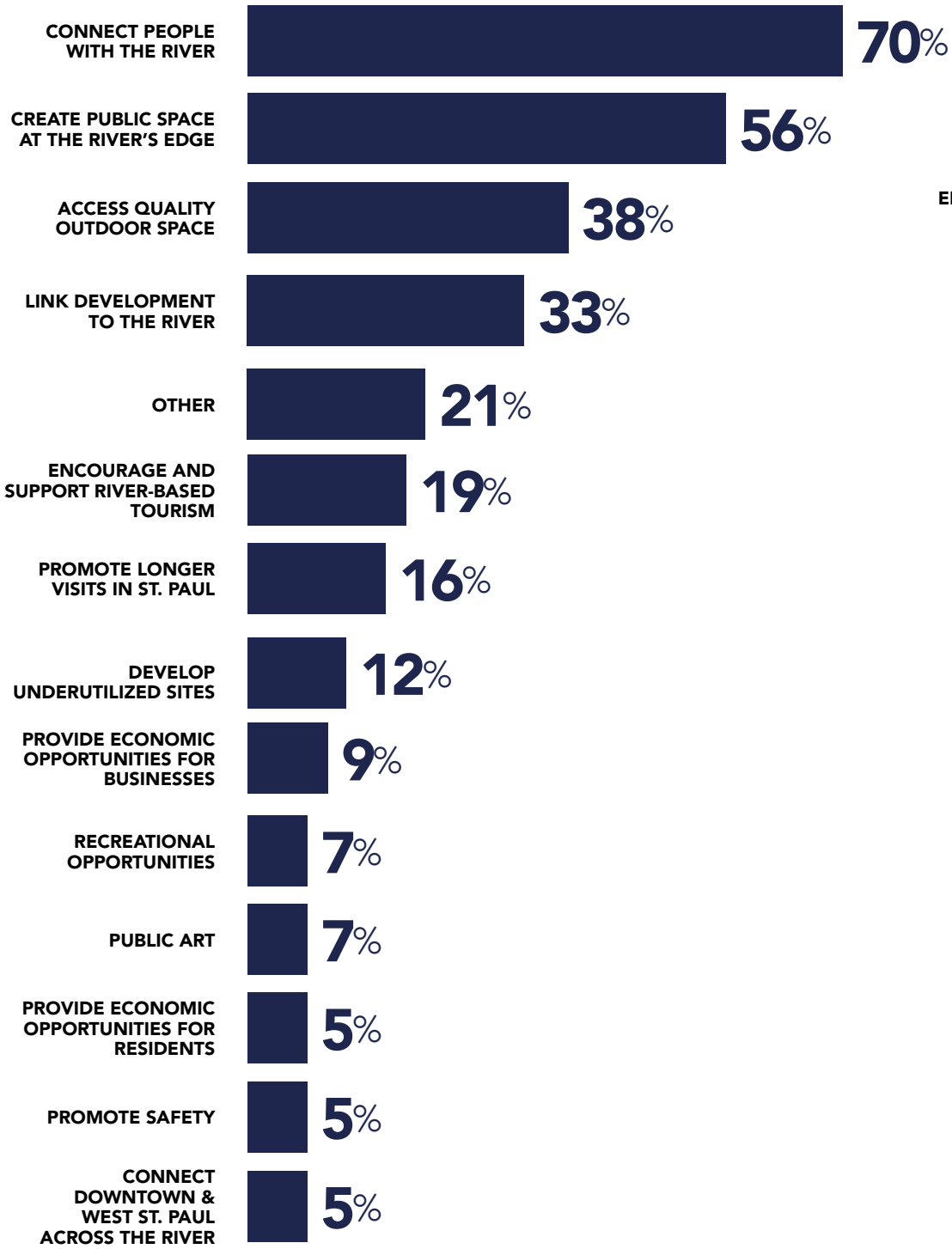
SURVEY 1

A digital survey was distributed to the River Balcony Stakeholder, Technical, and Advisory Committees after the November 2021 site walking tour, and 43 participants completed the survey

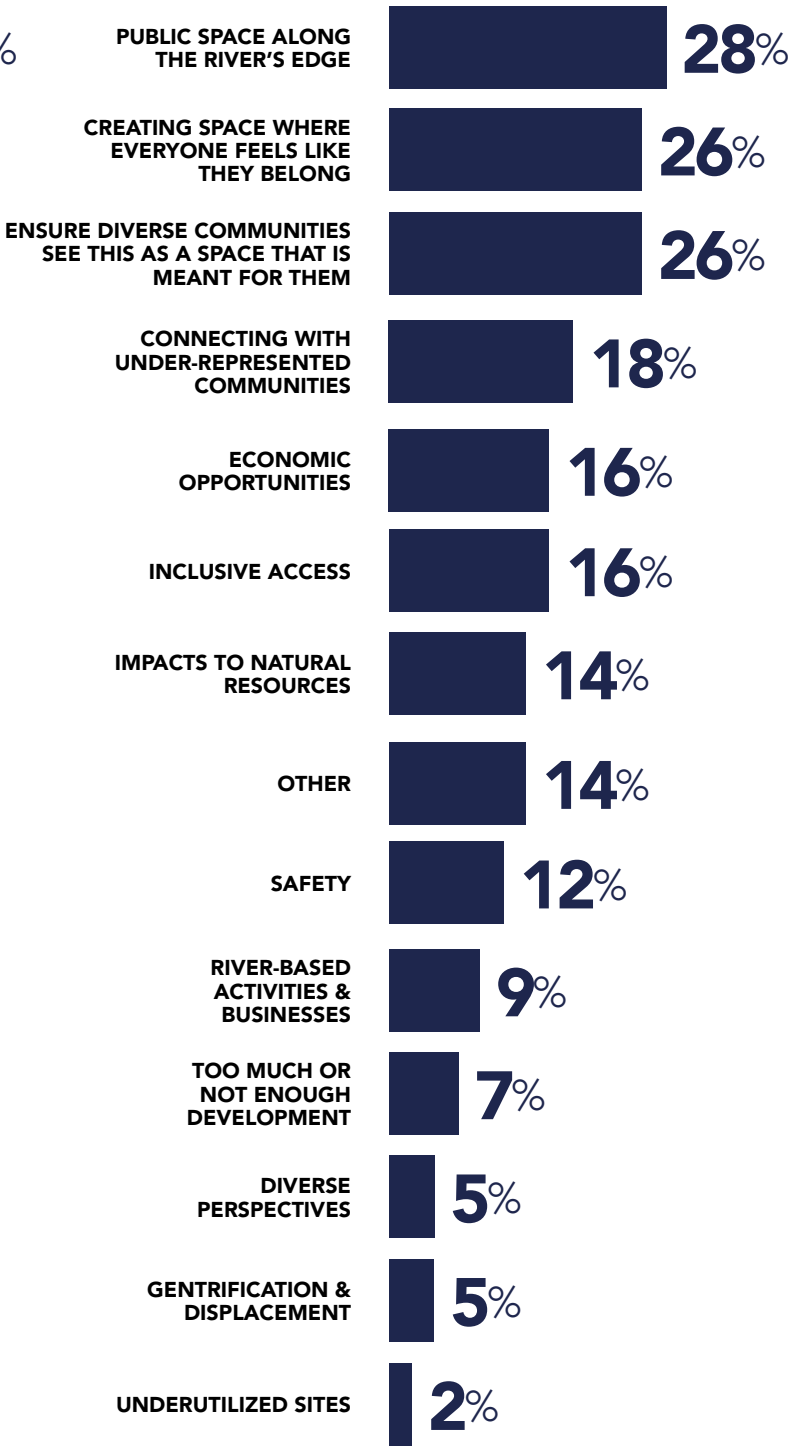
Respondents noted that their top 3 priorities for the River Balcony were connecting people to the Mississippi River, creating public space along the river’s edge and access to quality outdoor space. The top 3 challenges were public space along the river’s edge, creating spaces where everyone feels like they belong, and ensuring diverse communities see the River Balcony as a space meant for them. Over 50% of people said that food vendors and restaurant options as well as connections to the Mississippi River would attract them to the River Balcony, followed by bike and walking paths, public art and culturally specific programming. 77% of people said they would most use the River Balcony by walking the paths, followed by grabbing a bite to eat and relaxing and enjoying the views or people-watching.

Participants also helped the team build a list of other organizations, community groups and underrepresented groups

Q1 Top 3 Priorities



Q2 Top 2 Concerns



DIGITAL SURVEY

SURVEY 2

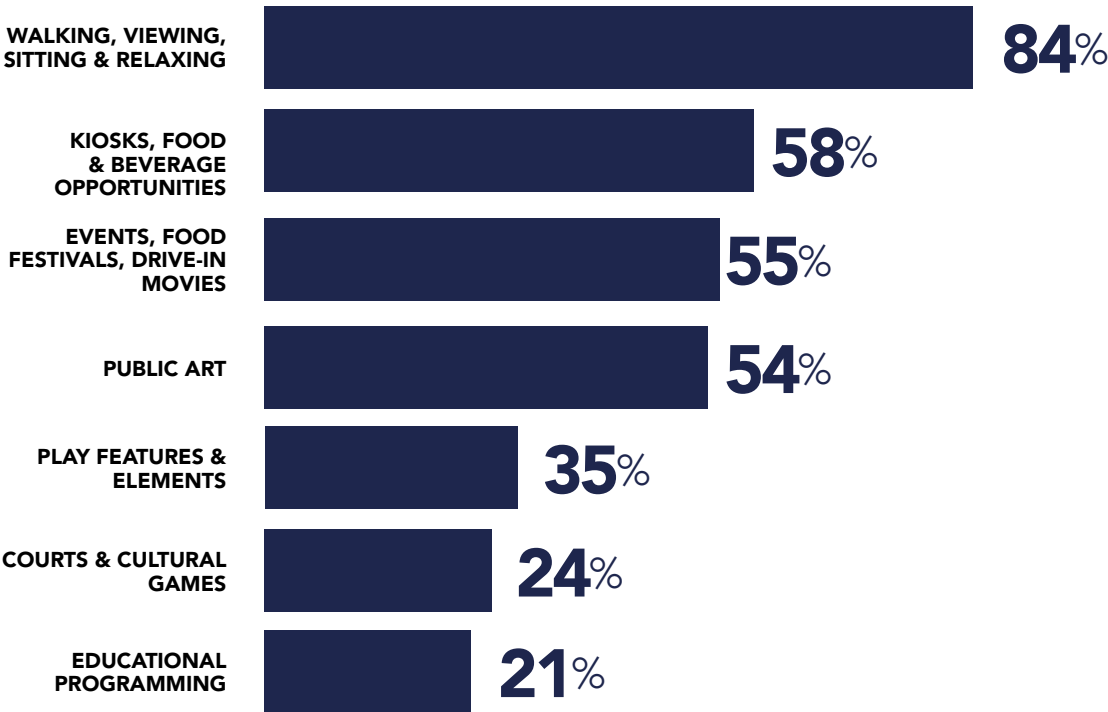
A second digital public survey was provided on the project website after the February public meeting and was taken by over 250 participants. Most (80%) of respondents noted that in looking at the design, they felt a stronger connection with the Mississippi River than they do today. Feedback related to this question urged the design to provide more physical connections to the river wherever possible and consider ways to address the barrier of Shepard Road and the railroad.

The River Balcony design features that excited people the most were the “Big Woods Walk”, the “Landing”, and the “Bluff Walk”, with general enthusiasm for the “Kellogg Cut” and the Second Street Connector. In response to how people would most use the River Balcony, 84% said walking, viewing, sitting and relaxing, with over 50% responding that food and beverage opportunities, events, and public art would encourage them to extend their visit downtown.

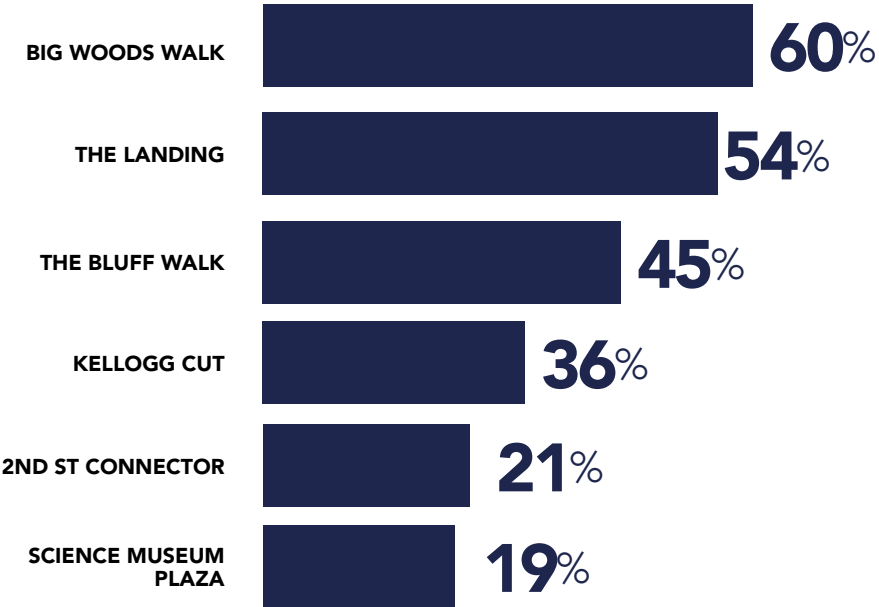
Q1 Looking at the design, do you feel a stronger connection to the River?



Q3 What aspect of the River Balcony would you use the most and/or would encourage you to extend your visit to downtown Saint Paul?



Q2 The design shows several outdoor and public spaces along the river. Which features excite you the most?



DIGITAL SURVEY

SURVEY 2

In response to what people would like to see more of in the design, the top response was more access points with safe connections across Shepard Road and the railroad; followed by more green space with trees, flowers, and the use of native plants; the use of natural materials, including green design with a focus on sustainability; and safety features including lighting.

Many people shared personal stories, experiences, and traditions in response to the question “how does this place – the river bluff of Saint Paul – have special meaning to you?”. Common themes included: childhood memories and growing up on the river, walking along the bluff and riverfront, and larger universal concepts of water and how it sustains life.

Q4 What would you like to see more of in the design?



Q5 Does this place – the river bluff of St. Paul – have a special meaning to you? If so, please share your experiences and stories.?



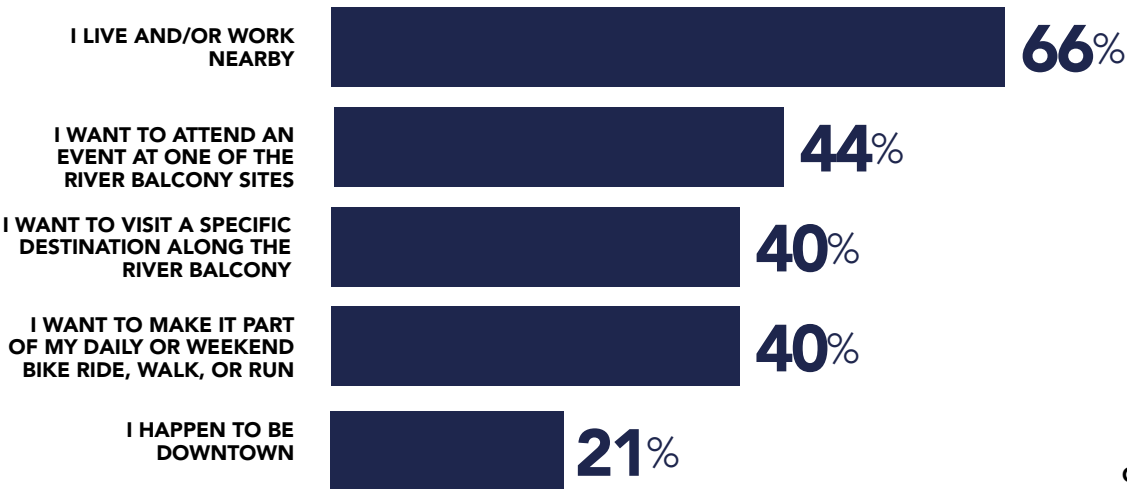
DIGITAL SURVEY

SURVEY 3

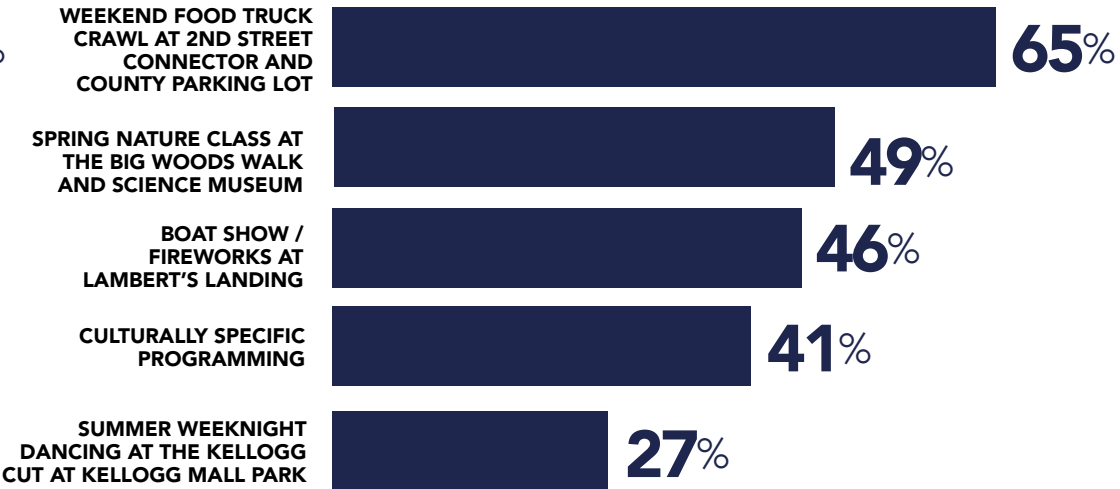
This public survey was intended to gather feedback on how community members would like to see this space activated through programming and events. There were 363 respondents. Most individuals taking the survey responded that they would visit the River Balcony because they live or work nearby. Almost half of respondents (44%) said they are looking to attend an event at one of the River Balcony sites or to visit a specific destination along the River Balcony (40%). Many were also interested in making the River Balcony part of their daily or weekend bike ride, walk, or run.

The most popular type of event that would attract survey respondents to the River Balcony was a Weekend Food Truck crawl at the Second Street Connector and Ramsey County parking lot. Other interests included a spring nature class at the Big Woods Walk and Science Museum. Respondents said they would feel most welcome if there were a place to eat such as a café, concessions, or a beer garden. Music, food, festivals, and culturally specific events along with access and safer connections across Shepard Road were chosen as welcoming elements.

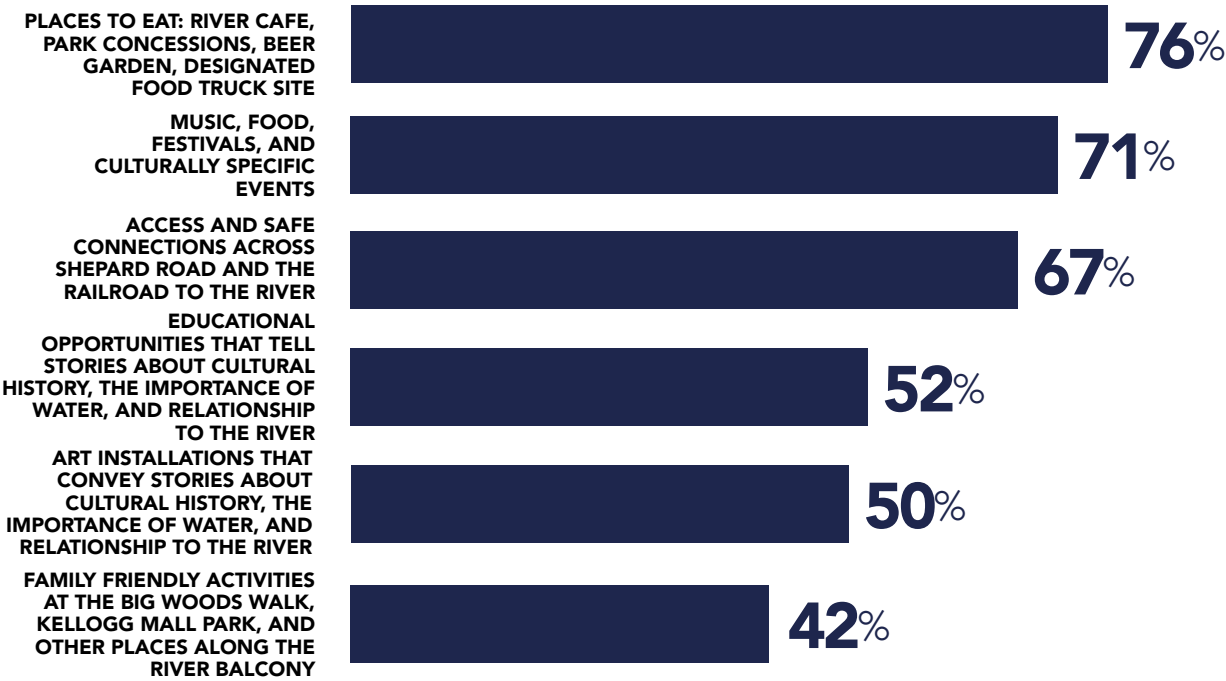
Q1 What will bring you to the River Balcony?



Q2 What type of event would you most like to attend at the River Balcony?



Q3 What would encourage you to visit and help you feel welcome?



KEY TAKE-AWAYS

- Community members looking to feel safe and welcome in this space
- General support and excitement for the River Balcony project and design concepts
- Address Shepard Road and railroad as current barrier to the river
- Increase opportunities for activation and programming
- Reinforce City's equity goals
- Show how the River Balcony ties into and strengthens the City's open space, trail, and bike networks
- Provide opportunities for and access to nature and integrate natural materials and elements
- Ensure authentic engagement with historically under-represented populations including Dakota, Hmong, Somali, African American, and Latin/Hispanic communities
- See the diverse and complex history of the neighborhood reflected in programming through cultural events, BIPOC vendors, and permanent public art
- Stakeholders and partners expressed the need to provide a better connection between downtown and the Mississippi River

FRAMEWORK

FRAMEWORK

The River Balcony is a three-dimensional project. Understanding its length, width, vertical layers and built-up section is essential to imagining its future. So much of its potential and complexity is in how the River Balcony relates to its surroundings. Therefore, our initial effort was dedicated to “finding” the site, through a careful piecing together of disparate and adjacent parcels, properties, easements and rights-of-way, which in some cases meant overcoming significant height changes, crossing major roadways, imagining projects that are yet to exist and tying into existing anchor institutions.

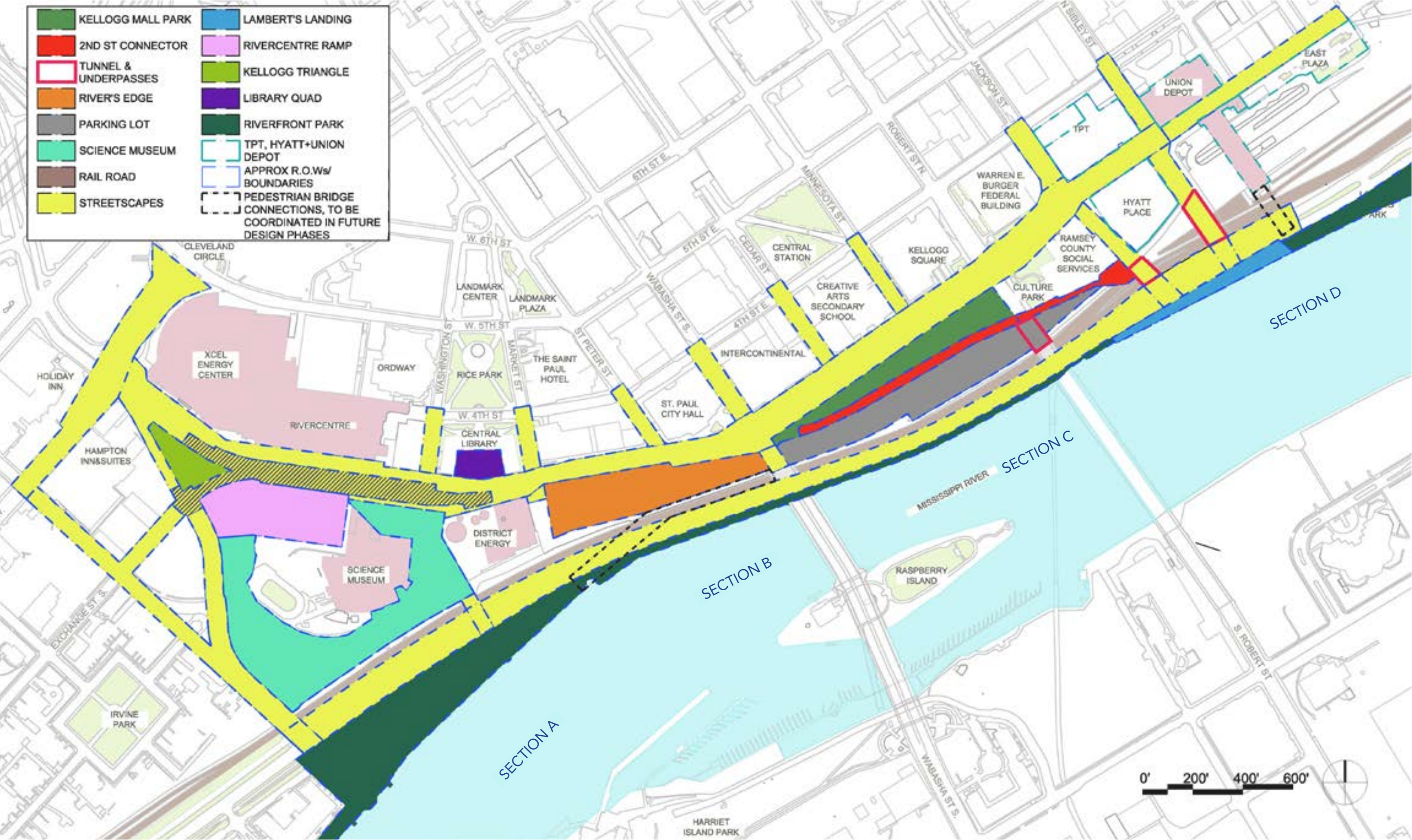
Assembled from this “found” space, the River Balcony has different ownership, jurisdictions and development trajectories along its 1.5-mile length.

The framework chapter defines the River Balcony site by identifying all of the pieces along with relevant stakeholders who will participate in determining the physical footprint, alignment, character, programming and operations of the River Balcony as a new public destination.

OVERARCHING PRINCIPLES

- **Build on what is already here**
- **Establish critical connections**
- **Create discrete and distinctive elements**
- **Prolong and extend the stay**
- **Foster programmatic extensions and synergies**
- **Cultivate connection to place and a sense of belonging**
- **Build excitement and activate through interim use**
- **Meet the needs of local communities and residents and attract the larger St. Paul community**

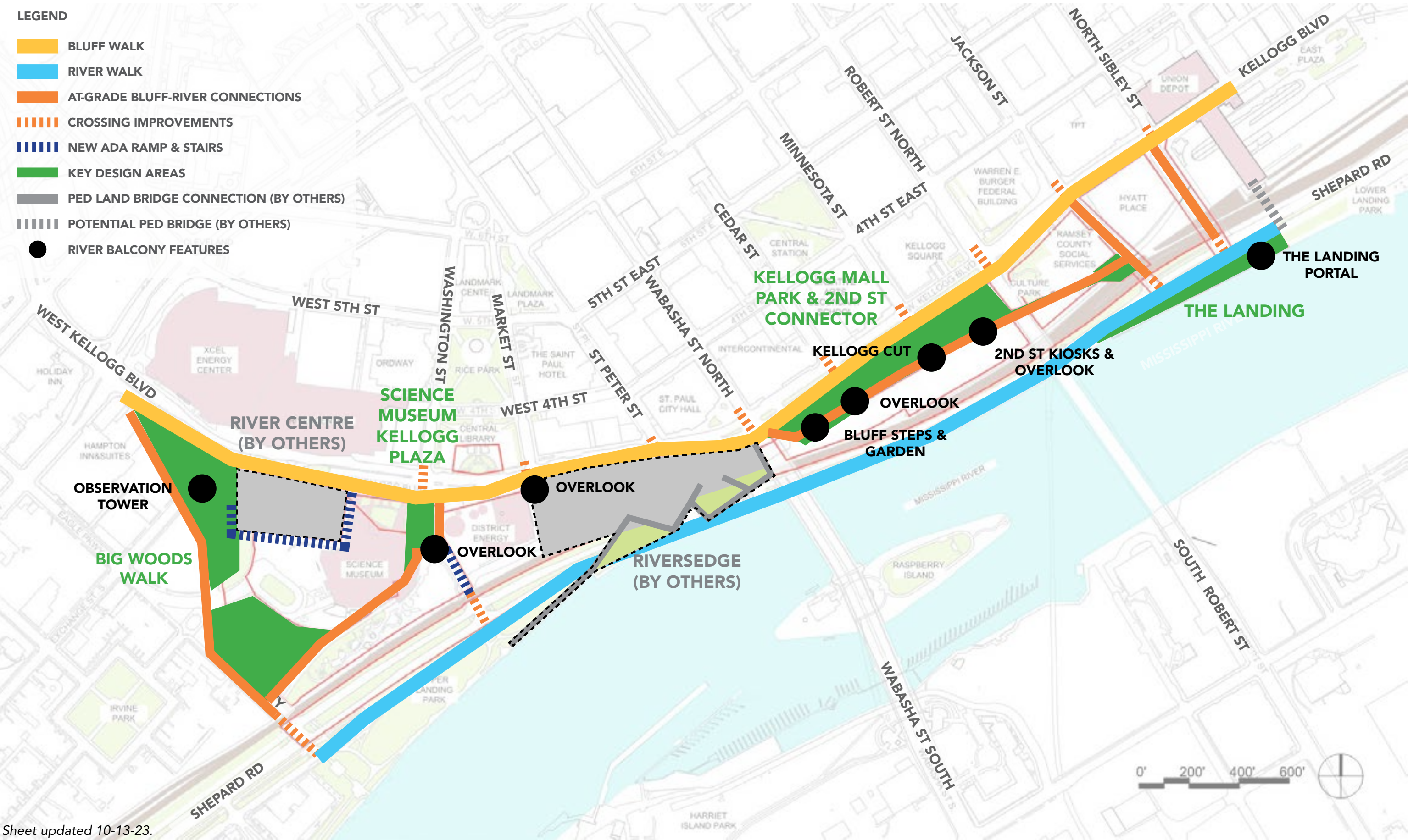
PROJECT FRAMEWORK MAP



STAKEHOLDERS

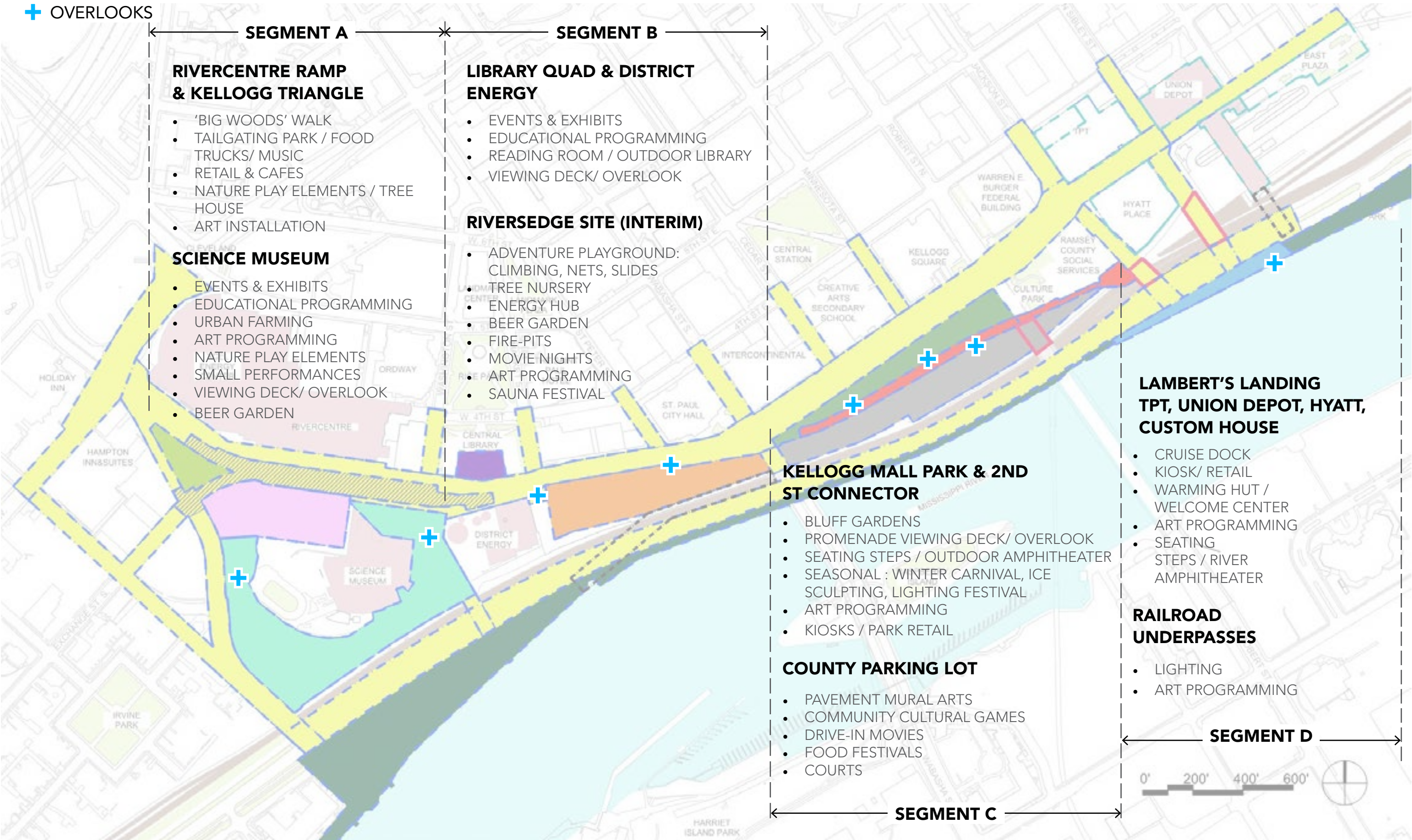
STREETSCAPE <ul style="list-style-type: none">• CITY OF ST. PAUL• RAMSEY COUNTY• XCEL ENERGY CENTER• RIVERCENTRE• RIVERCENTRE RAMP• SCIENCE MUSEUM• LIBRARY• AMTRAK• UNION PACIFIC RAILROAD• CANADIAN PACIFIC RAILROAD• MNDOT• KELLOGG CONDOS	KELLOGG TRIANGLE <ul style="list-style-type: none">• CITY OF ST. PAUL• XCEL ENERGY CENTER• DISTRICT ENERGY	RIVERCENTRE RAMP <ul style="list-style-type: none">• CITY OF ST. PAUL• RIVERCENTRE• XCEL ENERGY CENTER	SCIENCE MUSEUM <ul style="list-style-type: none">• SCIENCE MUSEUM OF MINNESOTA• NATIONAL PARK SERVICE• DISTRICT ENERGY	LIBRARY QUAD <ul style="list-style-type: none">• GEORGE LATIMER CENTRAL LIBRARY• FIRST & FIRST CREATIVE REAL ESTATE
RIVER’S EDGE <ul style="list-style-type: none">• CITY OF ST. PAUL• RAMSEY COUNTY• DISTRICT ENERGY• AECOM	KELLOGG MALL PARK <ul style="list-style-type: none">• CITY OF ST. PAUL• KELLOGG SQUARE DEVELOPMENT• DOROTHY DAY CENTER• HIGHER GROUND• NAOMI FAMILY RESIDENCE• THE FAMILY PLACE• SALVATION ARMY	2ND ST CONNECTOR <ul style="list-style-type: none">• CITY OF ST. PAUL• RAMSEY COUNTY• CUSTOM HOUSE• UNION PACIFIC RAILROAD• CANADIAN PACIFIC RAILROAD	PARKING LOT <ul style="list-style-type: none">• CITY OF ST. PAUL• RAMSEY COUNTY	LAMBERT’S LANDING <ul style="list-style-type: none">• CITY OF ST. PAUL• RAMSEY COUNTY• US ARMY CORPS• VIKING RIVER CRUISES• VISIT ST PAUL
RIVERFRONT PARK <ul style="list-style-type: none">• CITY OF ST. PAUL• RAMSEY COUNTY• US ARMY CORPS• VISIT ST PAUL	TUNNEL & UNDERPASSES <ul style="list-style-type: none">• CITY OF ST. PAUL• UNION PACIFIC RAILROAD• CANADIAN PACIFIC RAILROAD• MNDOT• RAMSEY COUNTY	UNION DEPOT, HYATT, TPT,CUSTOM HOUSE <ul style="list-style-type: none">• TPT• HYATT PLACE HOTEL• UNION DEPOT• REGIONAL RAIL• RAMSEY COUNTY	OTHER STAKEHOLDERS <ul style="list-style-type: none">• WEST SIDE COMMUNITY ORGANIZATION• EX: ACTIVE TRANSPORTATION GROUPS• CAPITAL RIVER COUNCIL (DISTRICT 17)• OTHERS	

PROJECT MAP



Sheet updated 10-13-23.

PROGRAM FRAMEWORK



INTERIM USE



WINTER USE



Christmas Market



Winter Sports



Warming Hut



Light Festival

ARTS & EDUCATION



Art Installations



Performances



Exhibitions



Mississippi River Education



Outdoor Classroom

PARK ACTIVATION & RETAIL



RIVER BALCONY DESIGN



MISSISSIPPI



RIVER LORE



COMMUNITY



BLUFF



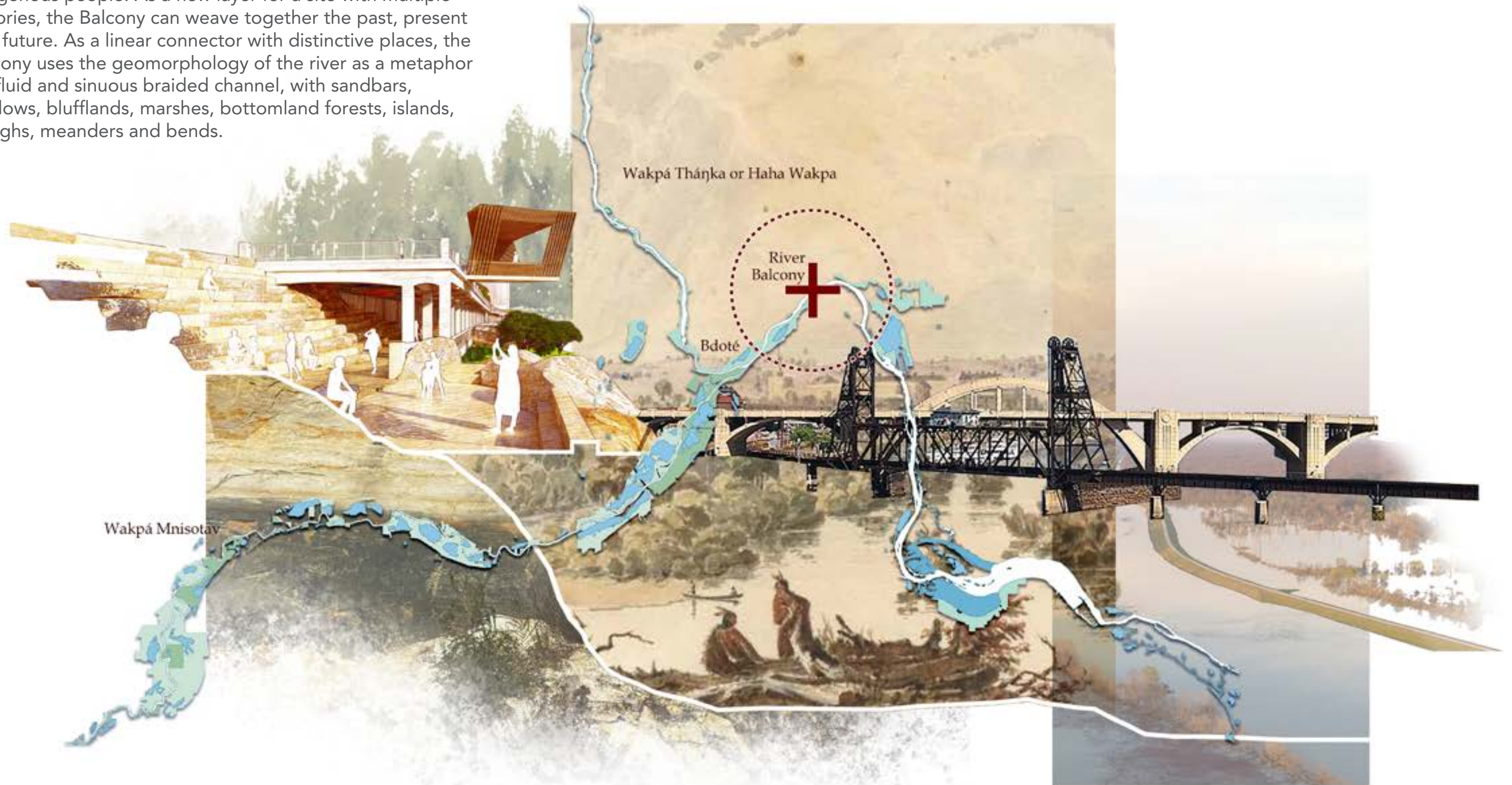
ECOREGIONS



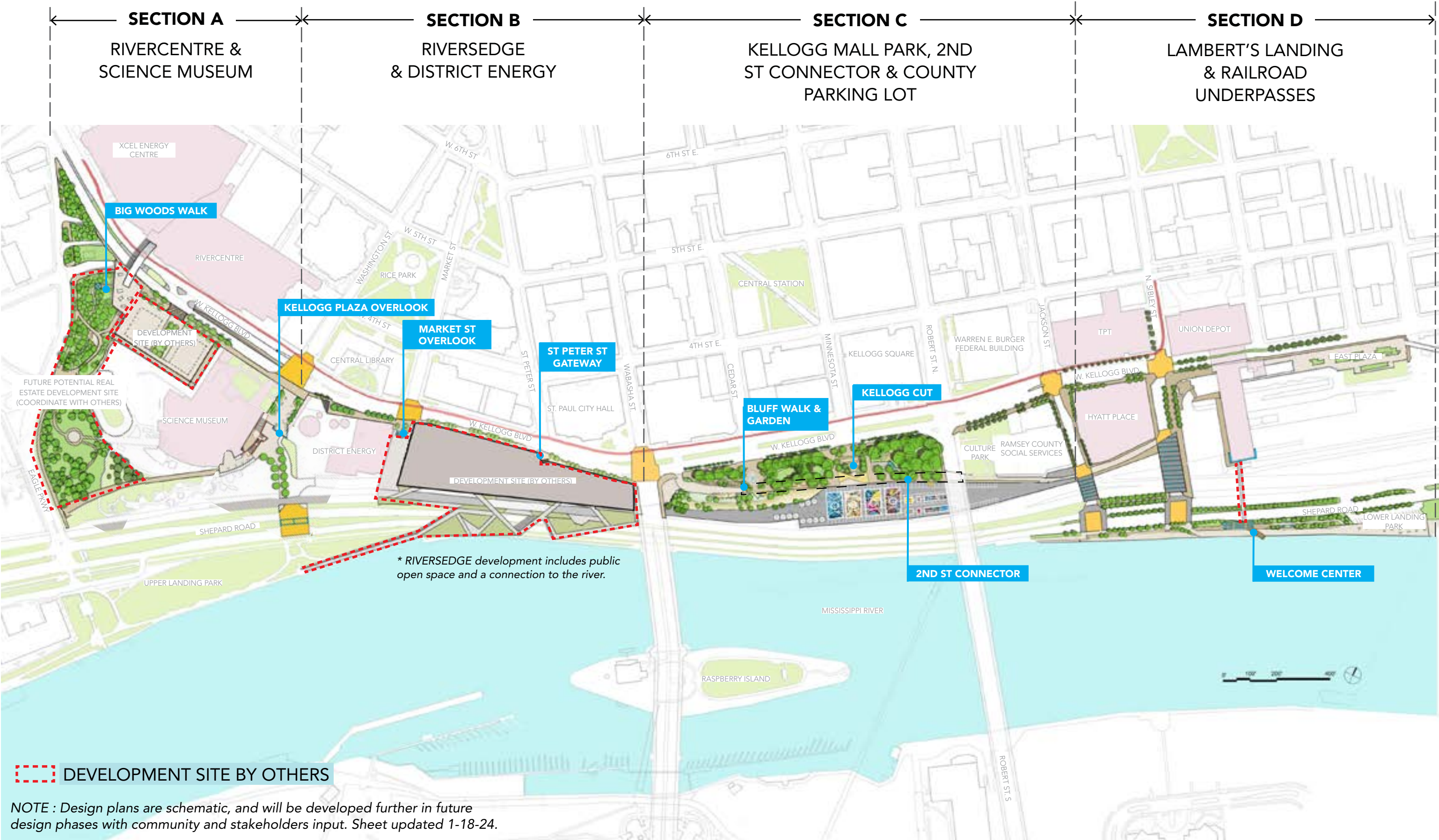
ACTIVATION

A LAYERED SITE

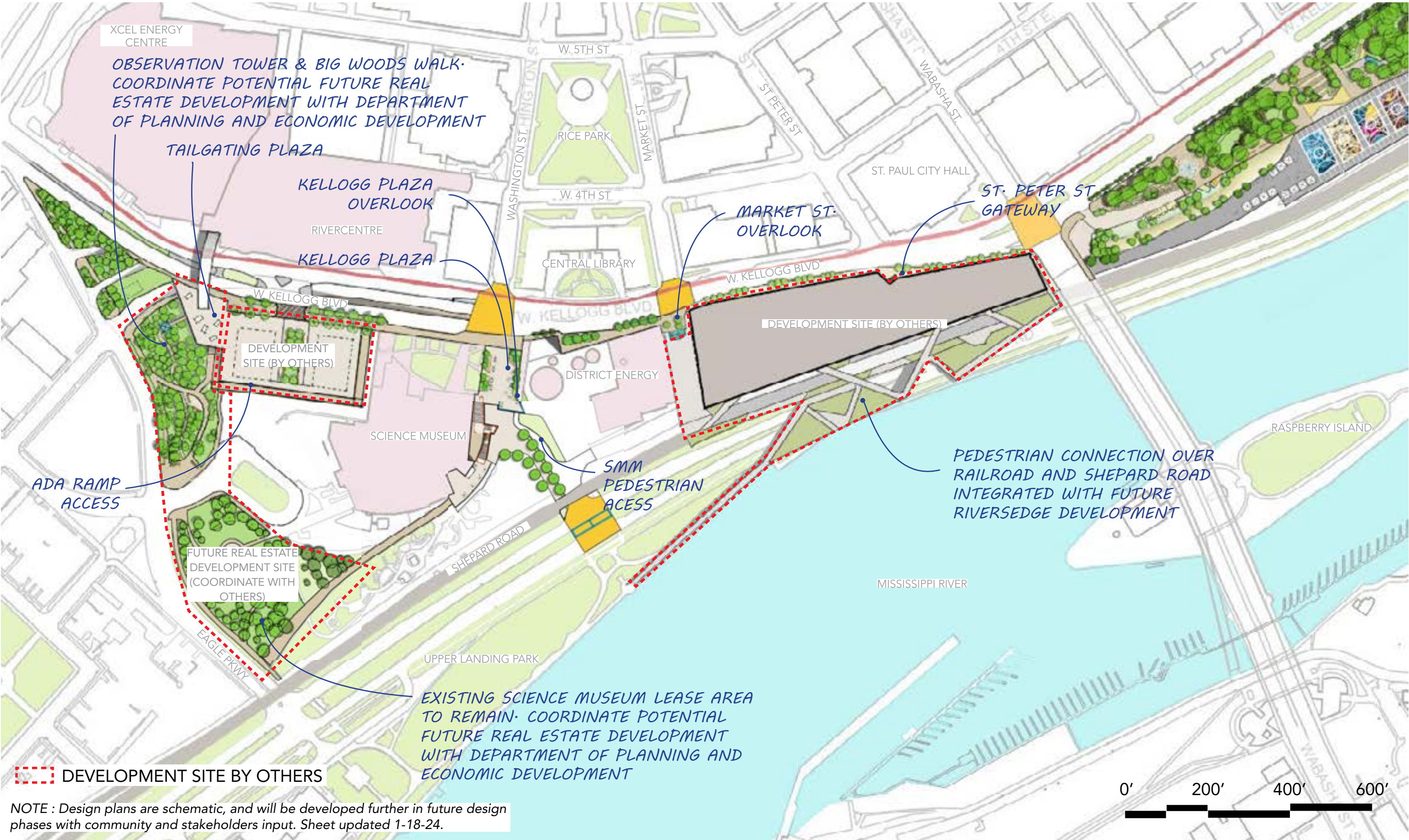
The River Balcony aspires to be a place 'from the land' and 'of the river', recognizing and leveraging its rich natural and cultural heritage and informed by the spiritual worldview of Indigenous people. As a new layer for a site with multiple histories, the Balcony can weave together the past, present and future. As a linear connector with distinctive places, the Balcony uses the geomorphology of the river as a metaphor – a fluid and sinuous braided channel, with sandbars, shallows, bluffs, marshes, bottomland forests, islands, sloughs, meanders and bends.



OVERALL SITE PLAN



SITE PLAN - WEST (SECTIONS A & B)

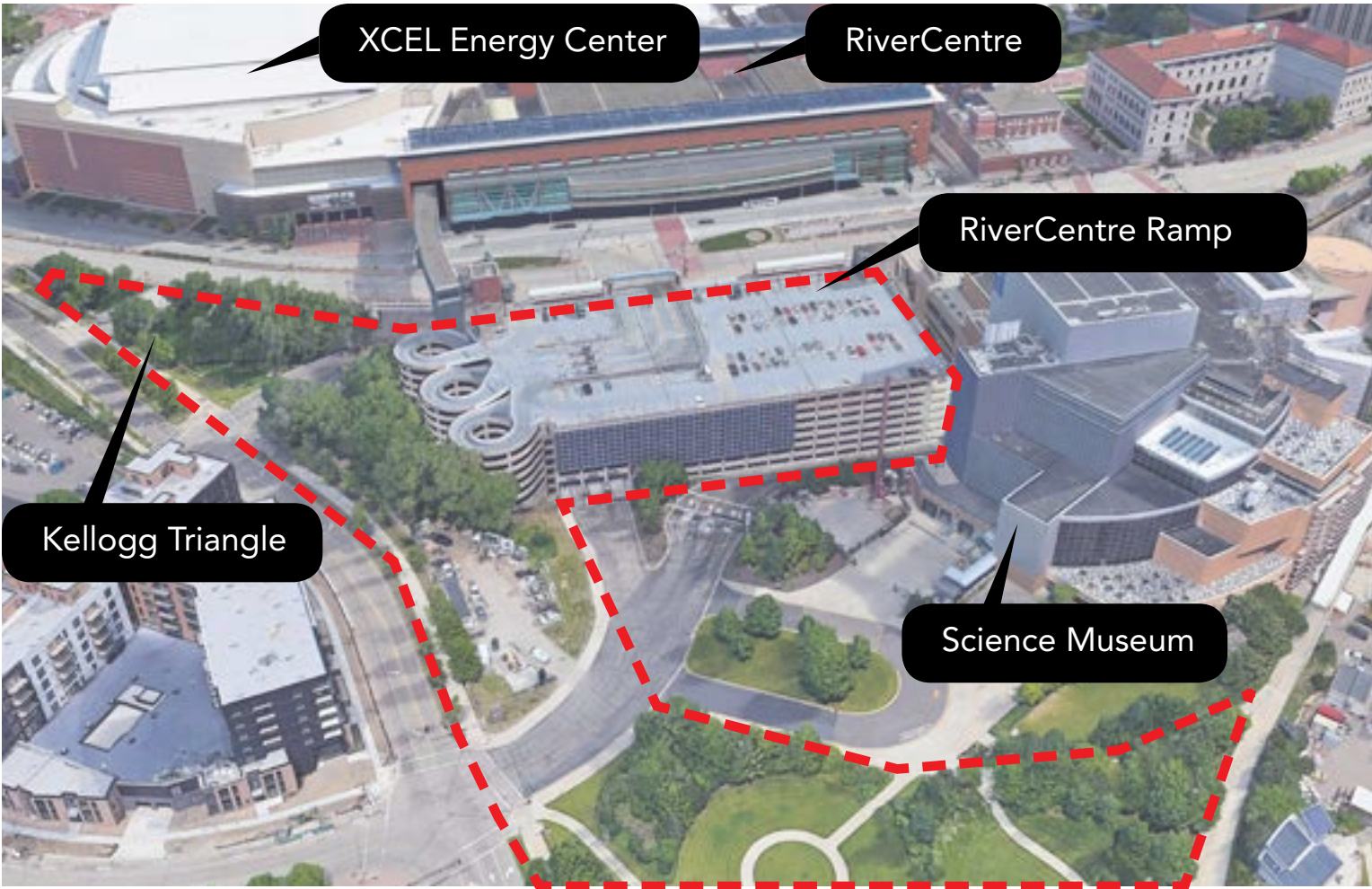
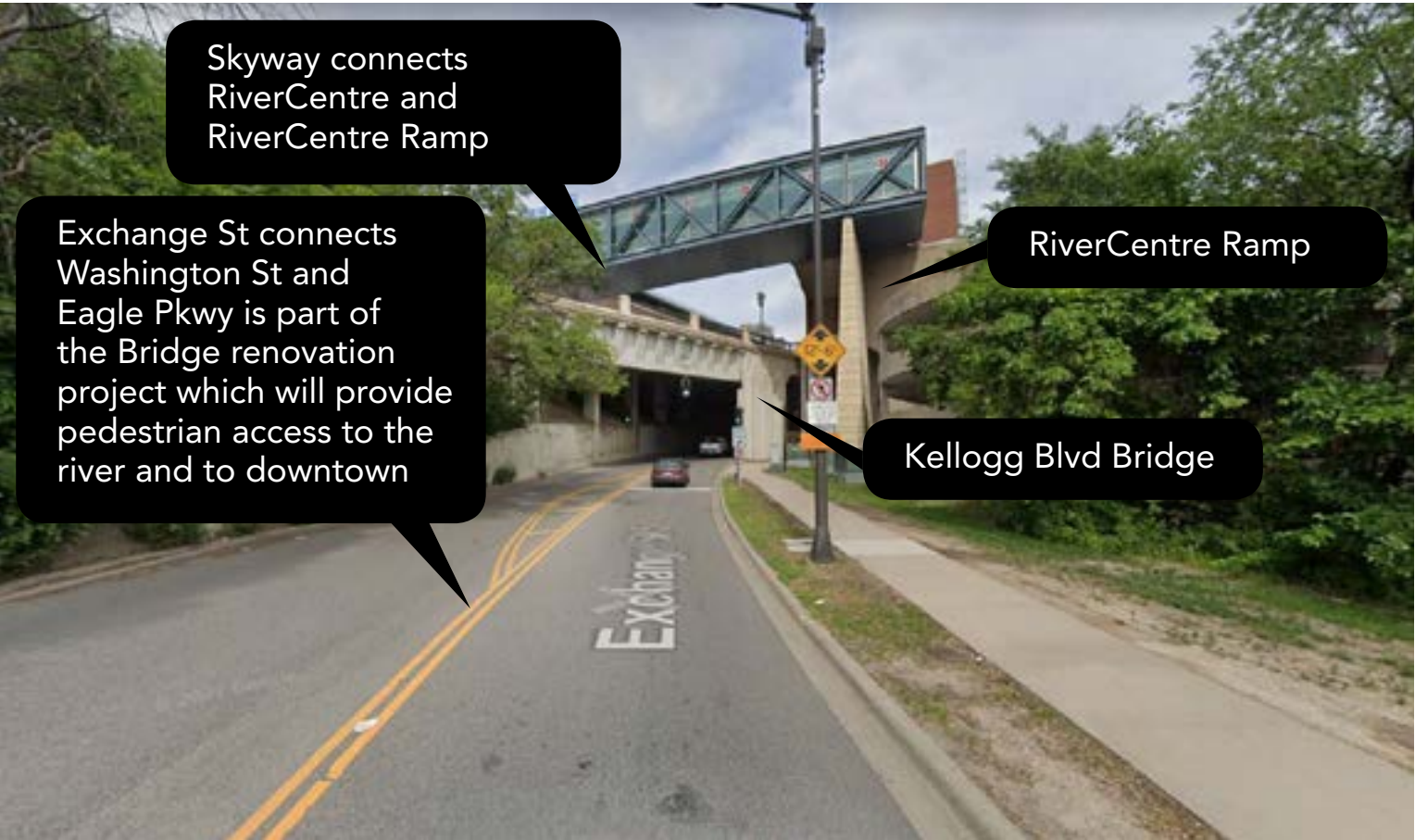
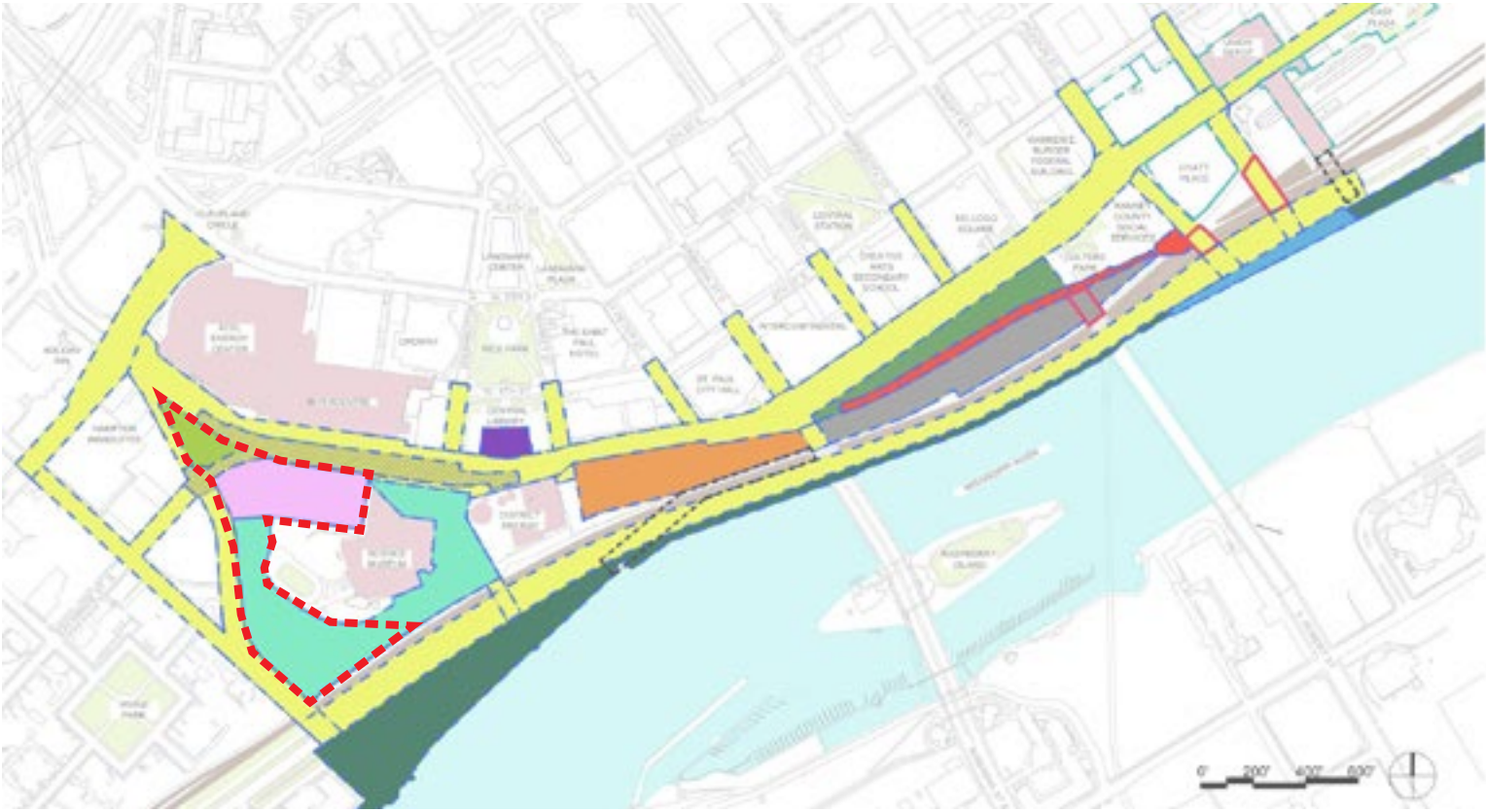


SITE PLAN - EAST (SECTIONS C & D)



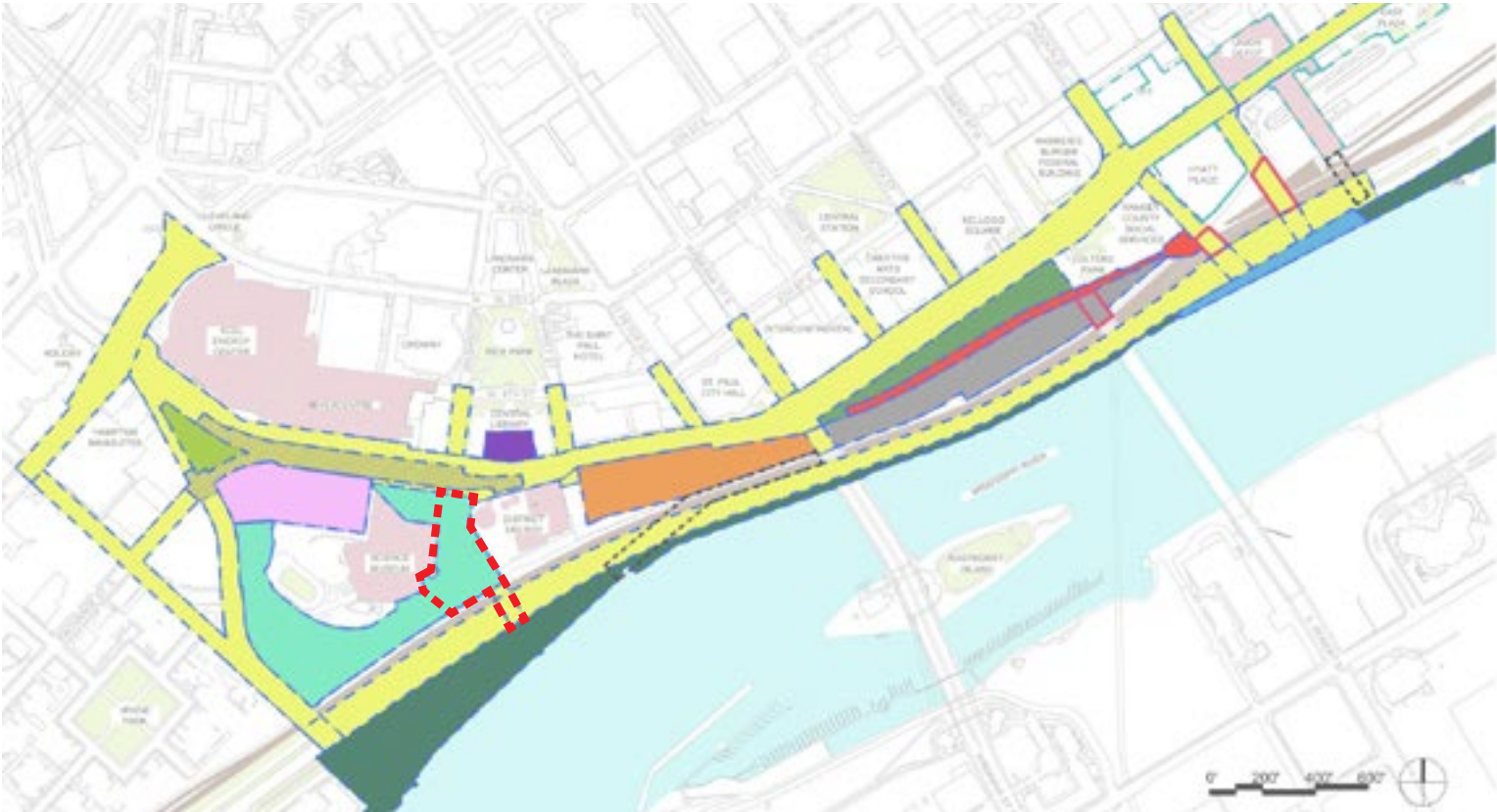
SECTION A RIVERCENTRE + SCIENCE MUSEUM

LOCATION & EXISTING CONDITIONS

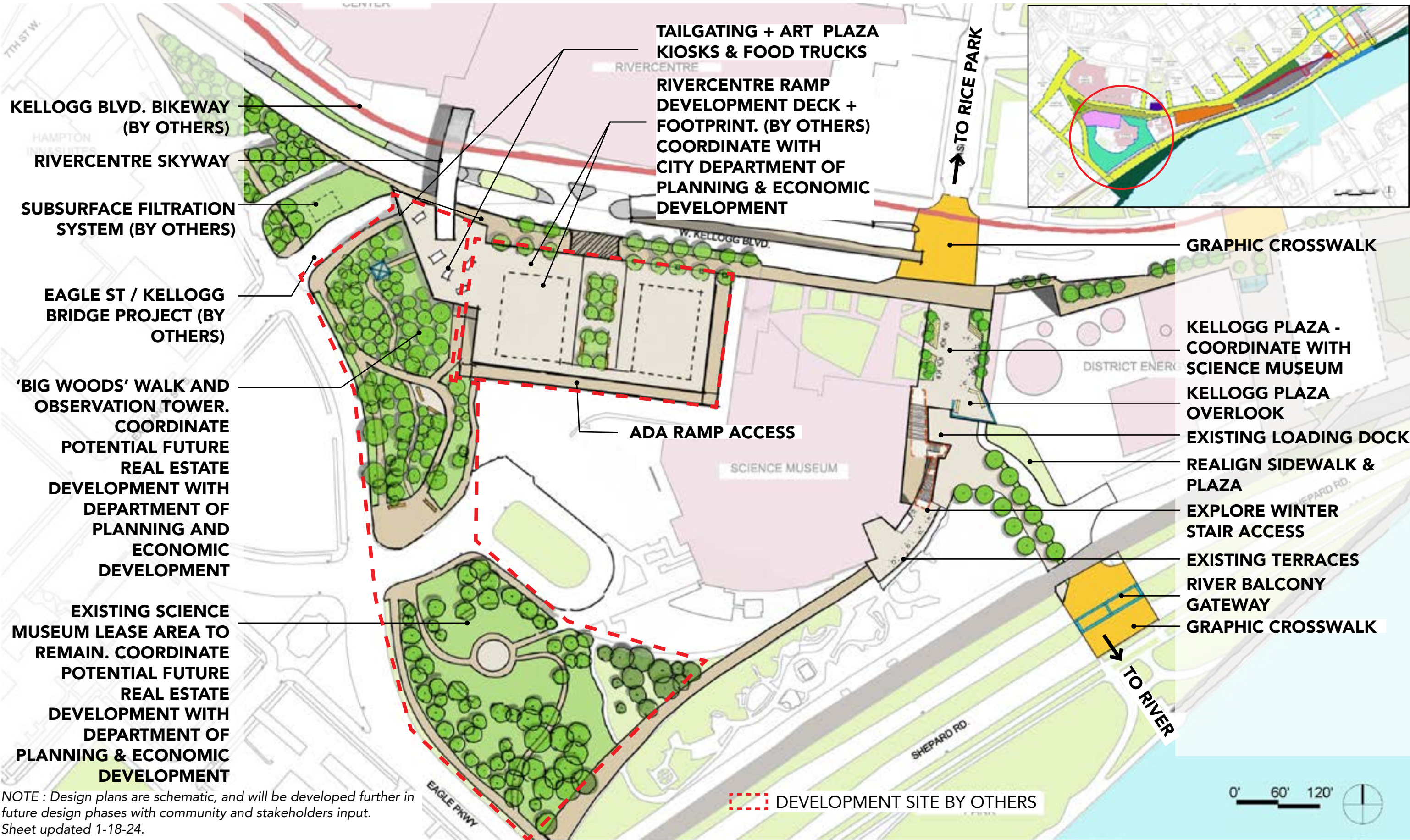


LOCATION & EXISTING CONDITIONS

SECTION A: RIVER CENTRE +SCIENCE MUSEUM

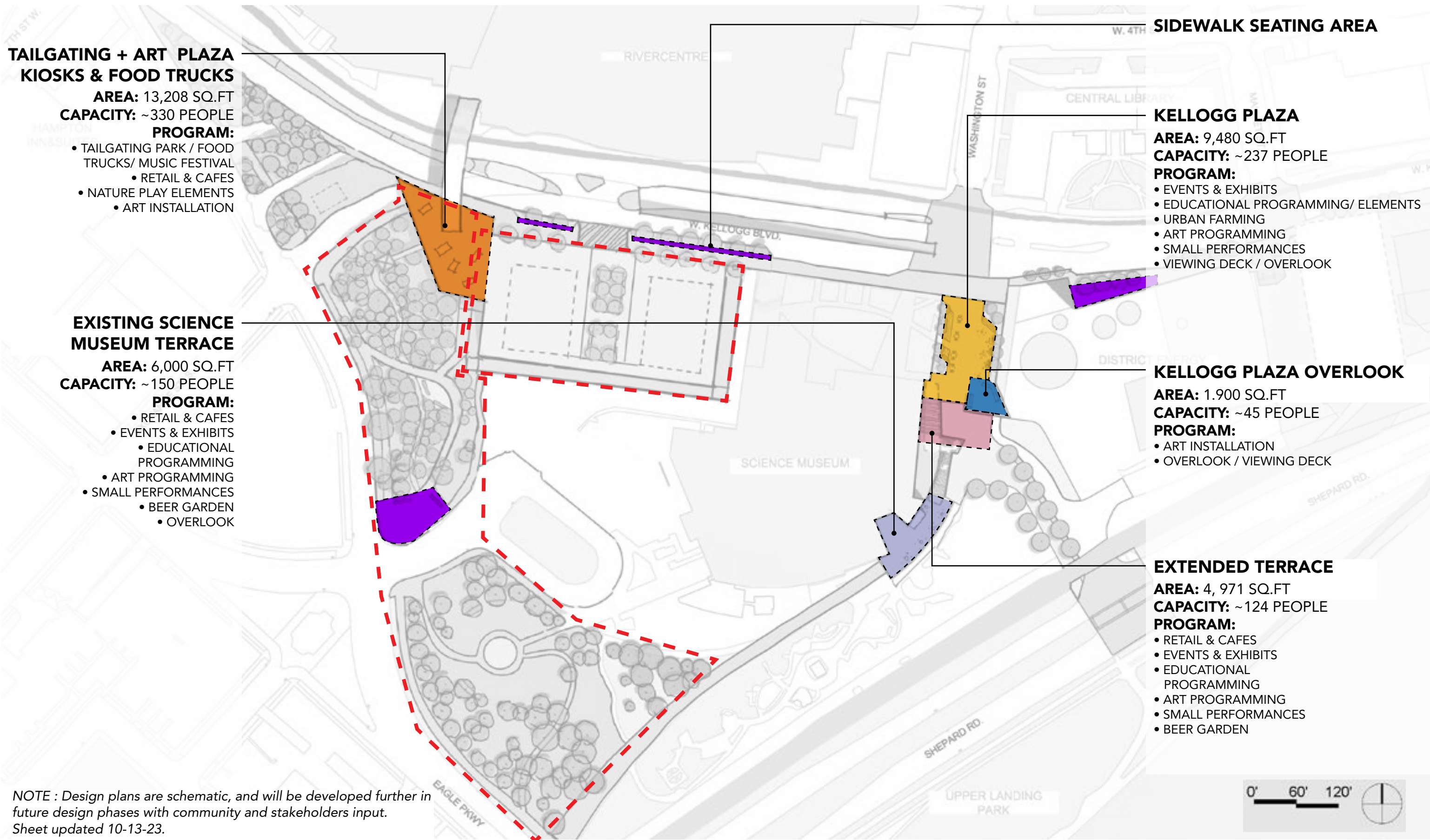


SITE PLAN



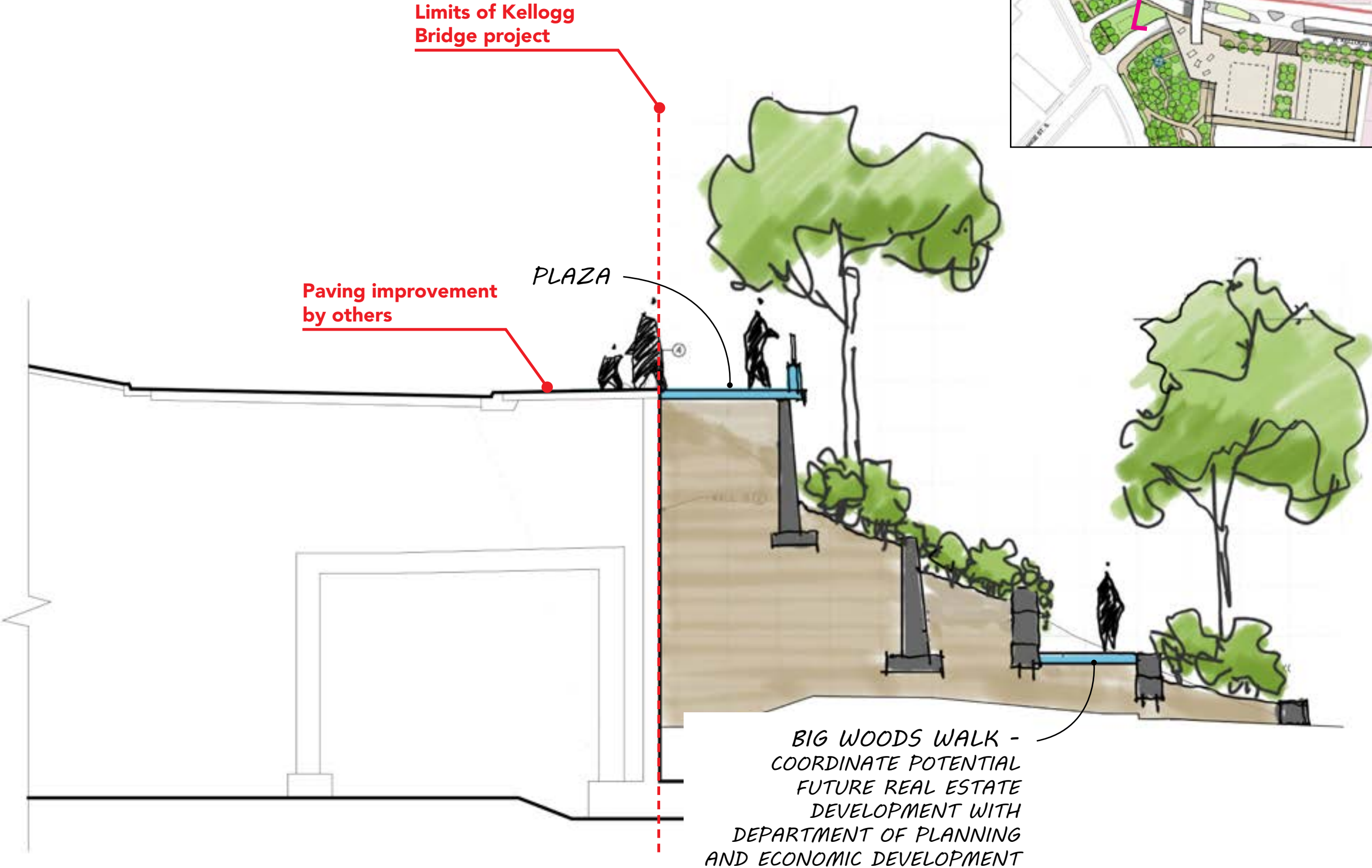
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PROGRAM DIAGRAM



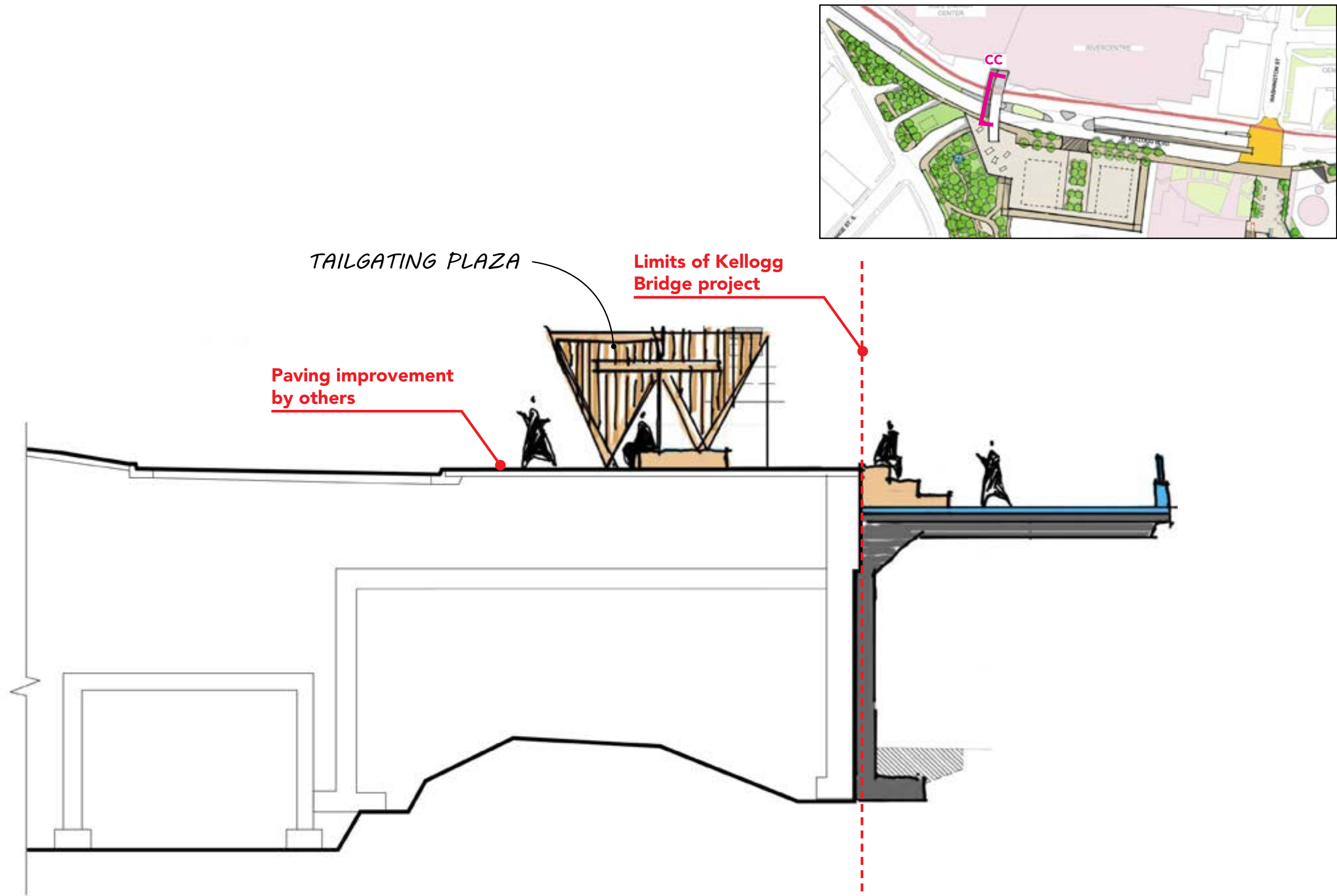
KELLOGG BRIDGE PROJECT - SECTION BB OVERLAY

SECTION A: RIVER CENTRE +SCIENCE MUSEUM



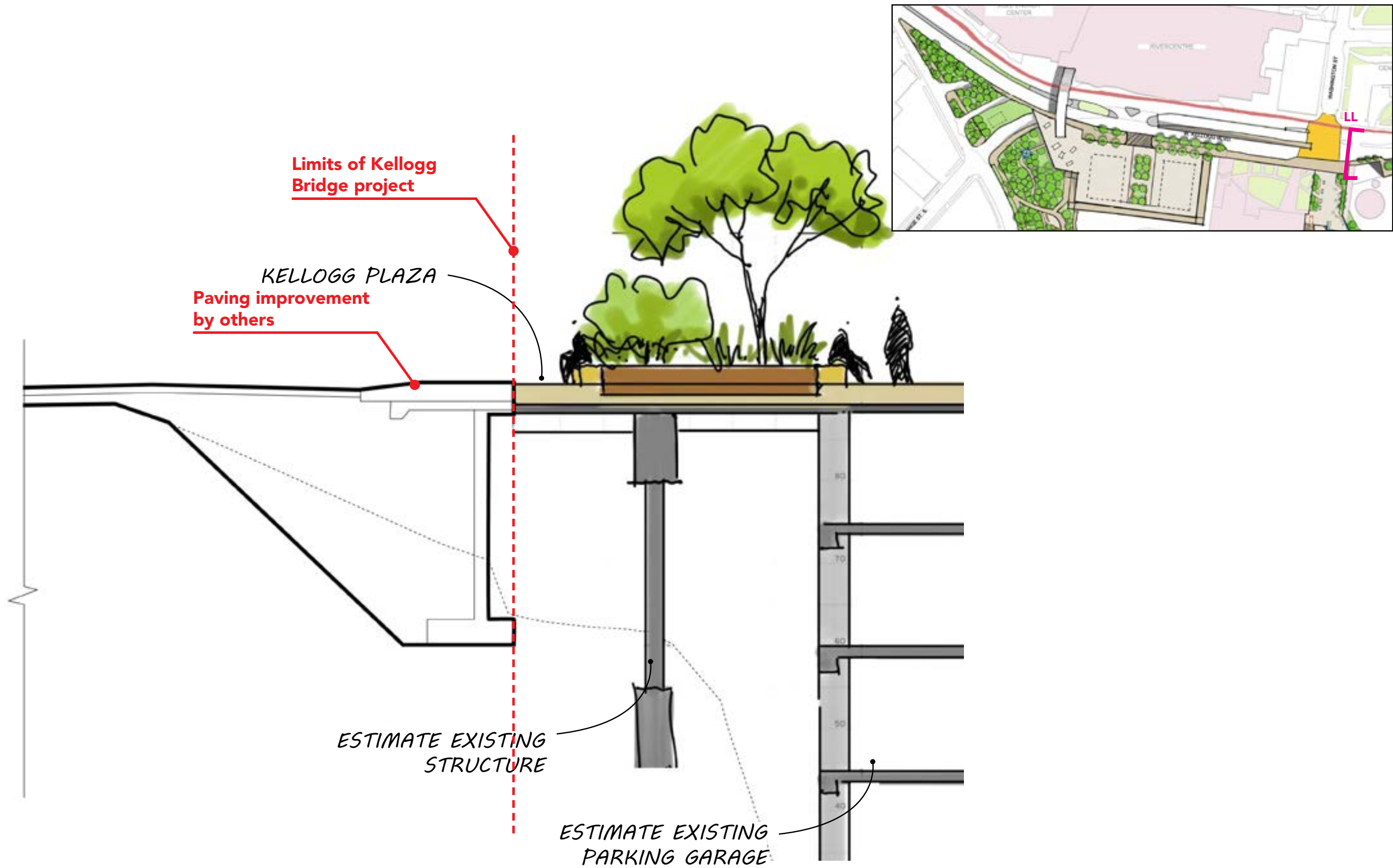
KELLOGG BRIDGE PROJECT - SECTION CC OVERLAY

SECTION A: RIVER CENTRE +SCIENCE MUSEUM



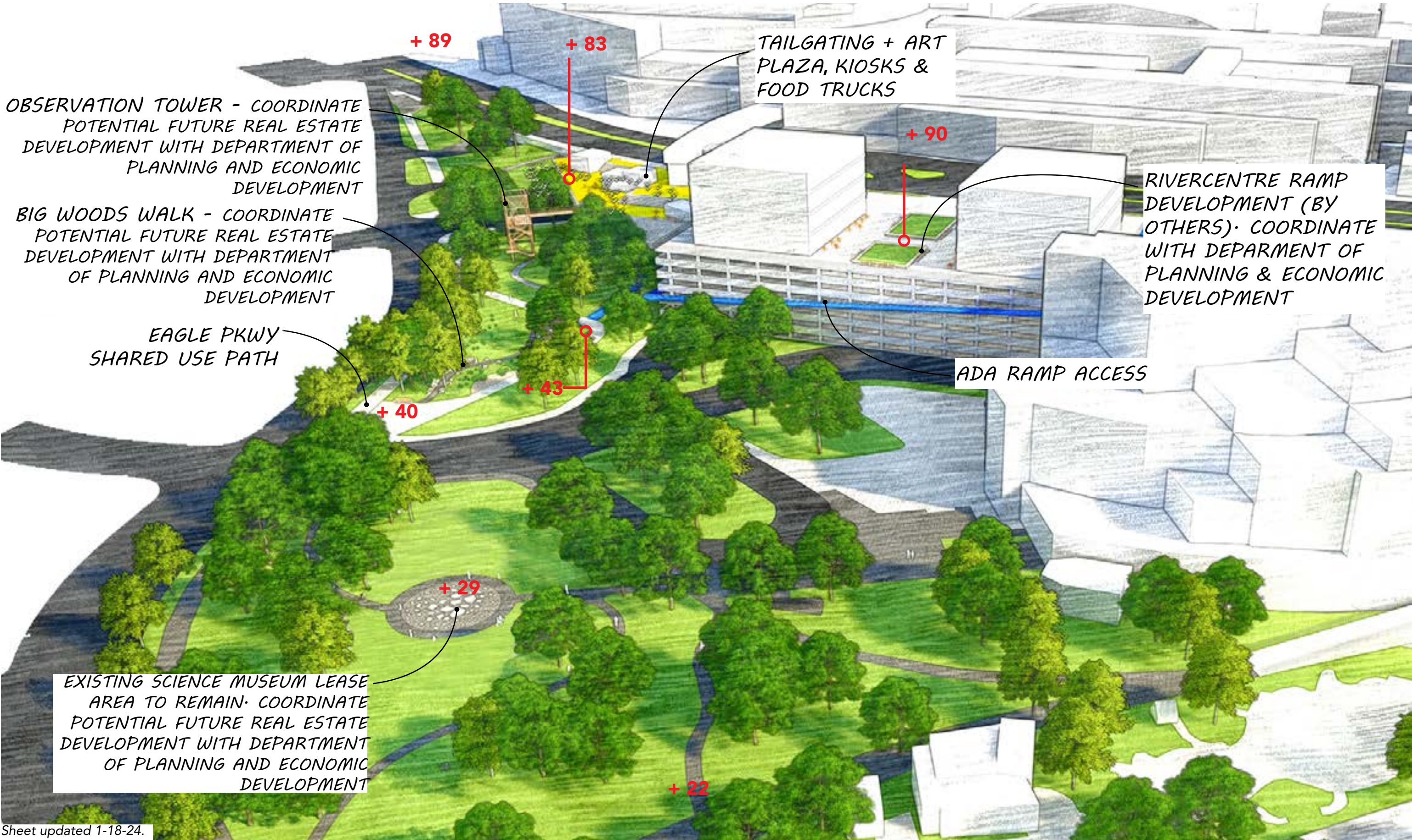
KELLOGG BRIDGE PROJECT - SECTION LL OVERLAY

SECTION A: RIVER CENTRE +SCIENCE MUSEUM



RIVERCENTRE RAMP & SMM AERIAL

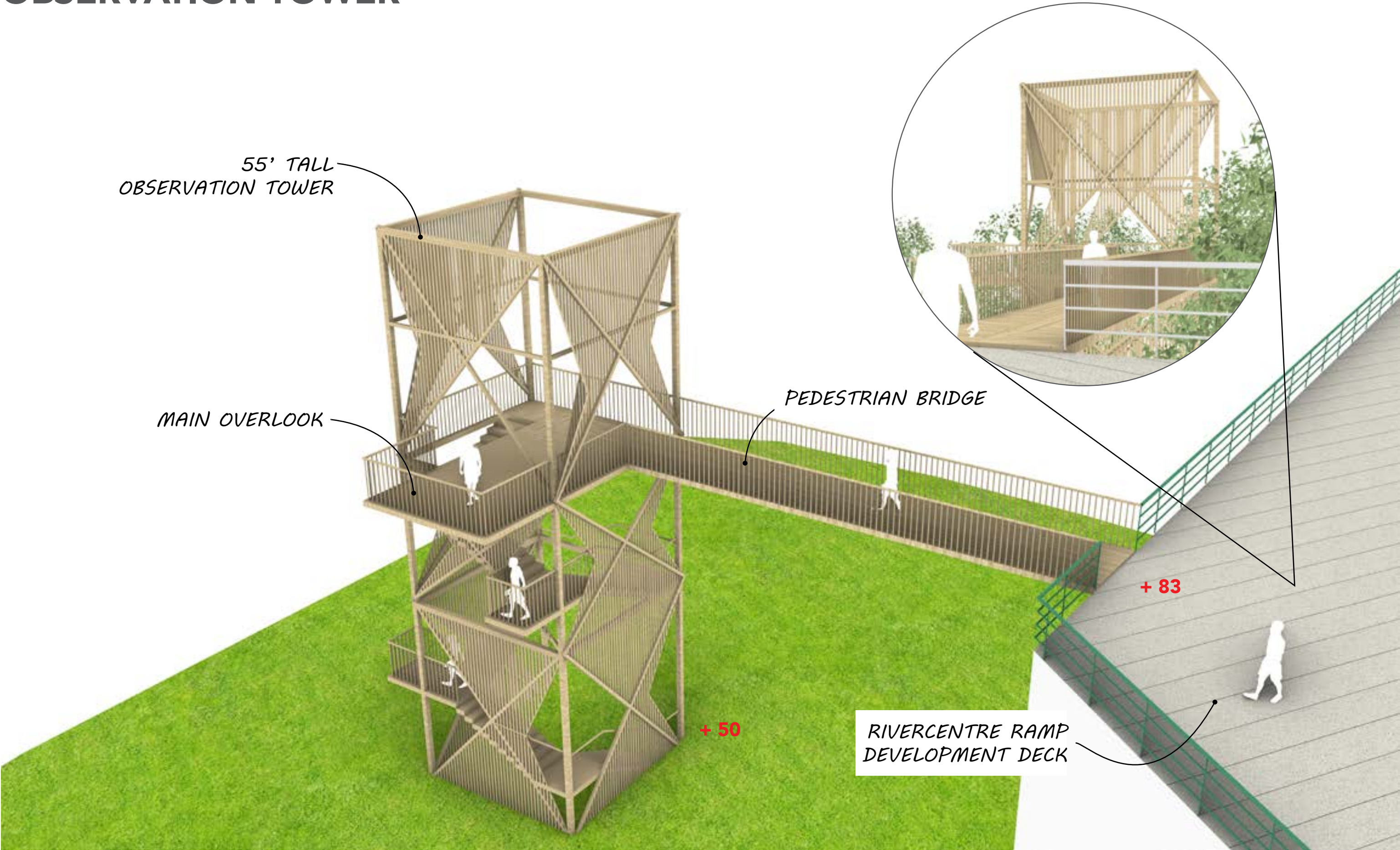
SECTION A: RIVER CENTRE +SCIENCE MUSEUM



Sheet updated 1-18-24.

OBSERVATION TOWER

SECTION A: RIVER CENTRE + SCIENCE MUSEUM



55' TALL
OBSERVATION TOWER

MAIN OVERLOOK

PEDESTRIAN BRIDGE

+ 83

+ 50

RIVERCENTRE RAMP
DEVELOPMENT DECK

OBSERVATION TOWER VIEW TOWARDS RIVER

SECTION A: RIVER CENTRE +SCIENCE MUSEUM





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REFERENCE IMAGES

SECTION A: RIVER CENTRE +SCIENCE MUSEUM



Forest Pavilion, Thailand



University Campus Park Umea, Sweden



Strandskogen Arninge Ullna, Sweden



Taopu Central Park, China



The High Line, New York

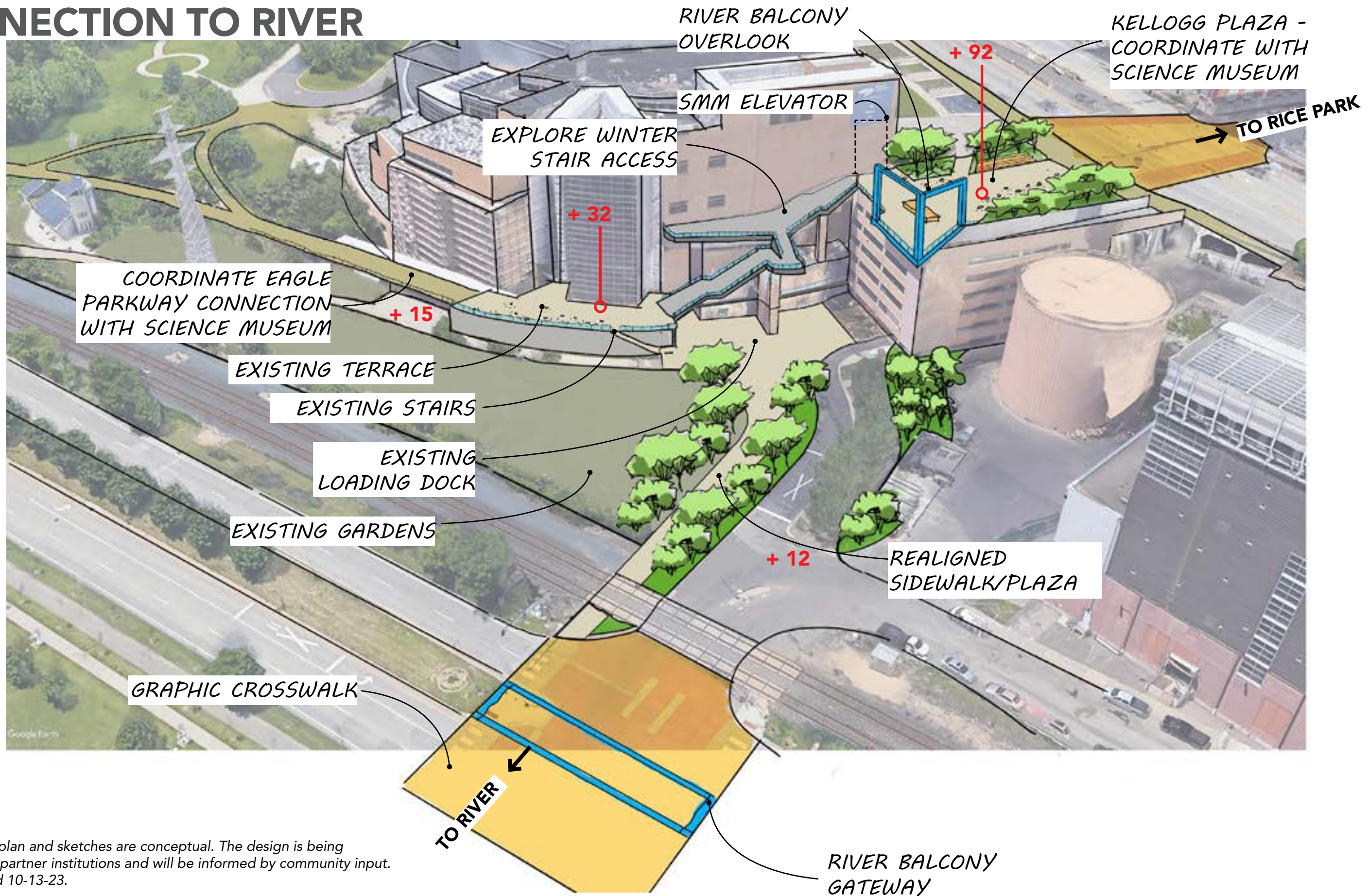
EXISTING SCIENCE MUSEUM CONNECTION TO RIVER

SECTION A: RIVER CENTRE + SCIENCE MUSEUM



PROPOSED SCIENCE MUSEUM CONNECTION TO RIVER

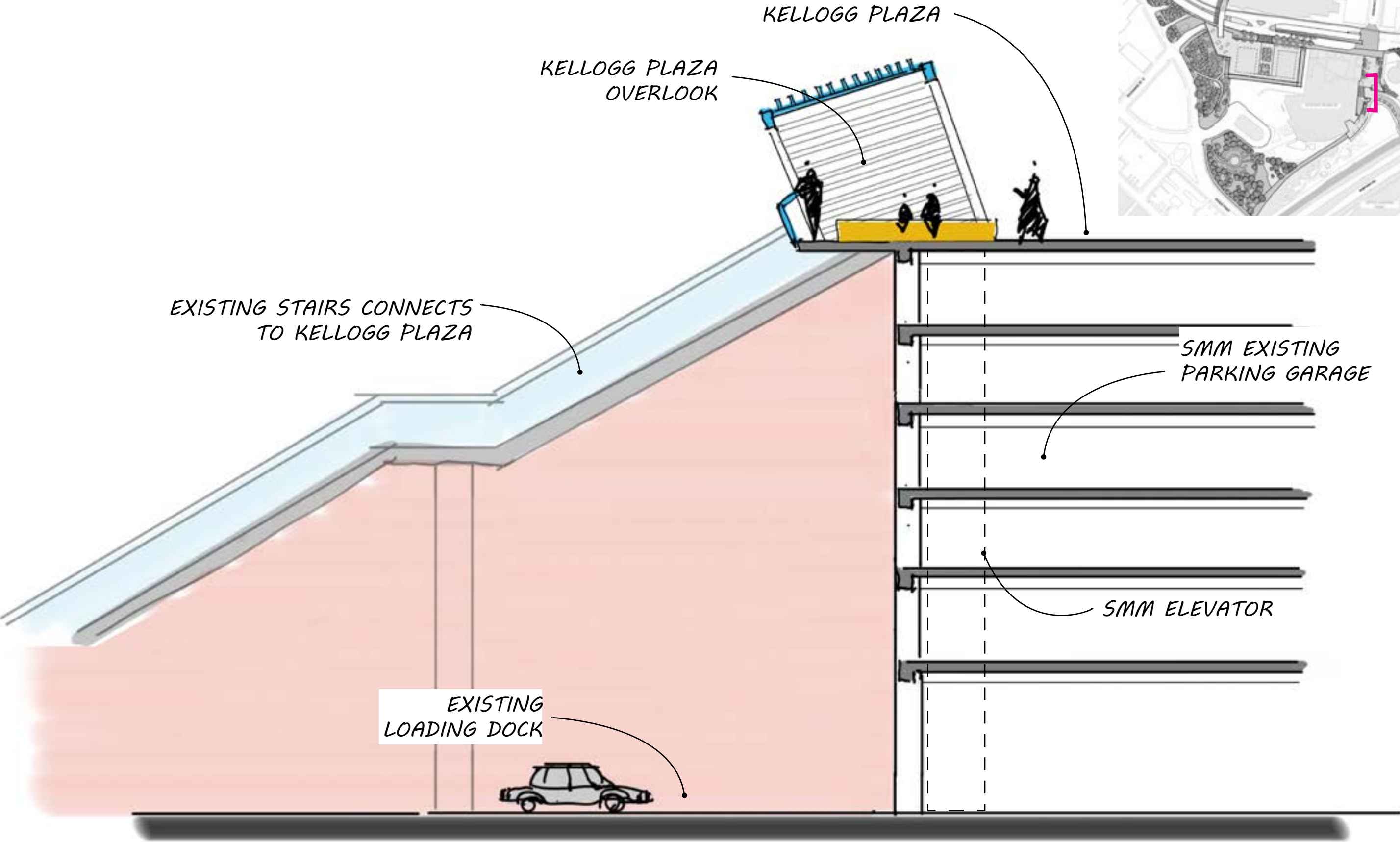
SECTION A: RIVER CENTRE +SCIENCE MUSEUM



NOTE : Initial plan and sketches are conceptual. The design is being explored with partner institutions and will be informed by community input. Sheet updated 10-13-23.

SECTION AT KELLOGG PLAZA OVERLOOK

SECTION A: RIVER CENTRE +SCIENCE MUSEUM



Sheet updated 10-13-23.

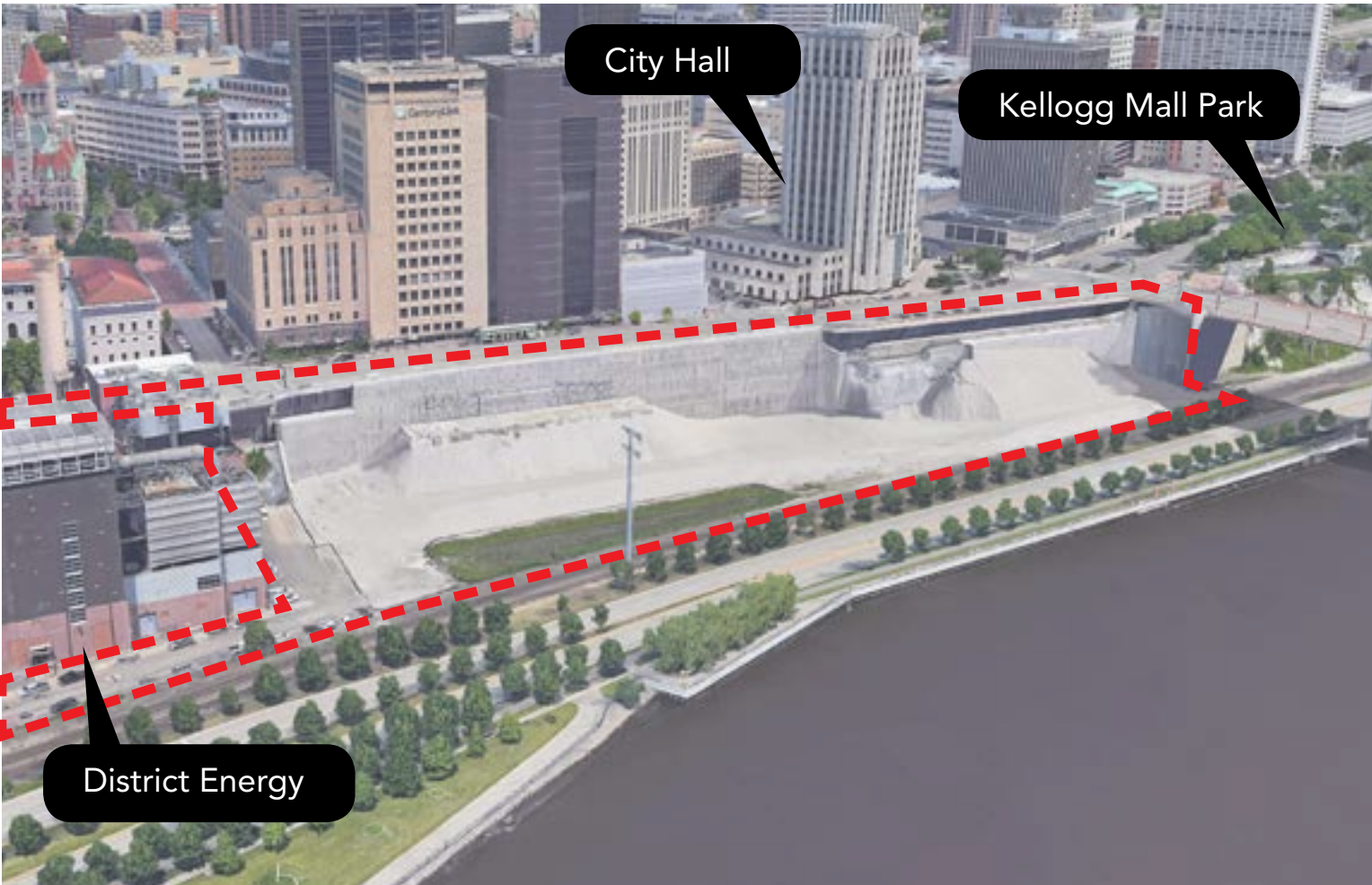
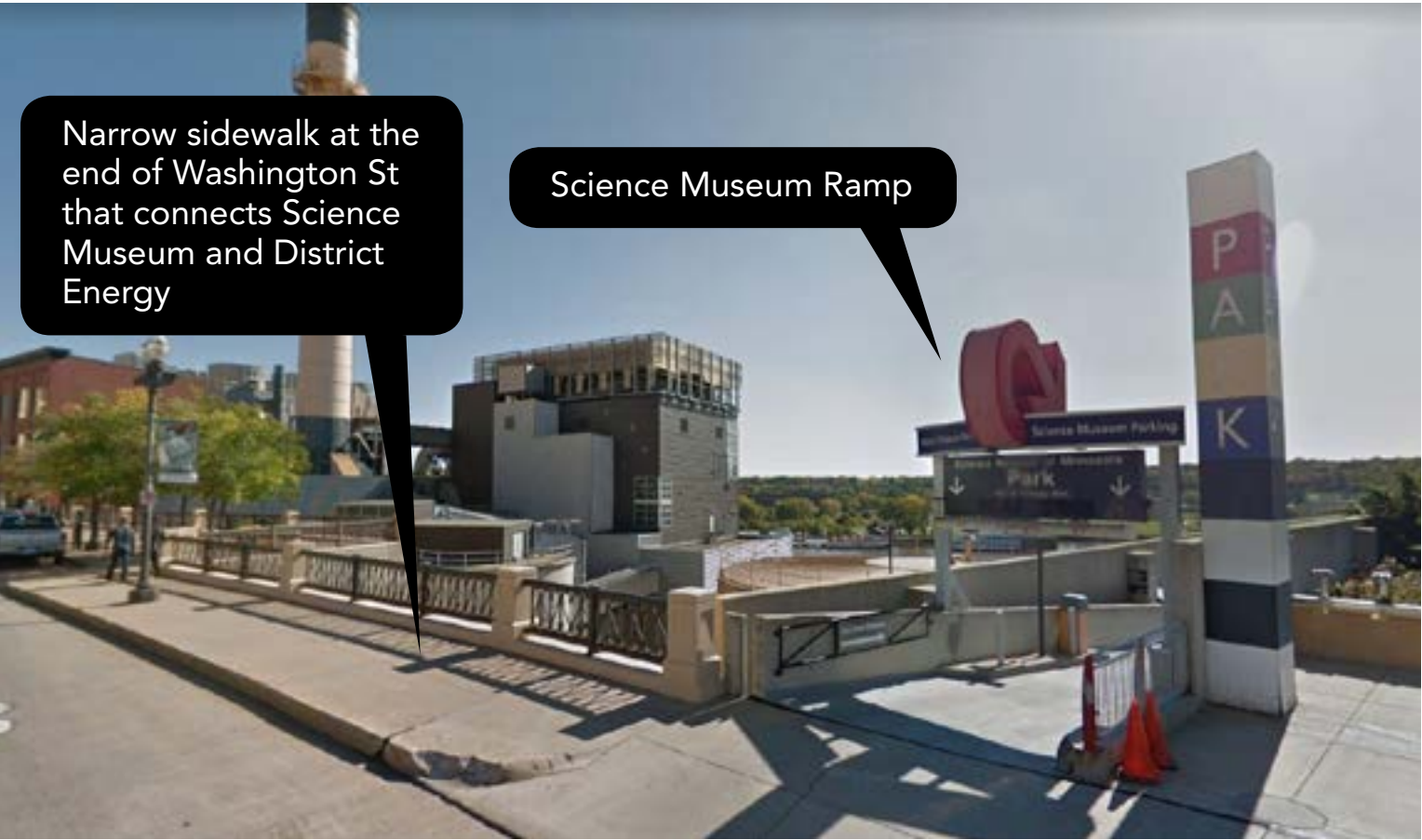


REFERENCE IMAGES

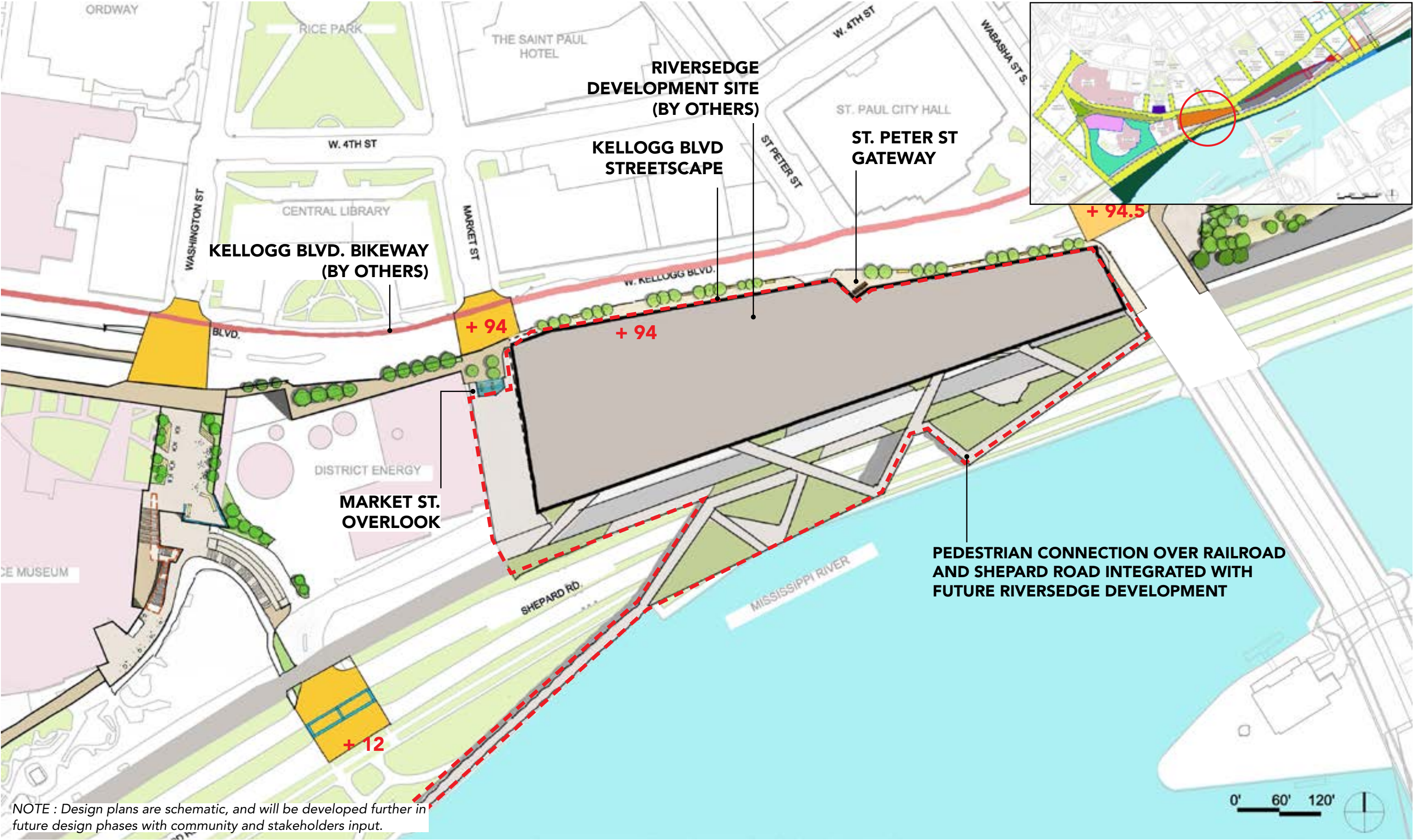


SECTION B RIVERSEDGE + DISTRICT ENERGY

LOCATION & EXISTING CONDITIONS



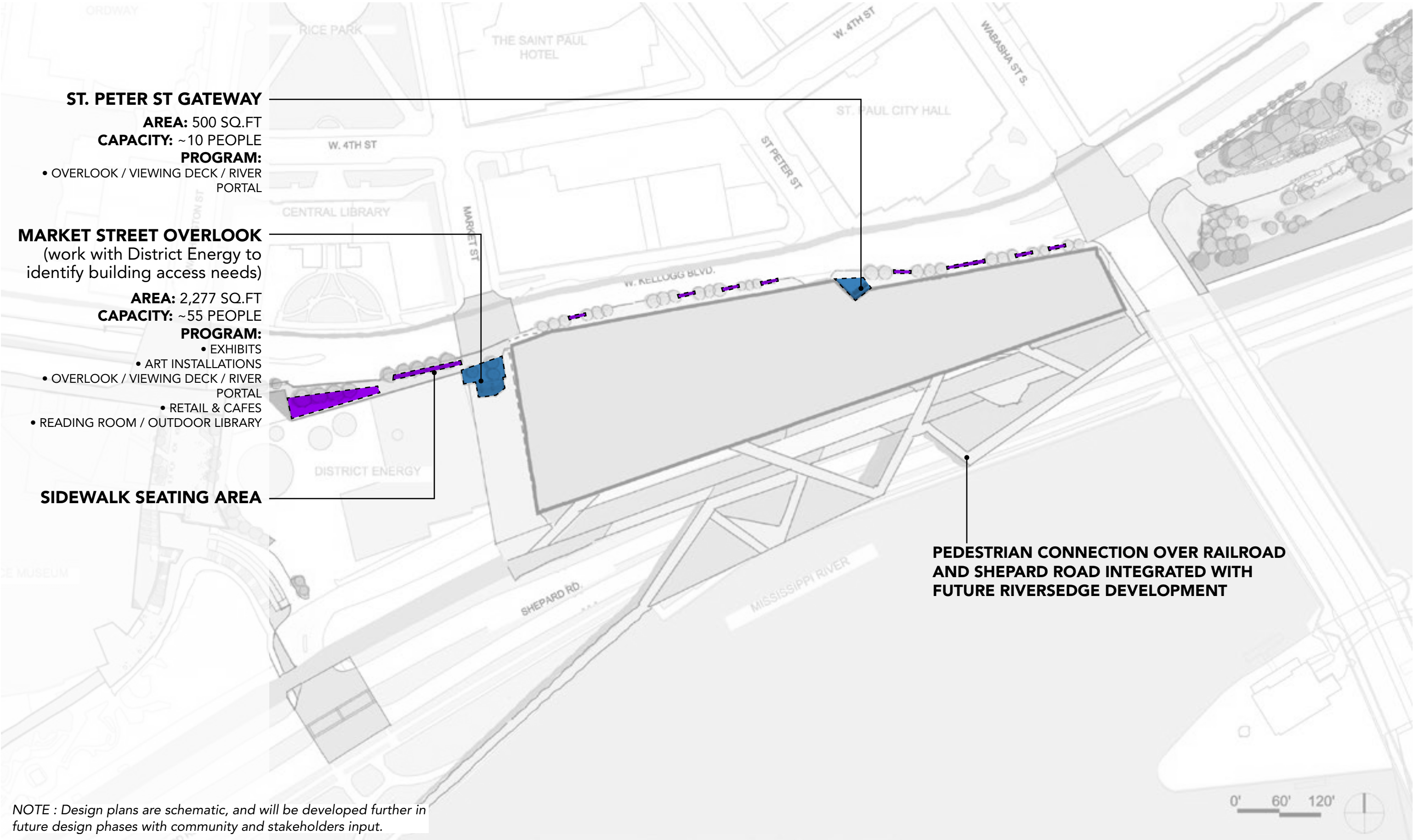
SITE PLAN



SITE PLAN

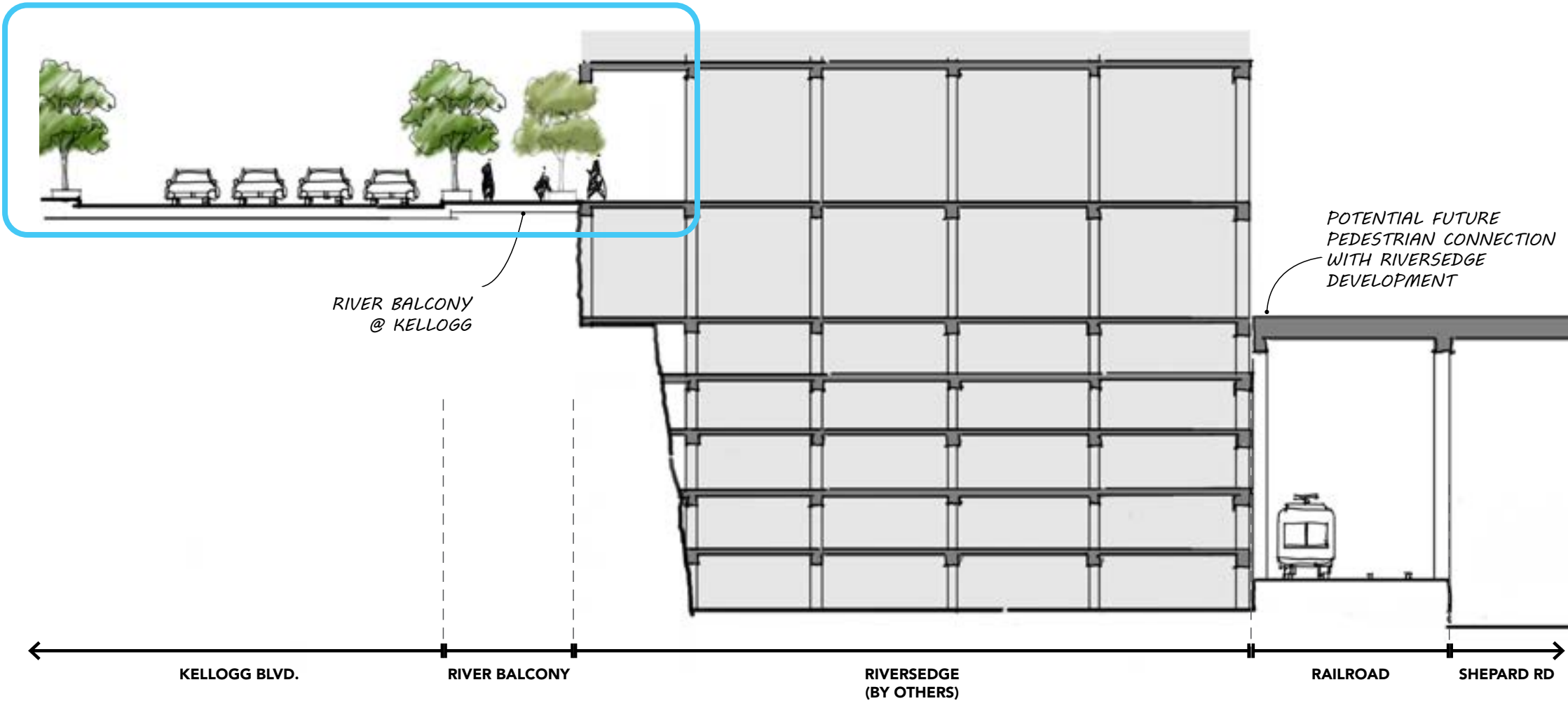
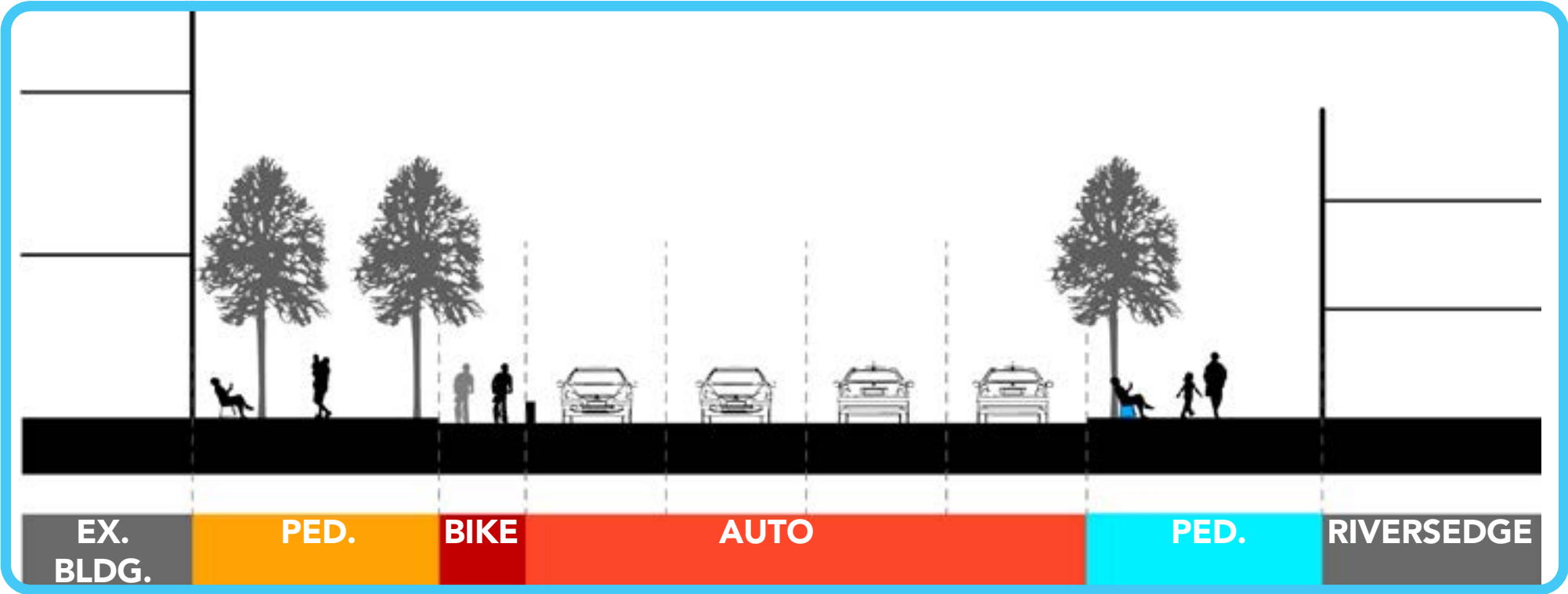


PROGRAM DIAGRAM



KELLOGG BLVD. SECTION

SECTION B: DISTRICT ENERGY & RIVERSEDGE





REFERENCE IMAGES - PROGRAM



REFERENCE IMAGES - INTERIM USE PROGRAMS



Pump Track, Brooklyn



The Lodge at Waterfront Winterfest, Philadelphia



Urban Wind Turbines



Beer Garden



Urban Tree Nursery

REFERENCE IMAGES- KELLOGG BLVD



Colorado Esplanade, Santa Monica



Face to Face King St Parklet, Canada



Hudson River Waterfront, New York



Westlake Park, Seattle



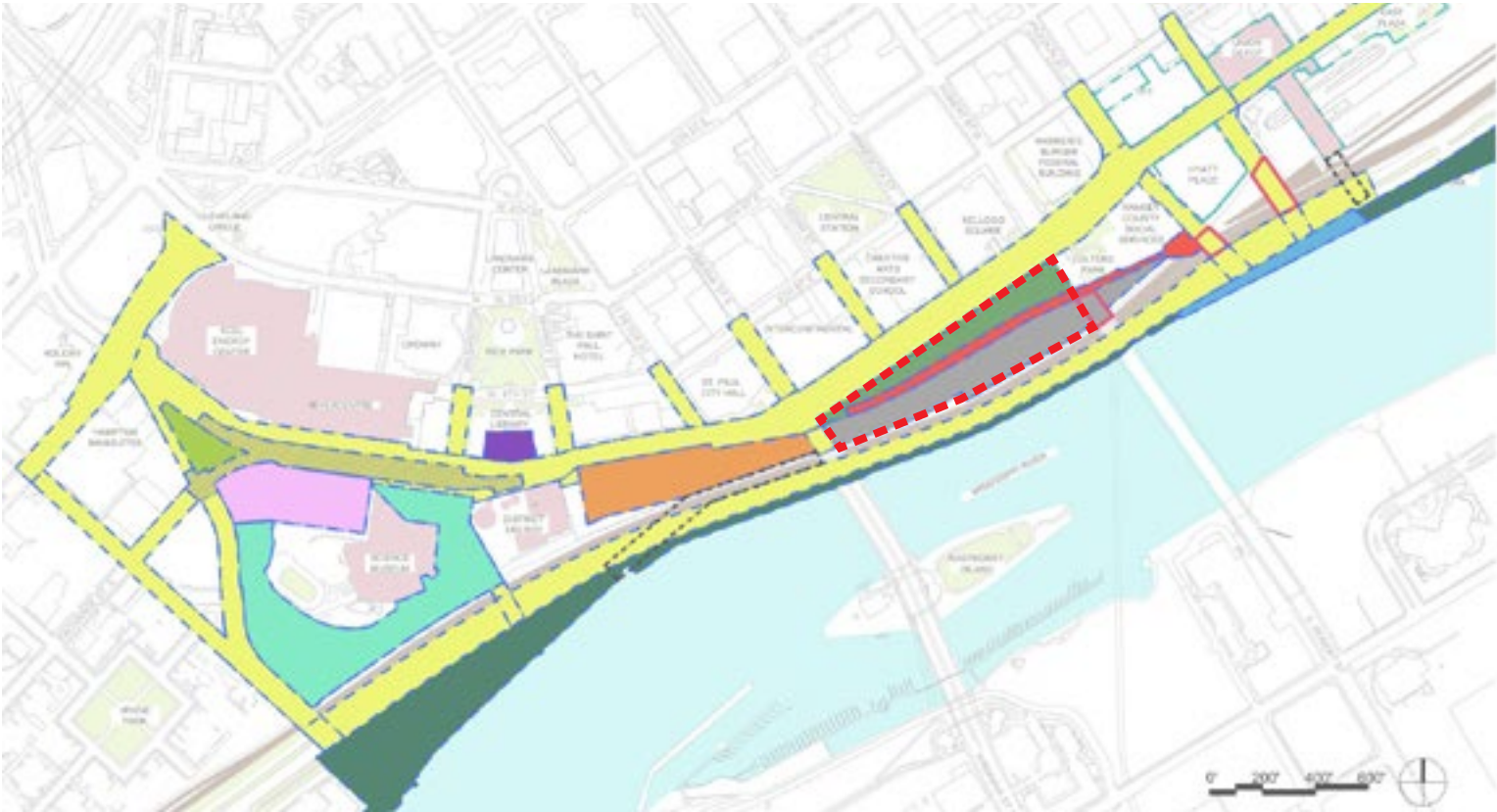
Avenue Mermoz, Lyon, France



Kendall Square, Cambridge

SECTION C
**KELLOGG MALL PARK, 2ND ST CONNECTOR &
COUNTY PARKING LOT**

LOCATION & EXISTING CONDITIONS



SECTION C: KELLOGG MALL PARK , 2ND ST CONNECTOR & COUNTY PARKING LOT



SITE PLAN

KELLOGG MALL PARK (PARK UPPER LEVEL)

SECTION C: KELLOGG MALL PARK , 2ND ST CONNECTOR & COUNTY PARKING LOT



NOTE : Design plans are schematic, and will be developed further in future design phases with community and stakeholders input.
Sheet updated 10-13-23.

SITE PLAN

KELLOGG MALL PARK (PARK UPPER LEVEL)

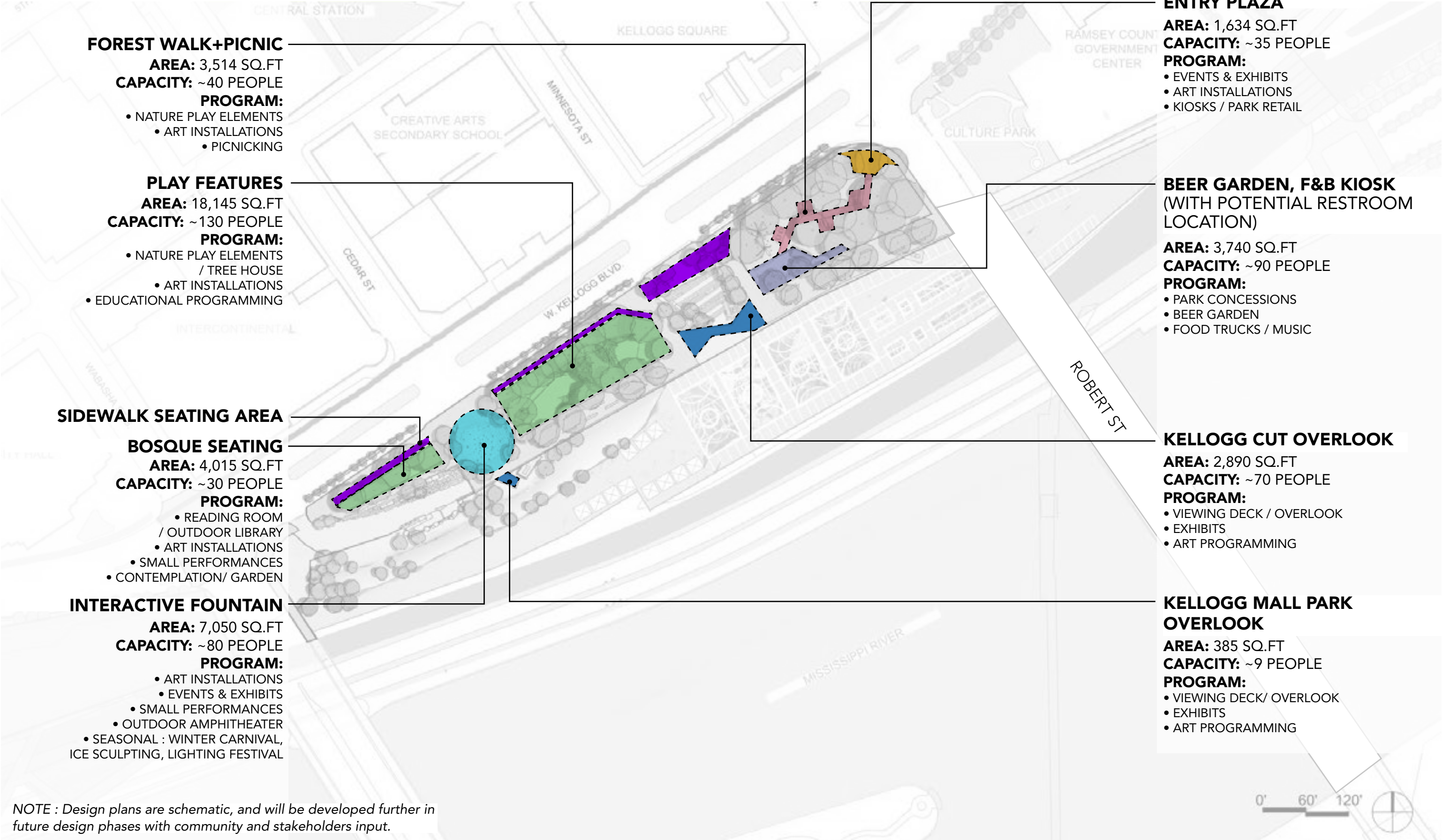
SECTION C: KELLOGG MALL PARK , 2ND ST CONNECTOR & COUNTY PARKING LOT



PROGRAM DIAGRAM

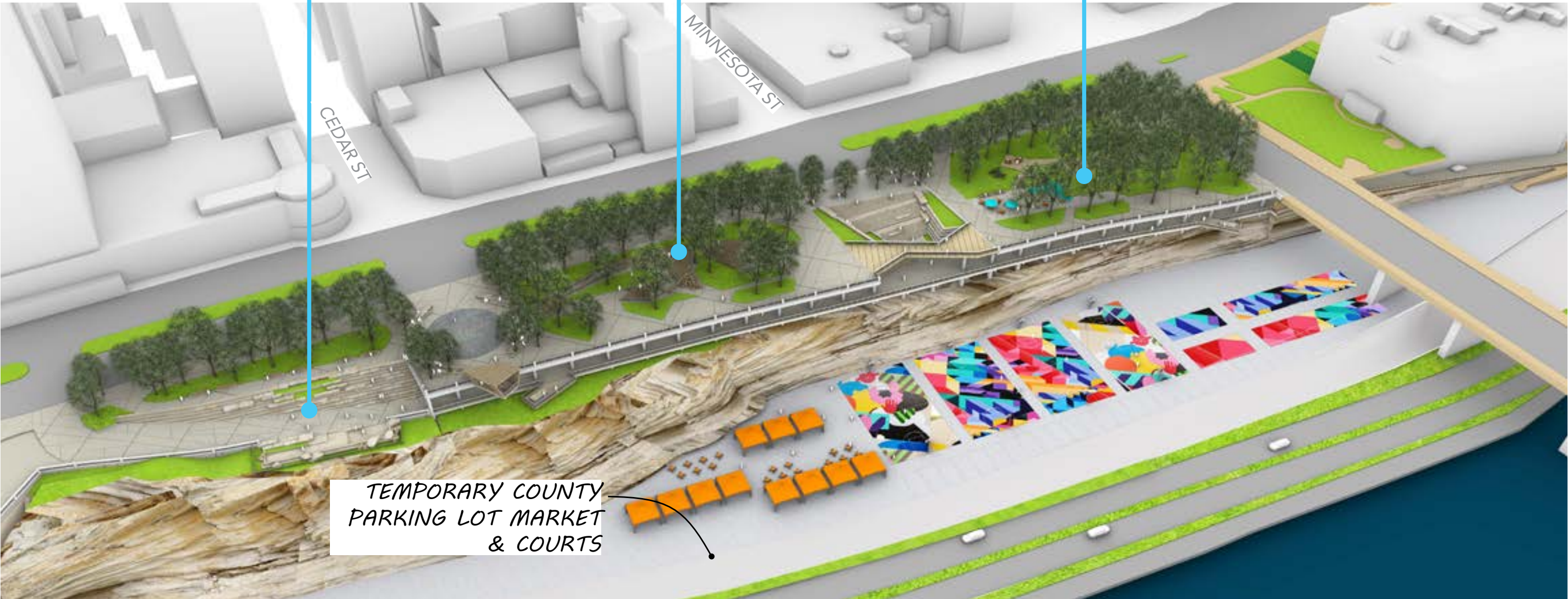
KELLOGG MALL PARK (PARK UPPER LEVEL)

SECTION C: KELLOGG MALL PARK , 2ND ST CONNECTOR & COUNTY PARKING LOT



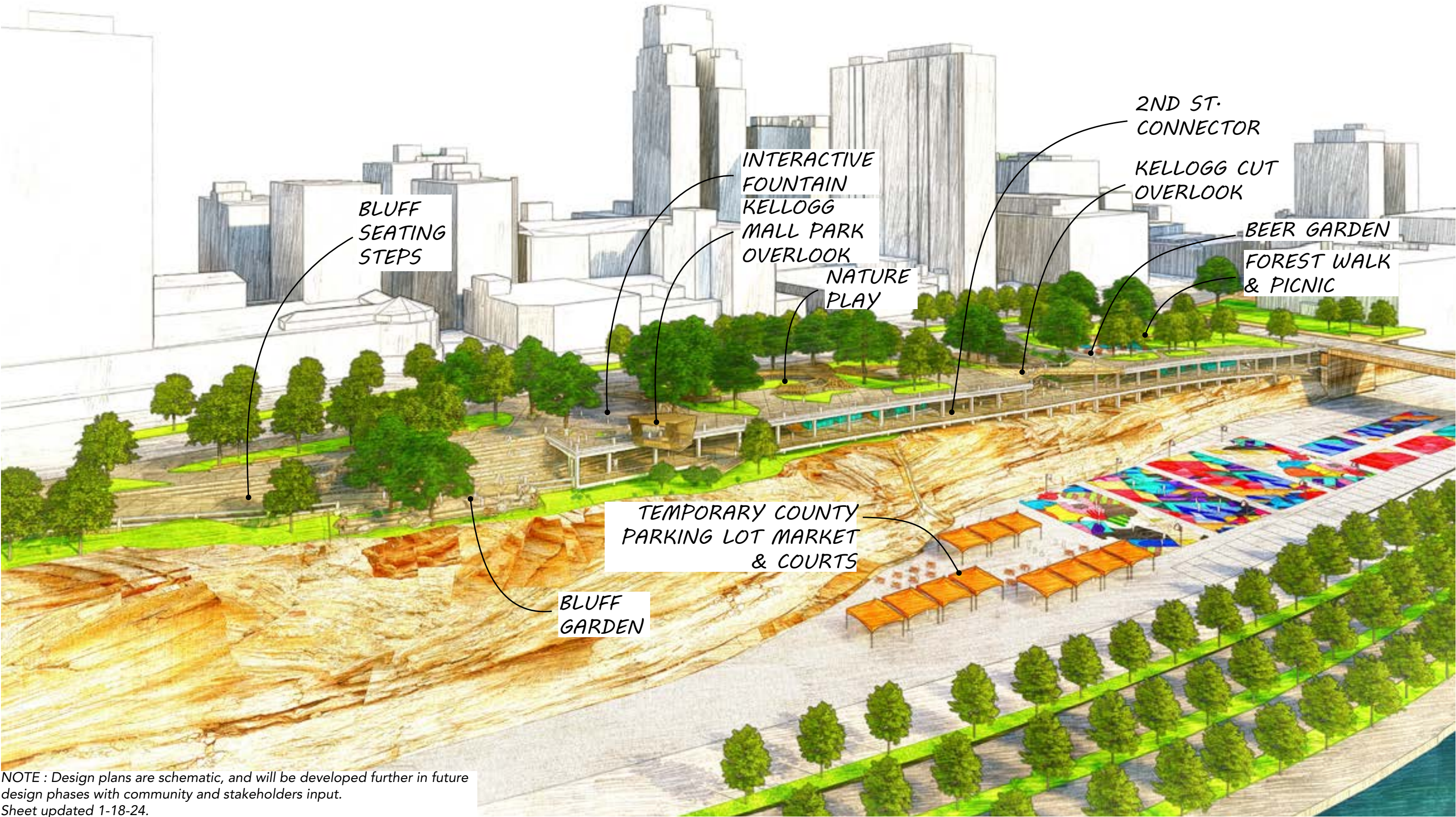
PARK FEATURES

SECTION C: KELLOGG MALL PARK , 2ND ST CONNECTOR & COUNTY PARKING LOT



THE BLUFF WALK

SECTION C: KELLOGG MALL PARK , 2ND ST CONNECTOR & COUNTY PARKING LOT



NOTE : Design plans are schematic, and will be developed further in future design phases with community and stakeholders input.
Sheet updated 1-18-24.

INTERACTIVE FOUNTAIN AT CEDAR ST

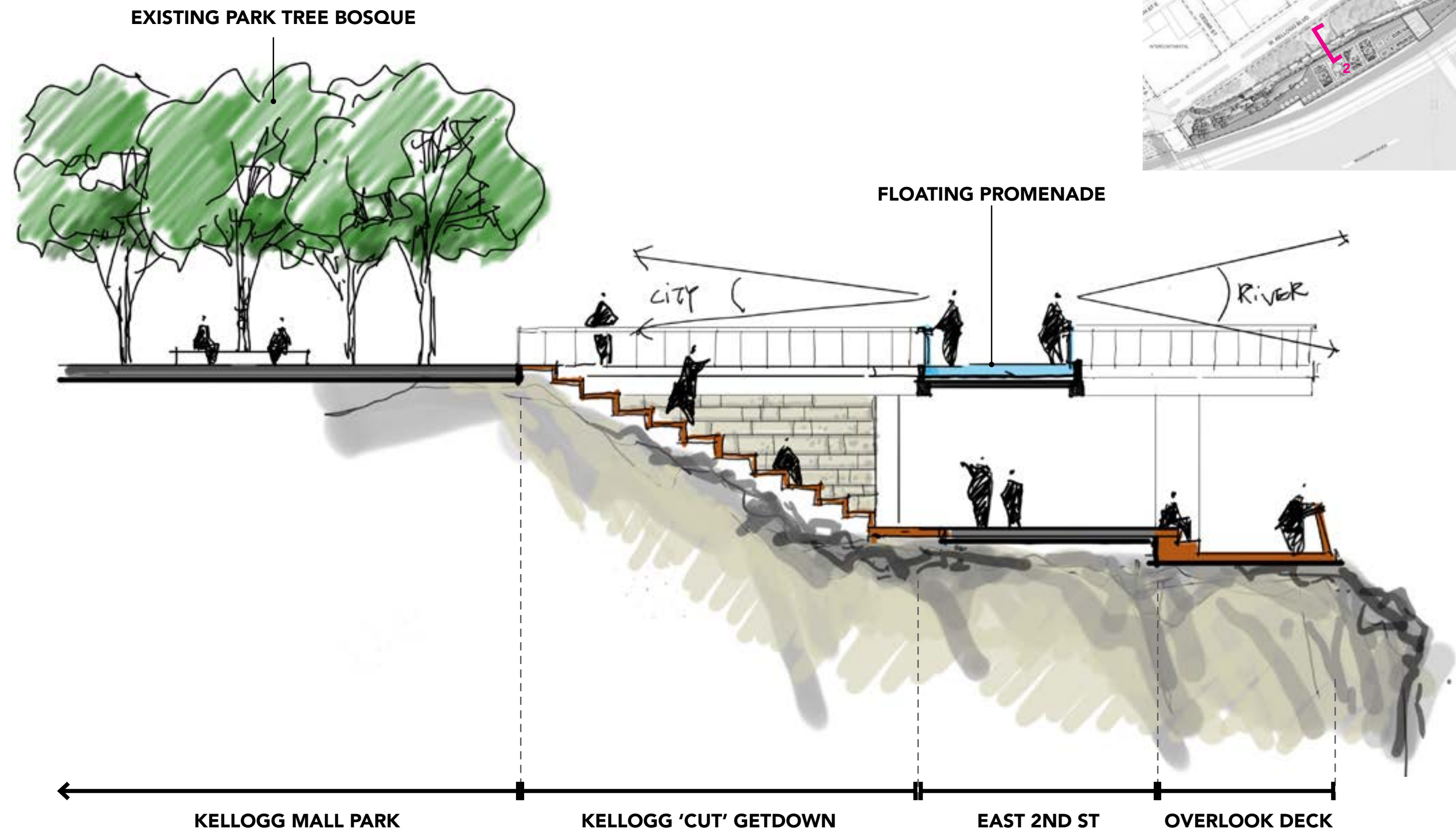
SECTION C: KELLOGG MALL PARK , 2ND ST CONNECTOR & COUNTY PARKING LOT





SECTION AT KELLOGG CUT

SECTION C: KELLOGG MALL PARK , 2ND ST CONNECTOR & COUNTY PARKING LOT





REFERENCE IMAGES - KELLOGG MALL PARK

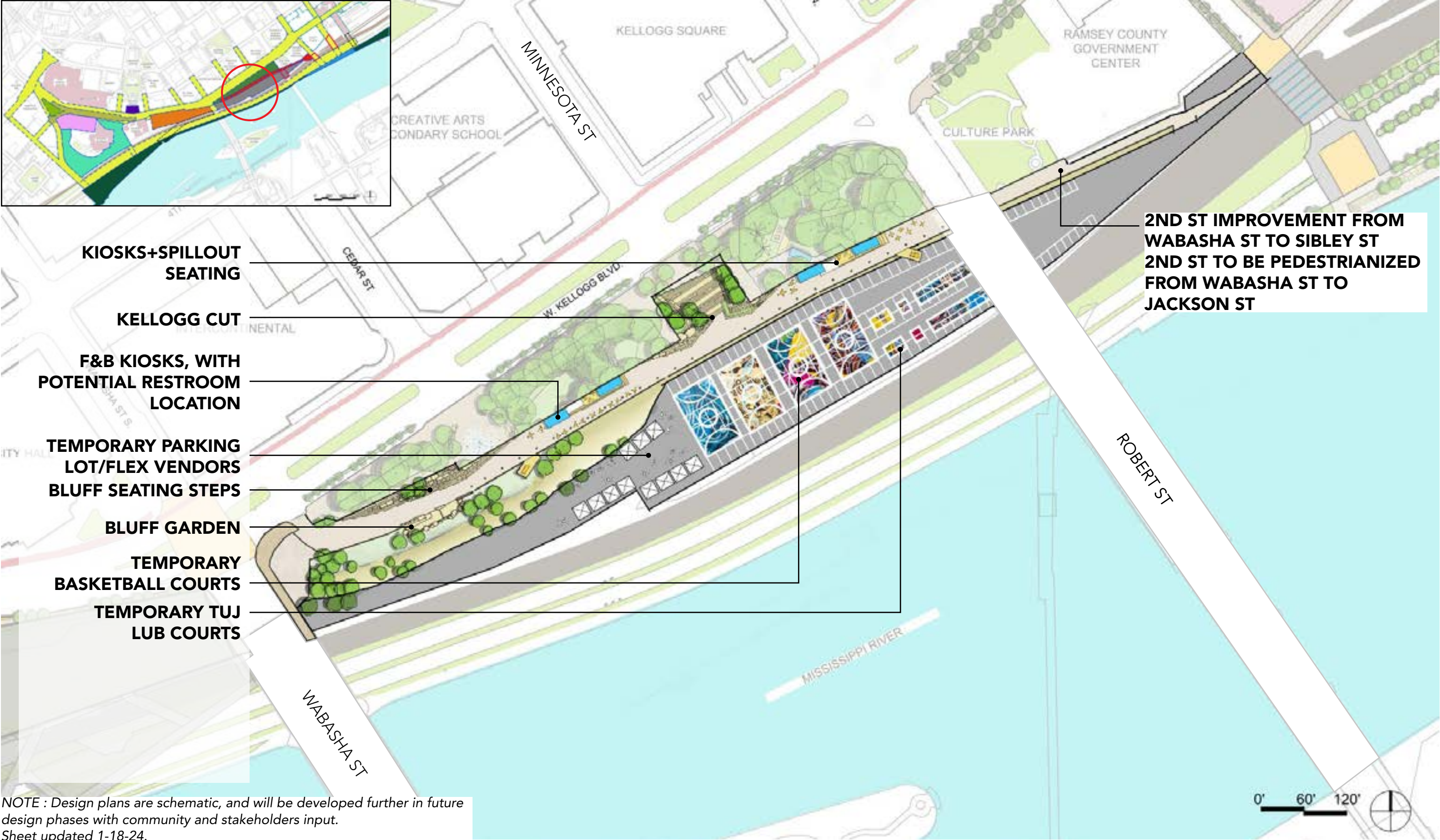
SECTION C: KELLOGG MALL PARK ,
2ND ST CONNECTOR & COUNTY PARKING LOT



SITE PLAN

2ND STREET CONNECTOR & COUNTY PARKING LOT (PARK LOWER LEVEL)

SECTION C: KELLOGG MALL PARK , 2ND ST CONNECTOR & COUNTY PARKING LOT



NOTE : Design plans are schematic, and will be developed further in future design phases with community and stakeholders input.
Sheet updated 1-18-24.

SITE PLAN

2ND STREET CONNECTOR & COUNTY PARKING LOT (PARK LOWER LEVEL)

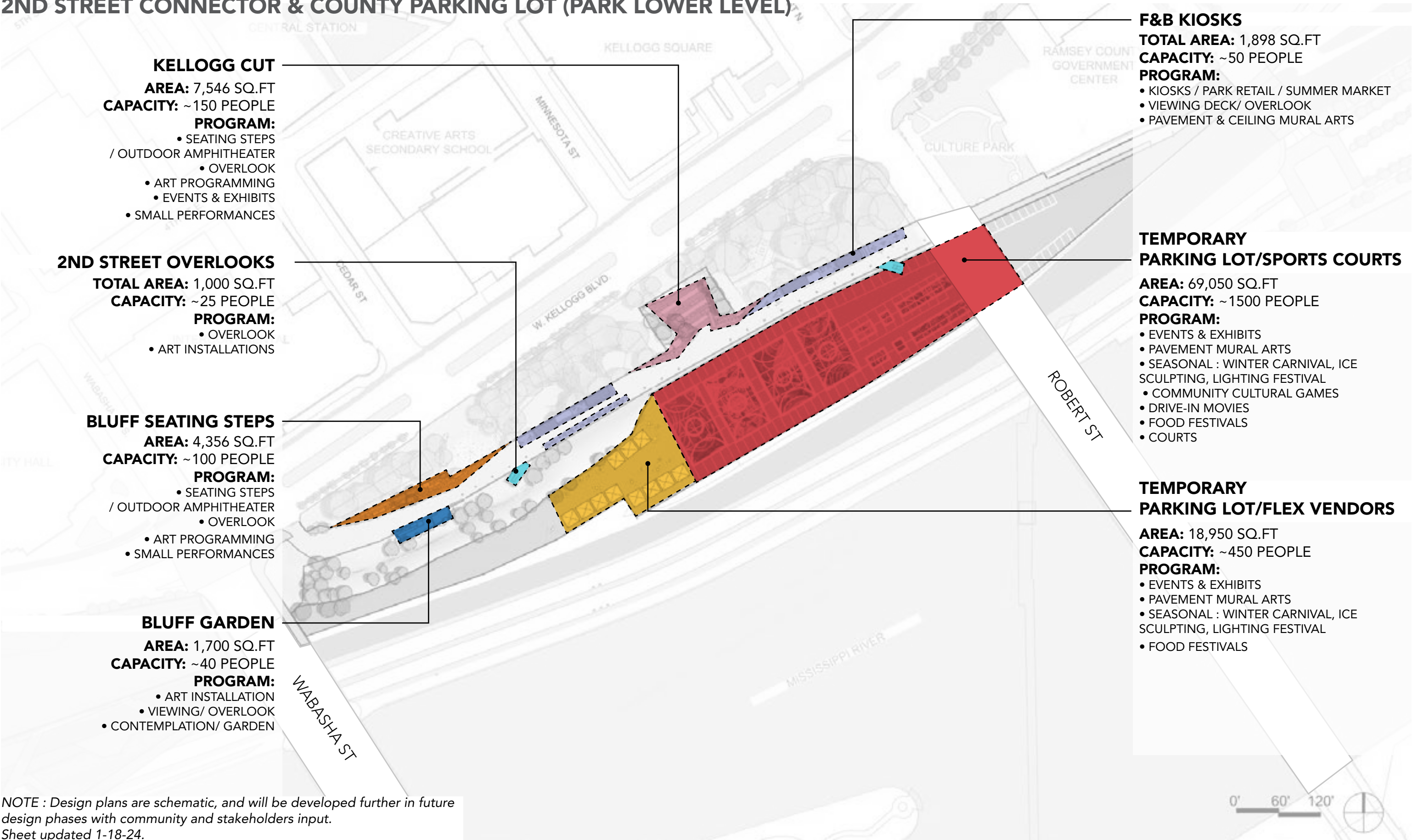
SECTION C: KELLOGG MALL PARK , 2ND ST CONNECTOR & COUNTY PARKING LOT



PROGRAM DIAGRAM

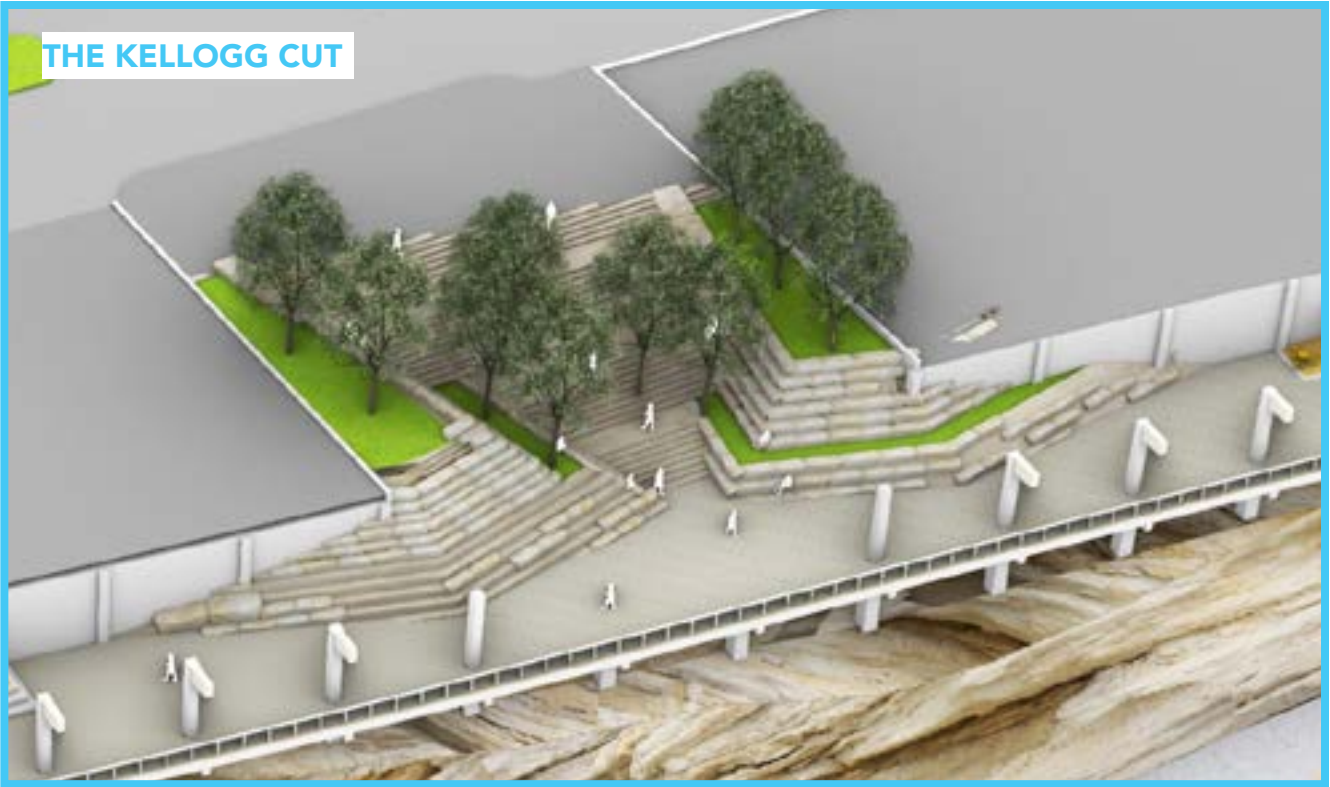
2ND STREET CONNECTOR & COUNTY PARKING LOT (PARK LOWER LEVEL)

SECTION C: KELLOGG MALL PARK , 2ND ST CONNECTOR & COUNTY PARKING LOT



2ND ST CONNECTOR FEATURES

SECTION C: KELLOGG MALL PARK , 2ND ST CONNECTOR & COUNTY PARKING LOT



BLUFF GARDEN

SECTION C: KELLOGG MALL PARK , 2ND ST CONNECTOR & COUNTY PARKING LOT



REFERENCE IMAGES

SECTION C: KELLOGG MALL PARK , 2ND ST CONNECTOR & COUNTY PARKING LOT



Leça Swimming Pools, Portugal



Partage de Tudela-Culip, Catalonia



Jamison Square, Portland



Brooklyn Bridge Park, New York

2ND ST. CONNECTOR

SECTION C: KELLOGG MALL PARK , 2ND ST CONNECTOR & COUNTY PARKING LOT



KELLOGG CUT AT E 2ND ST LEVEL

SECTION C: KELLOGG MALL PARK , 2ND ST CONNECTOR & COUNTY PARKING LOT



REFERENCE IMAGES - 2ND ST CONNECTOR

SECTION C: KELLOGG MALL PARK ,
2ND ST CONNECTOR & COUNTY PARKING LOT



Left Bank of Seine, France



Mural Wall, Hastings



The Bentway, Canada



The Bentway, Canada



The Bentway, Canada



The Bentway, Canada

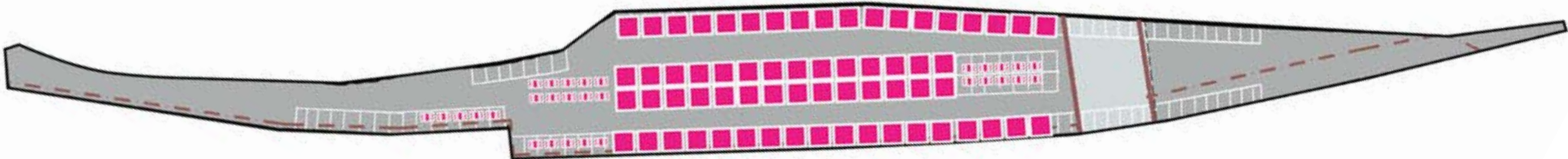


The Bentway, Canada

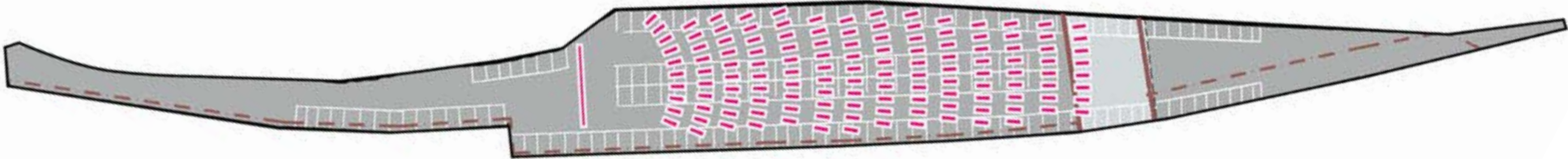




COURTS AND CULTURAL GAMES
4 BASKETBALL COURTS & 5 TUJ LUB COURTS



FOOD FESTIVAL
63 VENDOR TENTS (22.5') & 30~35 PICNIC TABLES



DRIVE-IN MOVIE
90' SCREEN & 130~140 PARKING SPOTS

REFERENCE IMAGES - PARKING LOT

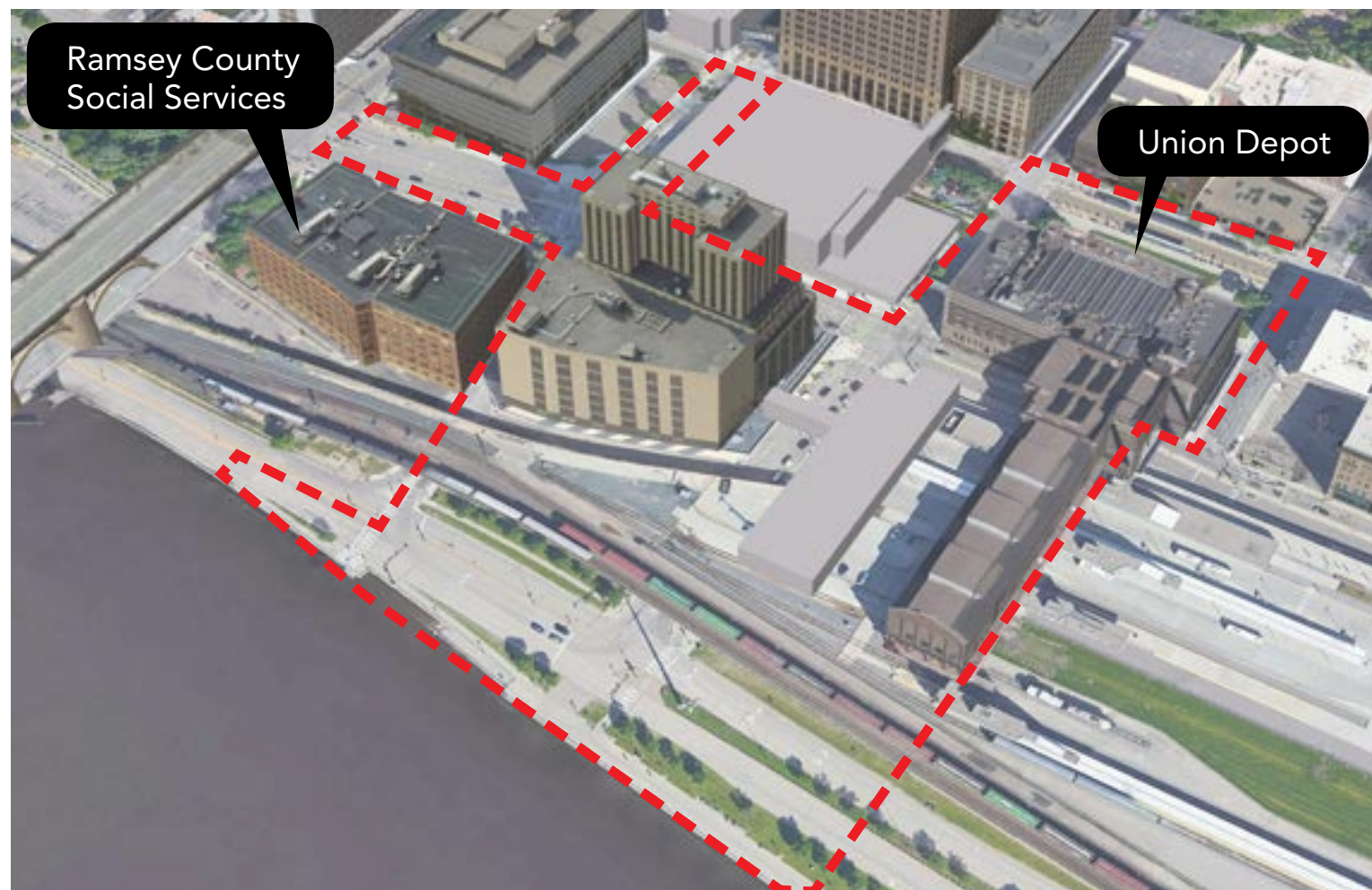
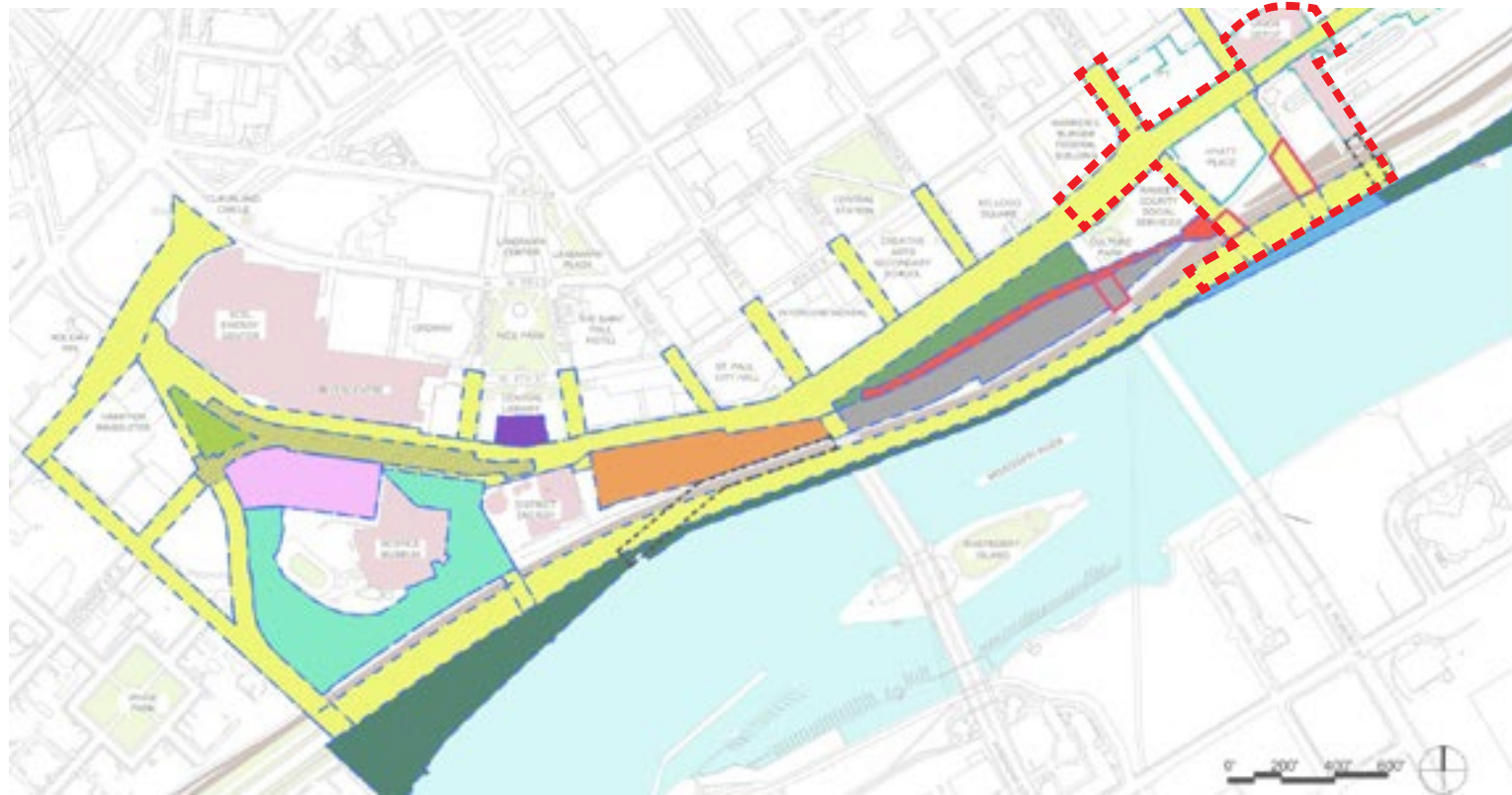
SECTION C: KELLOGG MALL PARK ,
2ND ST CONNECTOR & COUNTY PARKING LOT



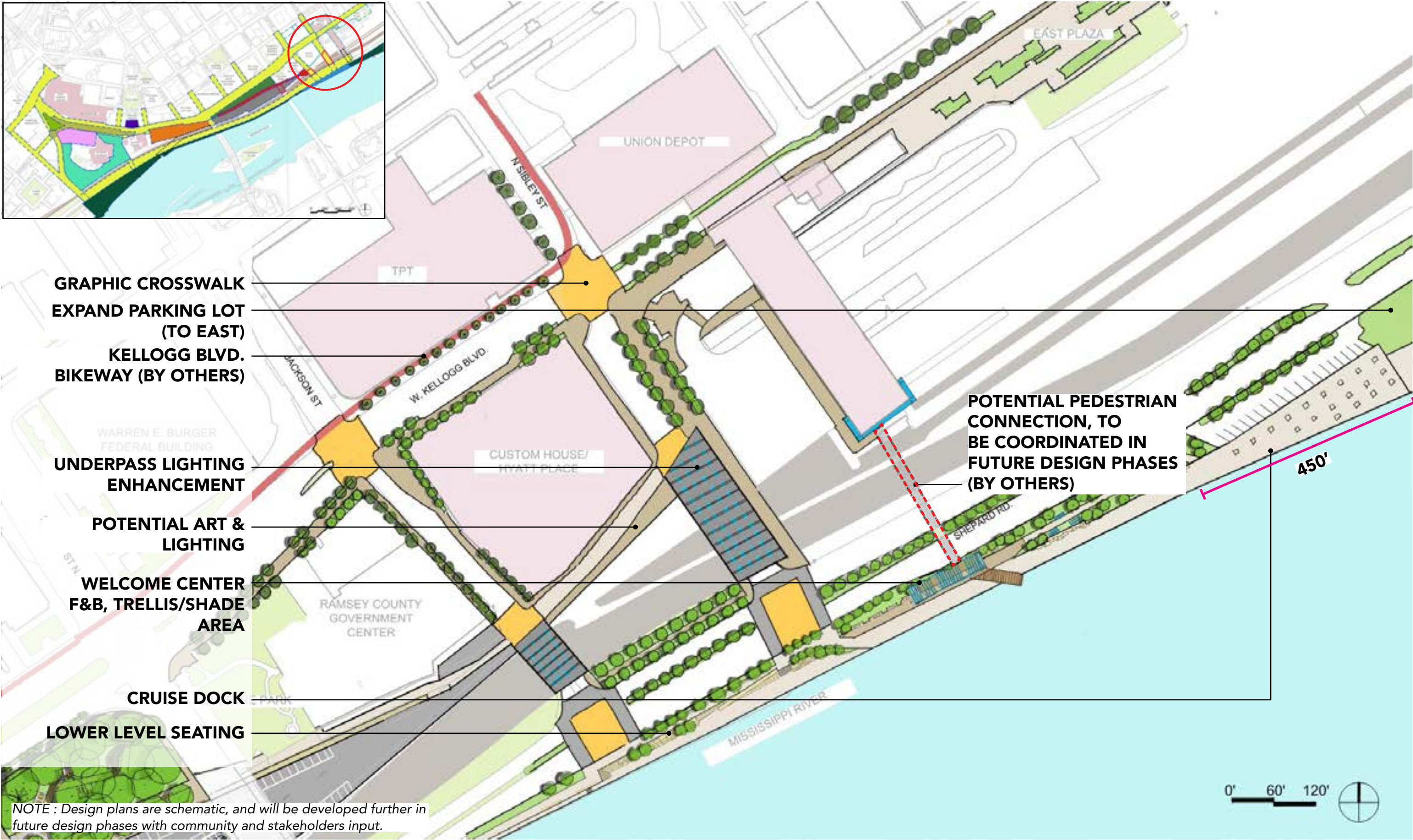
SECTION D LAMBERT'S LANDING & RAILROAD UNDERPASSES

LOCATION & EXISTING CONDITIONS

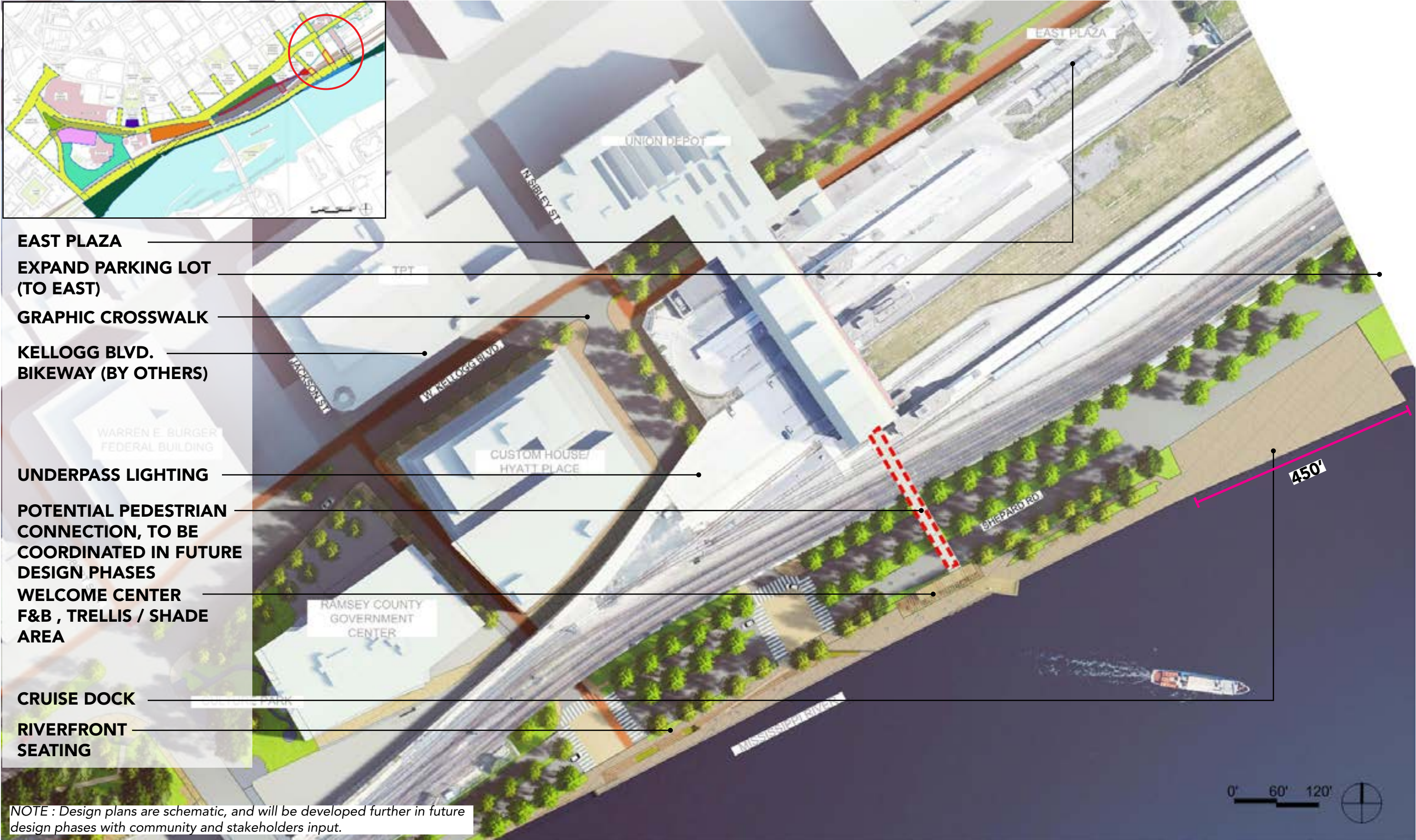
SECTION D: LAMBERT'S LANDING & RAILROAD UNDERPASSES



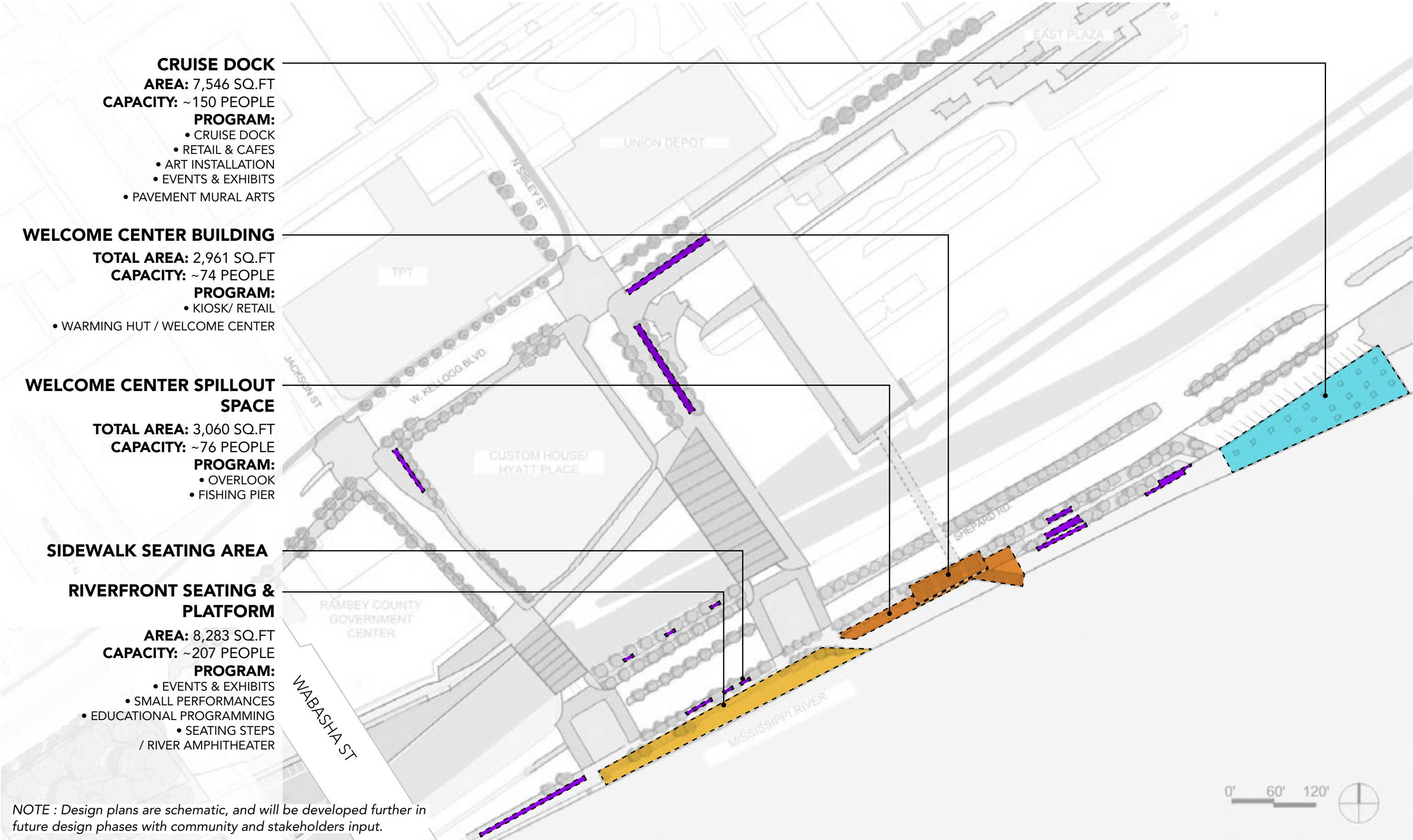
SITE PLAN

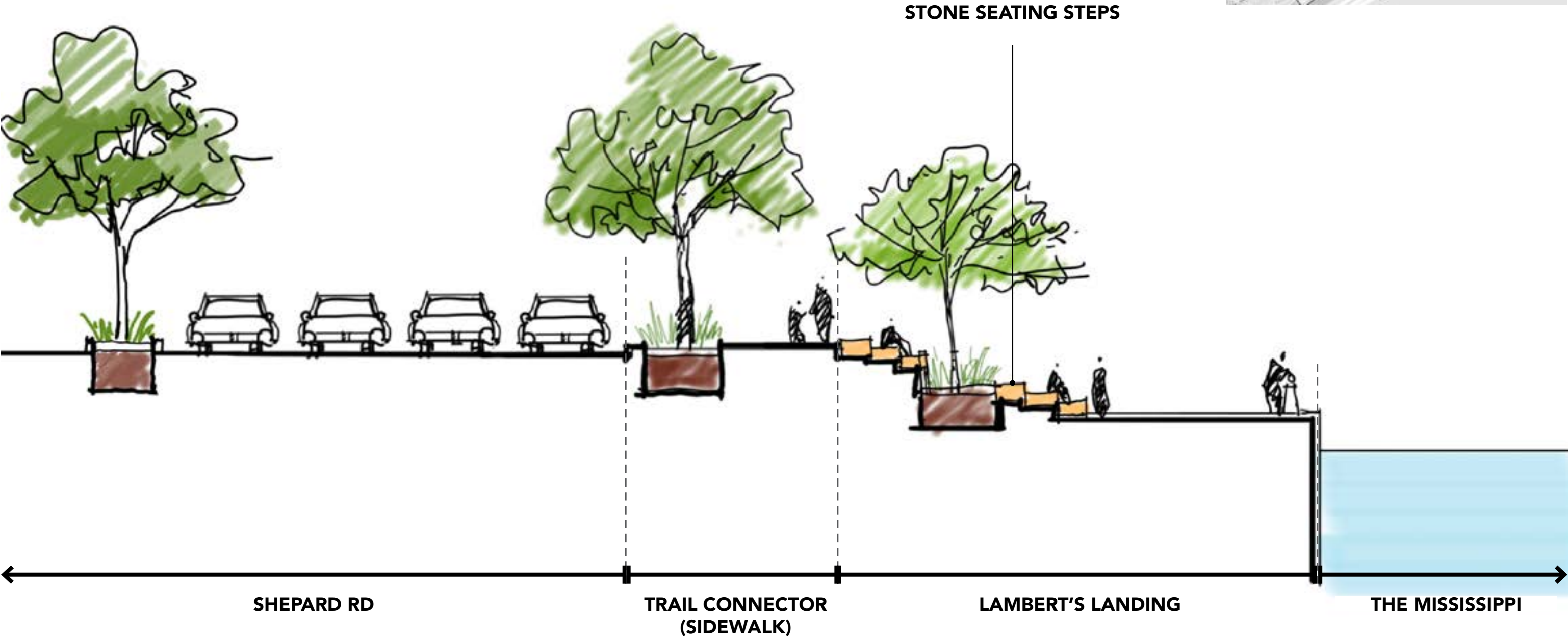


SITE PLAN



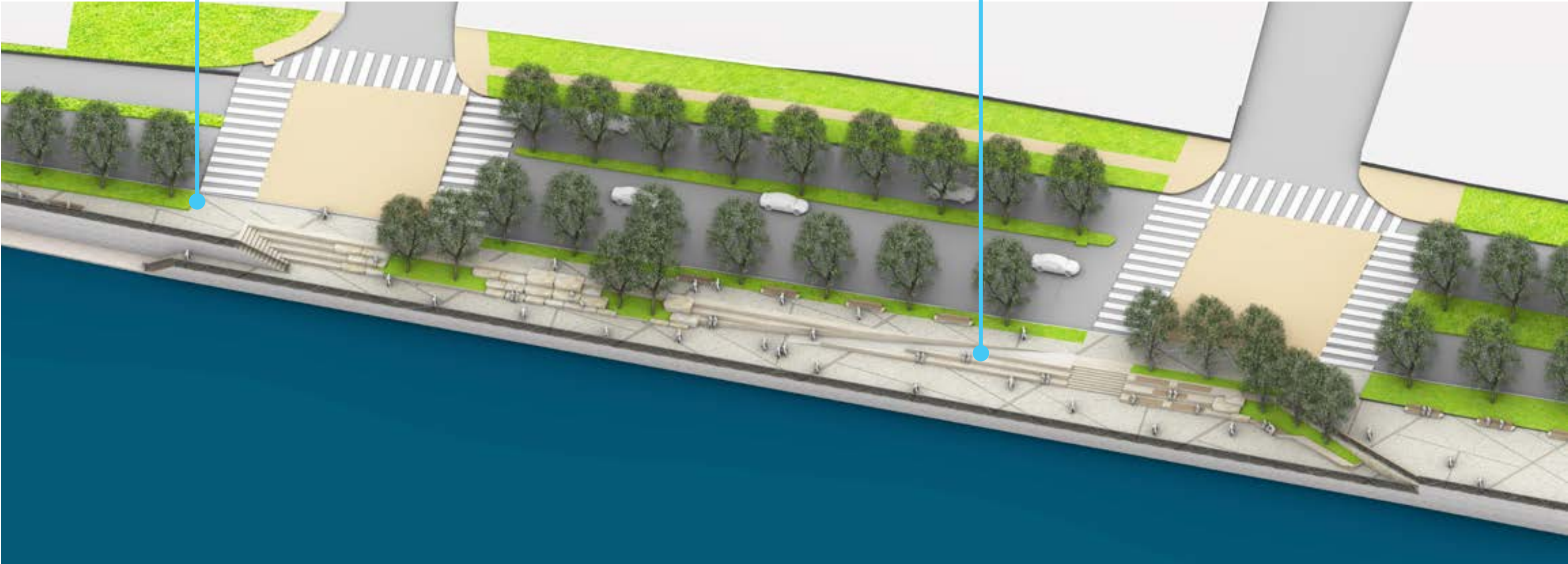
PROGRAM DIAGRAM





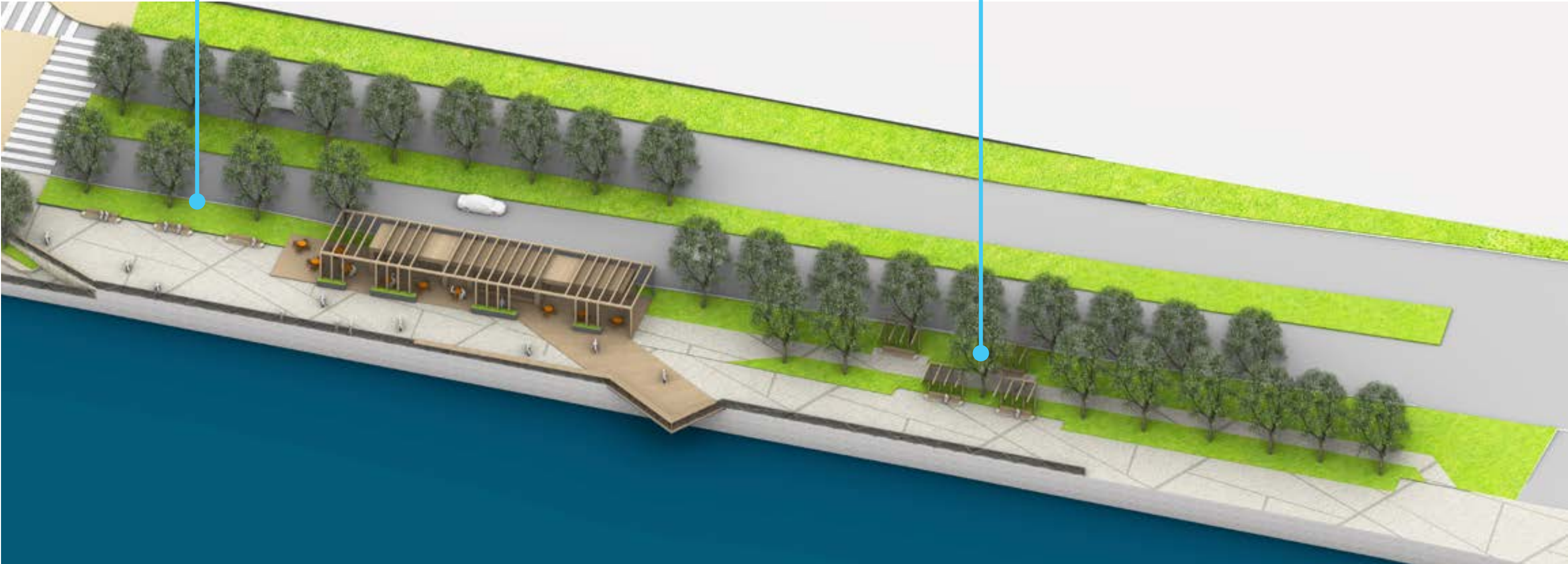
LAMBERT'S LANDING FEATURES (WEST)

SECTION D: LAMBERT'S LANDING & RAILROAD UNDERPASSES

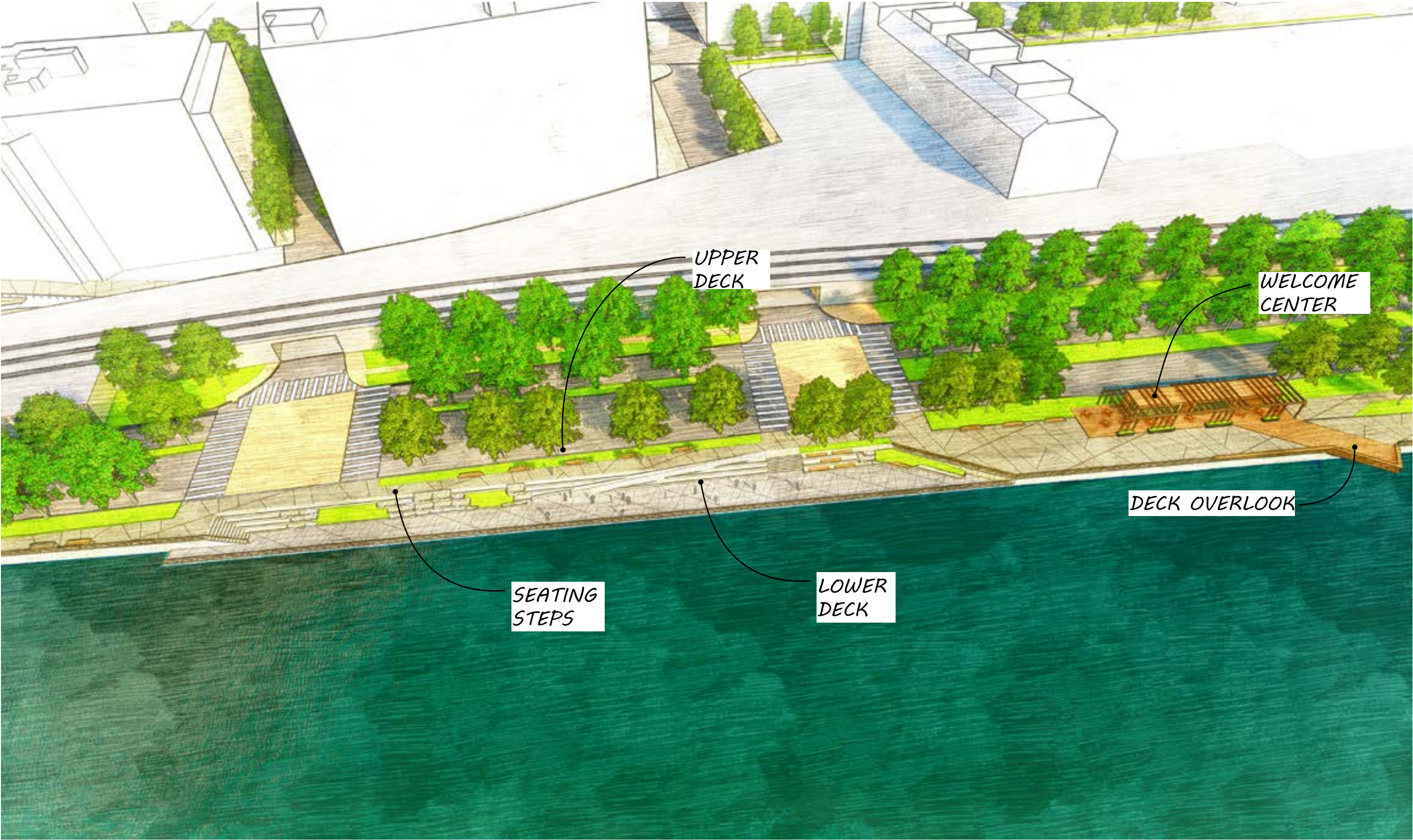


LAMBERT'S LANDING FEATURES (EAST)

SECTION D: LAMBERT'S LANDING & RAILROAD UNDERPASSES



LAMBERT'S LANDING







REFERENCE IMAGES - LAMBERT'S LANDING

SECTION D: LAMBERT'S LANDING & RAILROAD UNDERPASSES



Barangaroo Reserve, Australia



Samuel-de-Champlain Promenade, Canada



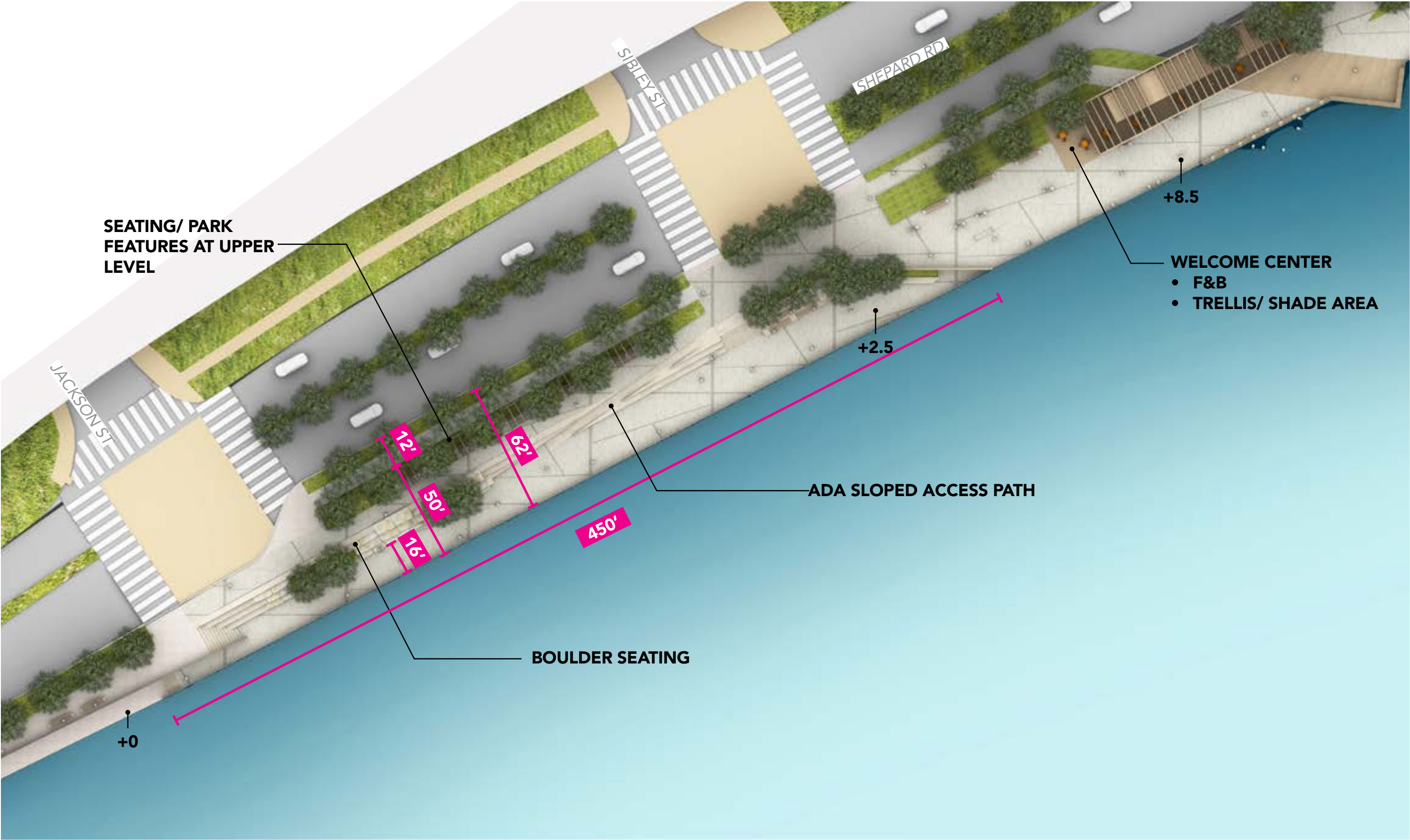
Rail Park, Philadelphia

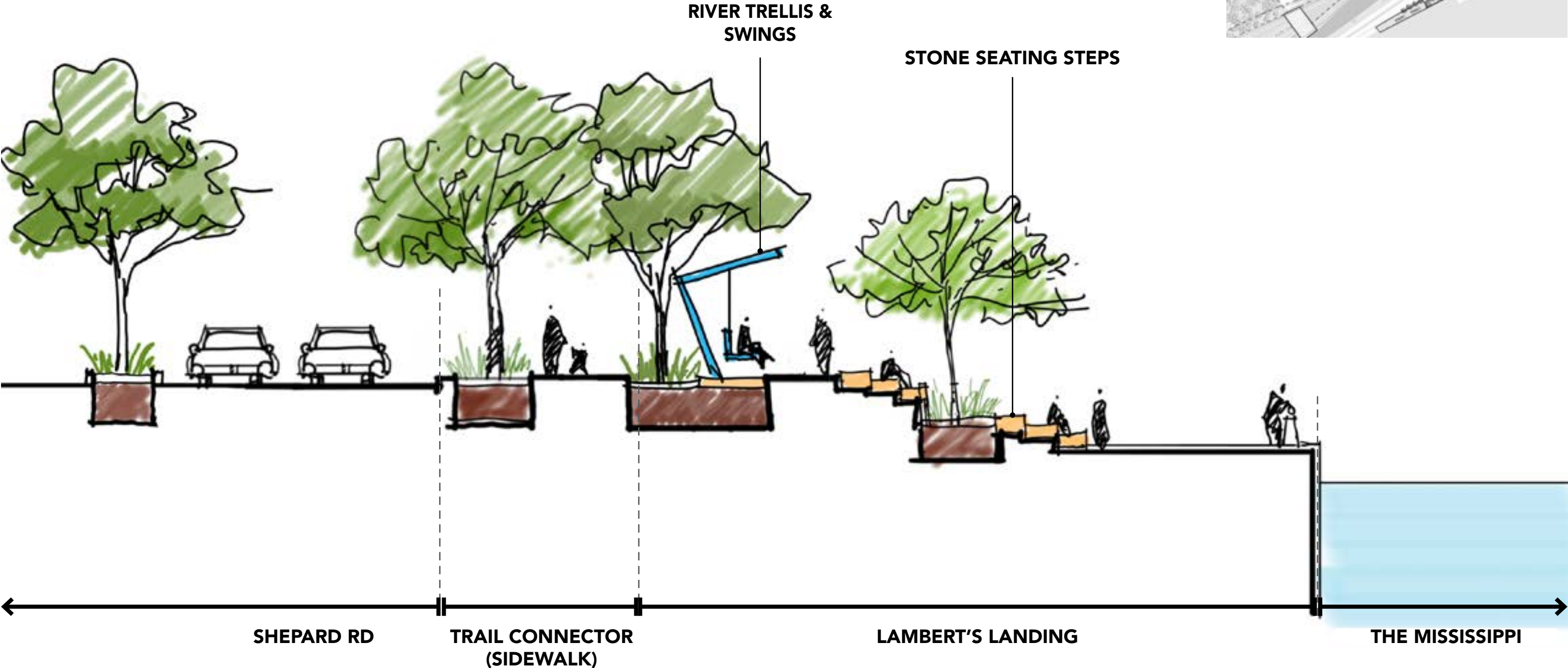


Riverwalk, Chicago



Cherry Street Pier, Philadelphia





LAMBERT'S LANDING FEATURES

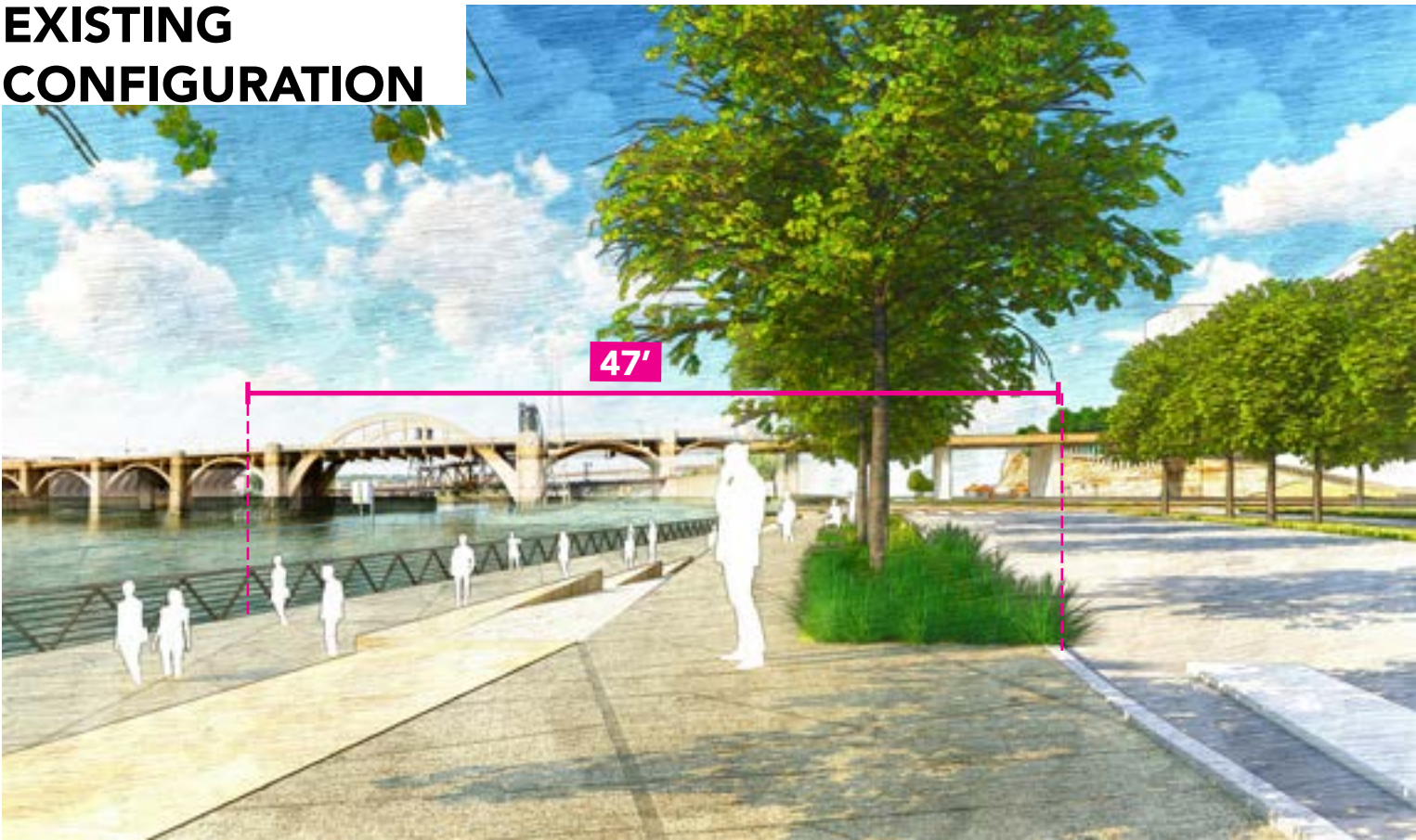






LAMBERT'S LANDING ALTERNATIVES

EXISTING
CONFIGURATION



EXPANDED
CONFIGURATION

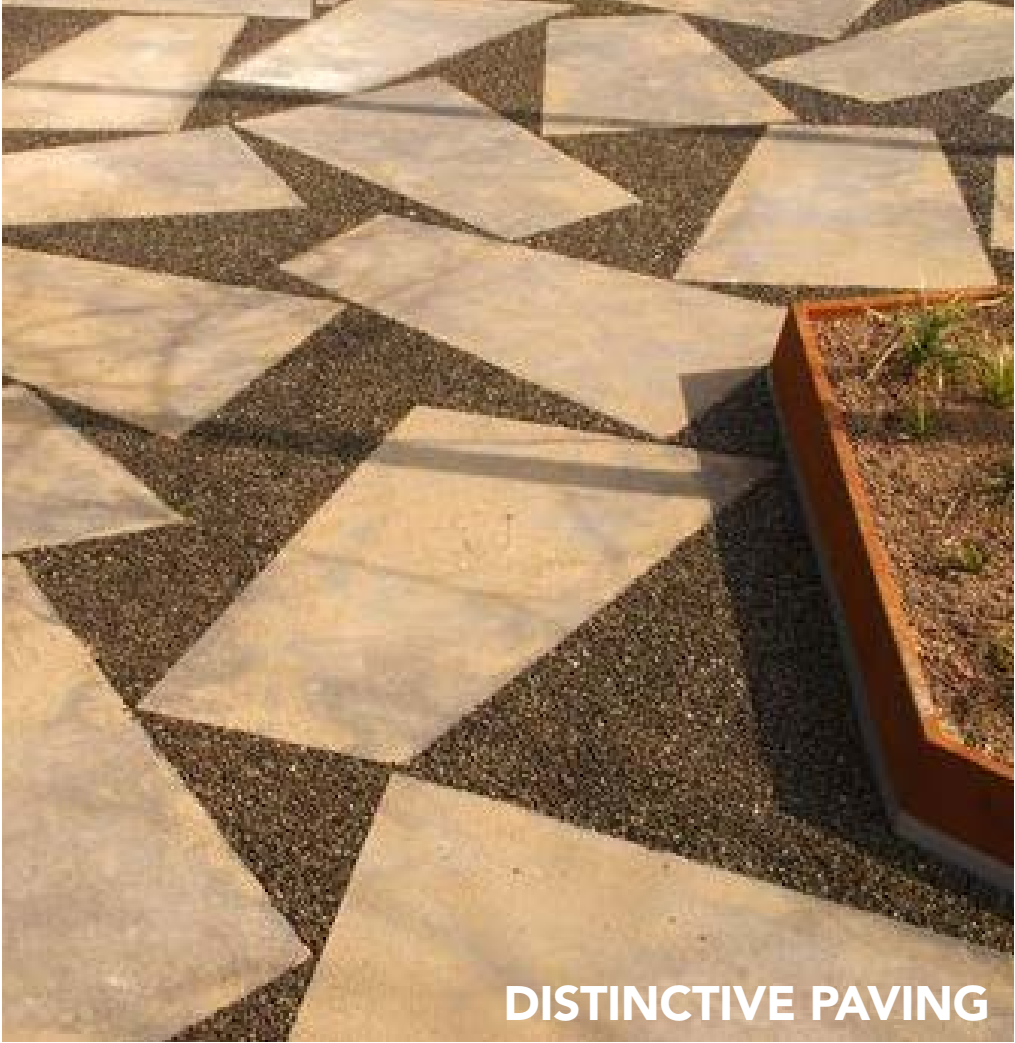


DESIGN ELEMENTS

- MATERIALITY
- PAVING
- FURNITURE
- FEATURES

MATERIALITY

The material identity and character of the River Balcony is derived from its sandstone geology, revealing the 'nature of the bluff' – its material and botanical richness. The unique sandstone material becomes a unifying, recognizable and site-specific element – used as walls, seating and distinctive paving. Native forest and grassland communities are sources inspirations for both the creation of immersive experiences as well as specific species selection. Natural materials such as structural timber are used for River Balcony decks, promontories and overlooks, framing views and vistas and creating unique, friendly, and dramatic experiences.



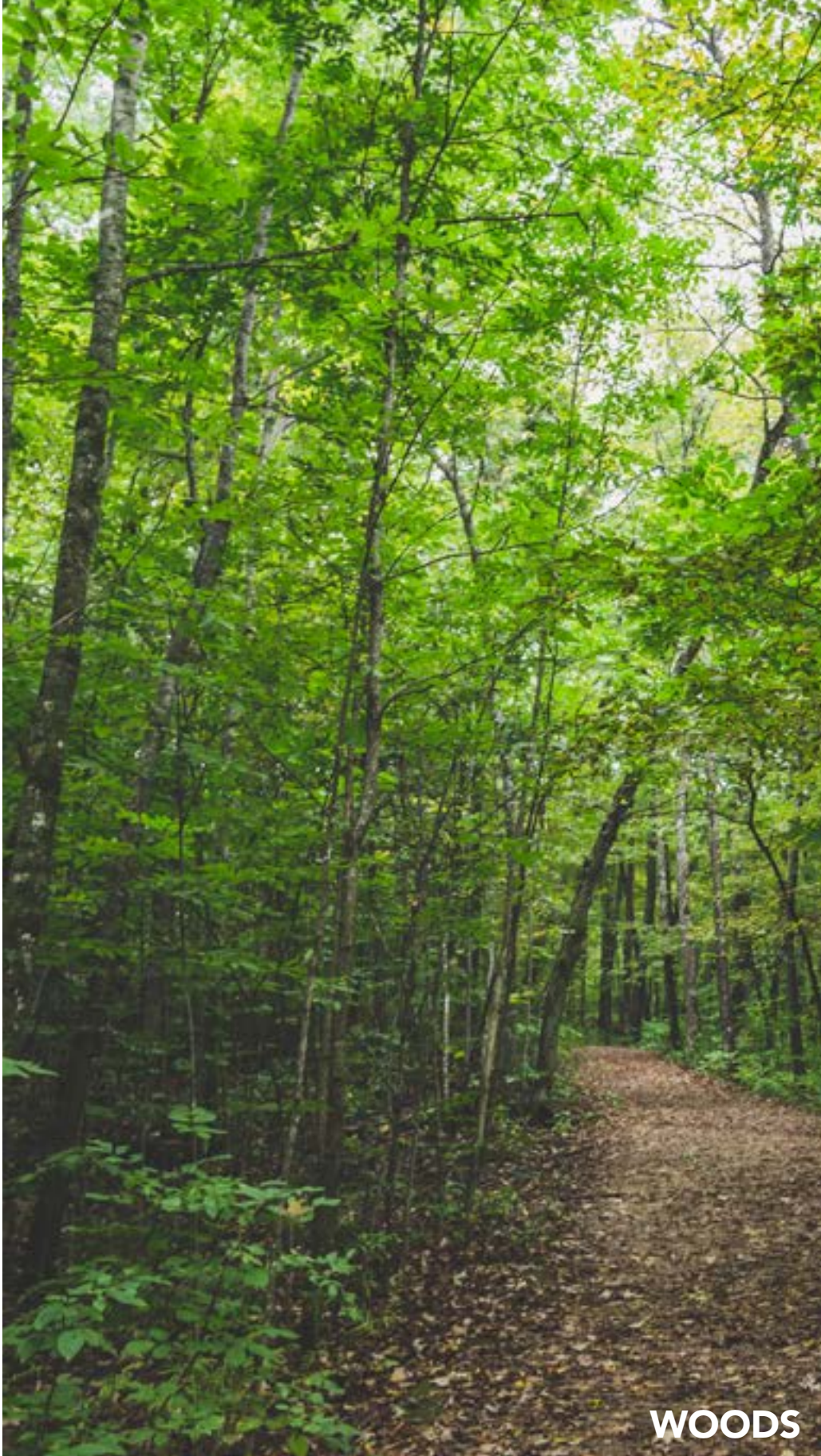
MATERIALITY



PRAIRIE



BLUFFLANDS



WOODS

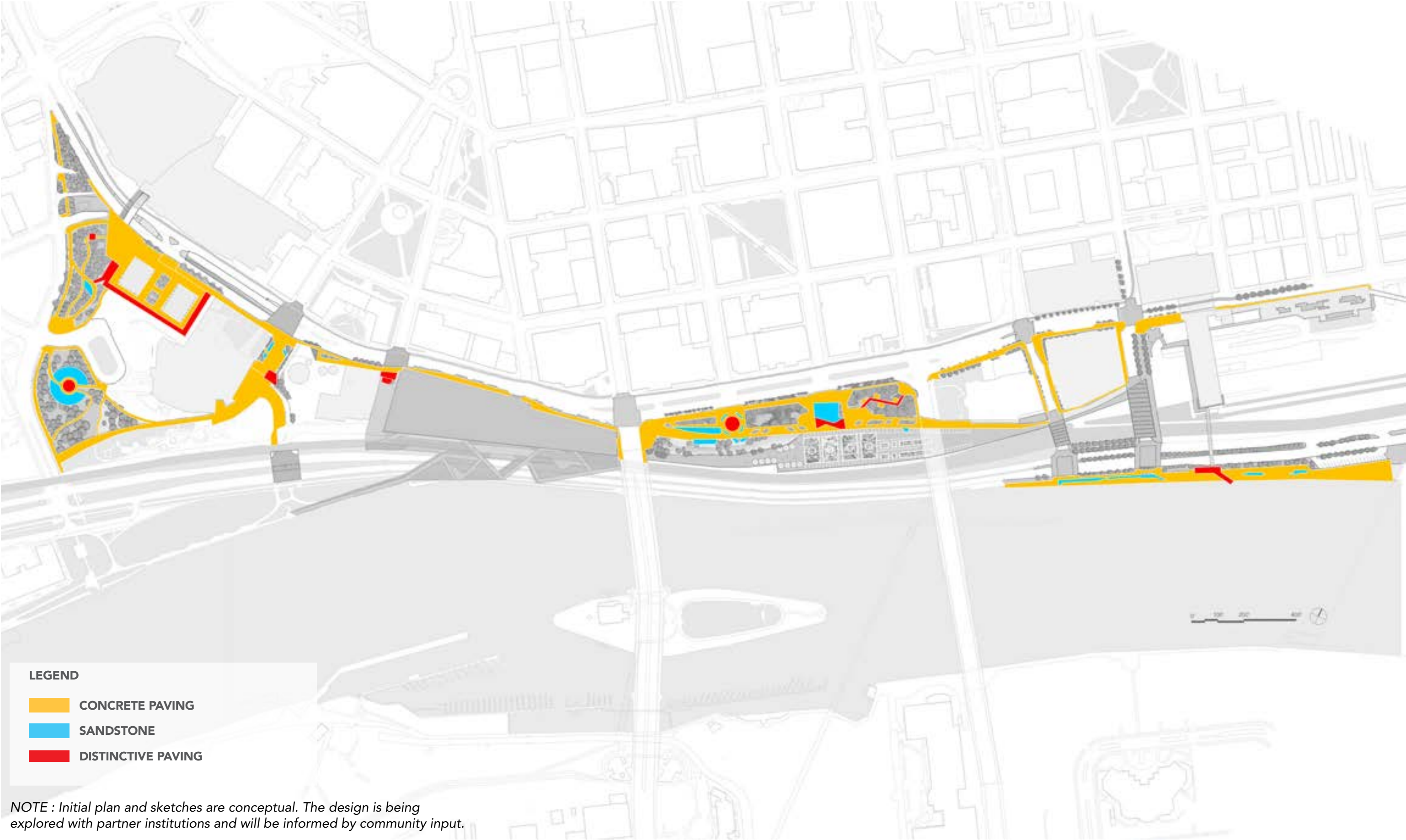


PLAINS



NATIVE PLANTING

PAVING PLAN



MATERIAL PALETTE



TYP. CONCRETE PAVING

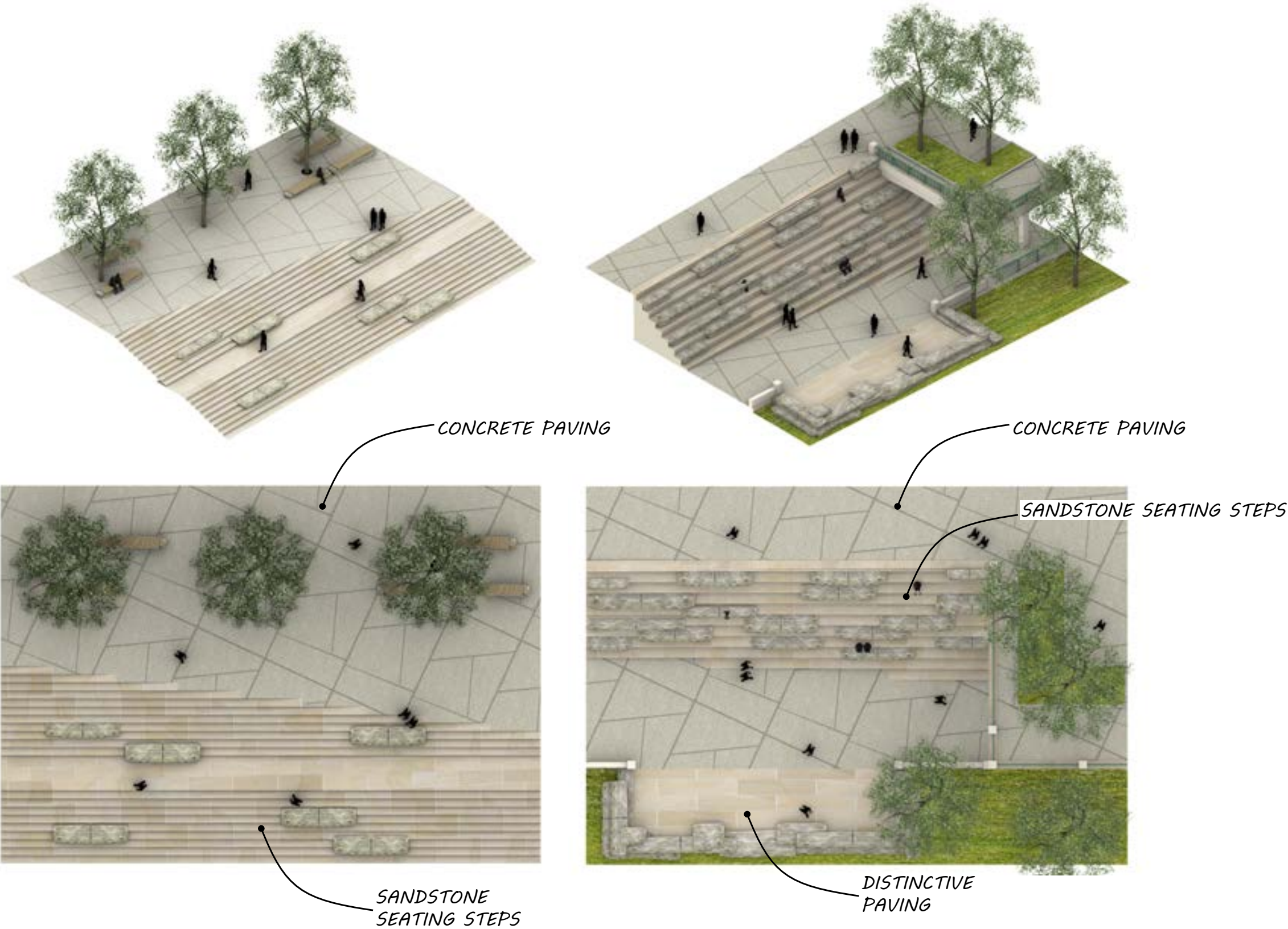


TYP. SANDSTONE

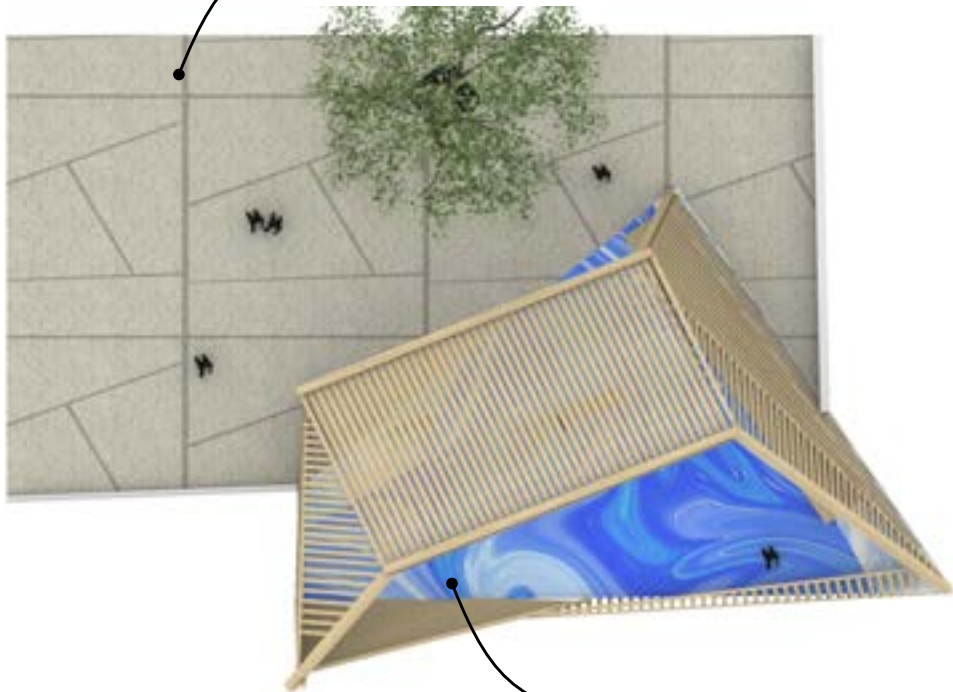
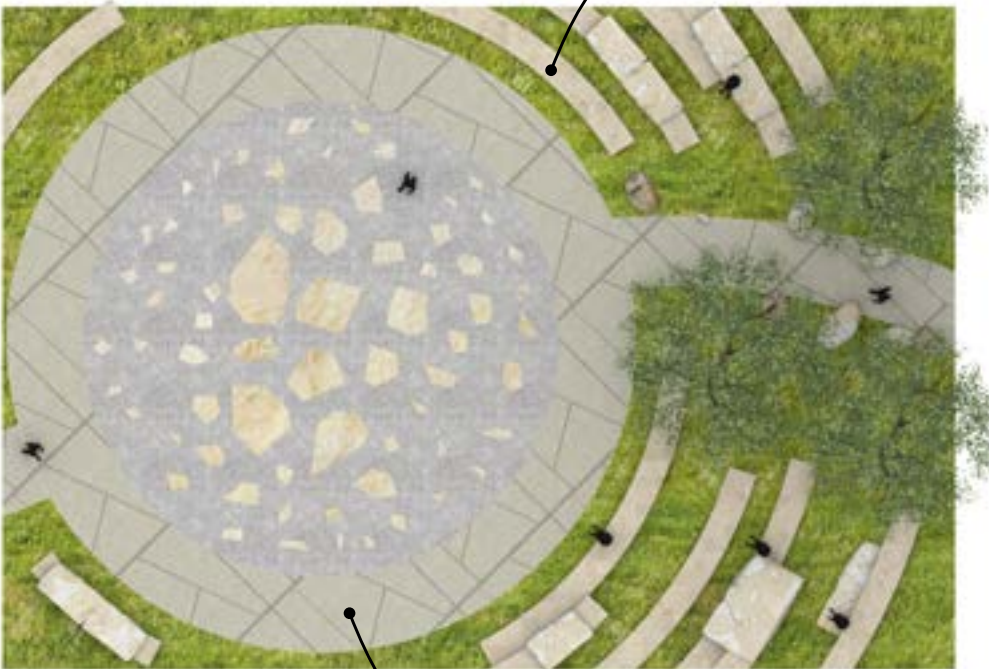
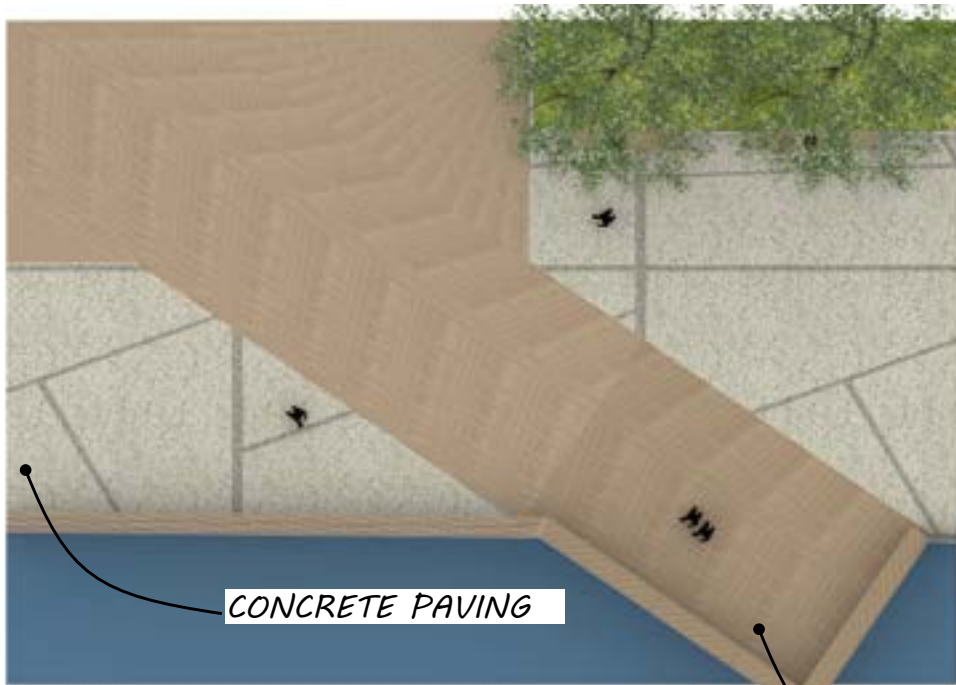


DISTINCTIVE PAVING

MATERIAL PALETTE



DISTINCTIVE PAVING PALETTE



CONCRETE PAVING

WOOD DECKING

SANDSTONE SEATING STEPS

CONCRETE PAVING

DISTINCTIVE PAVING

DISTINCTIVE PAVING (MURAL ART)

FURNITURE



• TYP BENCH (SANDSTONE)



• TYP DOUBLE SIDE BENCH



• TYP GUARDRAIL WITH LEAN BAR



• TYP BENCH WITH BACK



• TYP SWING SEATING



• TYP SANDSTONE SEATING STEPS

OVERLOOKS

2

HARRIET ISLAND OVERLOOK



4

ST. PETER ST GATEWAY



5

RASPBERRY ISLAND OVERLOOK



8

MISSISSIPPI LOWER RIVER BEND OVERLOOK



1

BIG WOODS OVERLOOK



3

MISSISSIPPI UPPER RIVER BEND OVERLOOK



6

KELLOGG CUT OVERLOOK



7

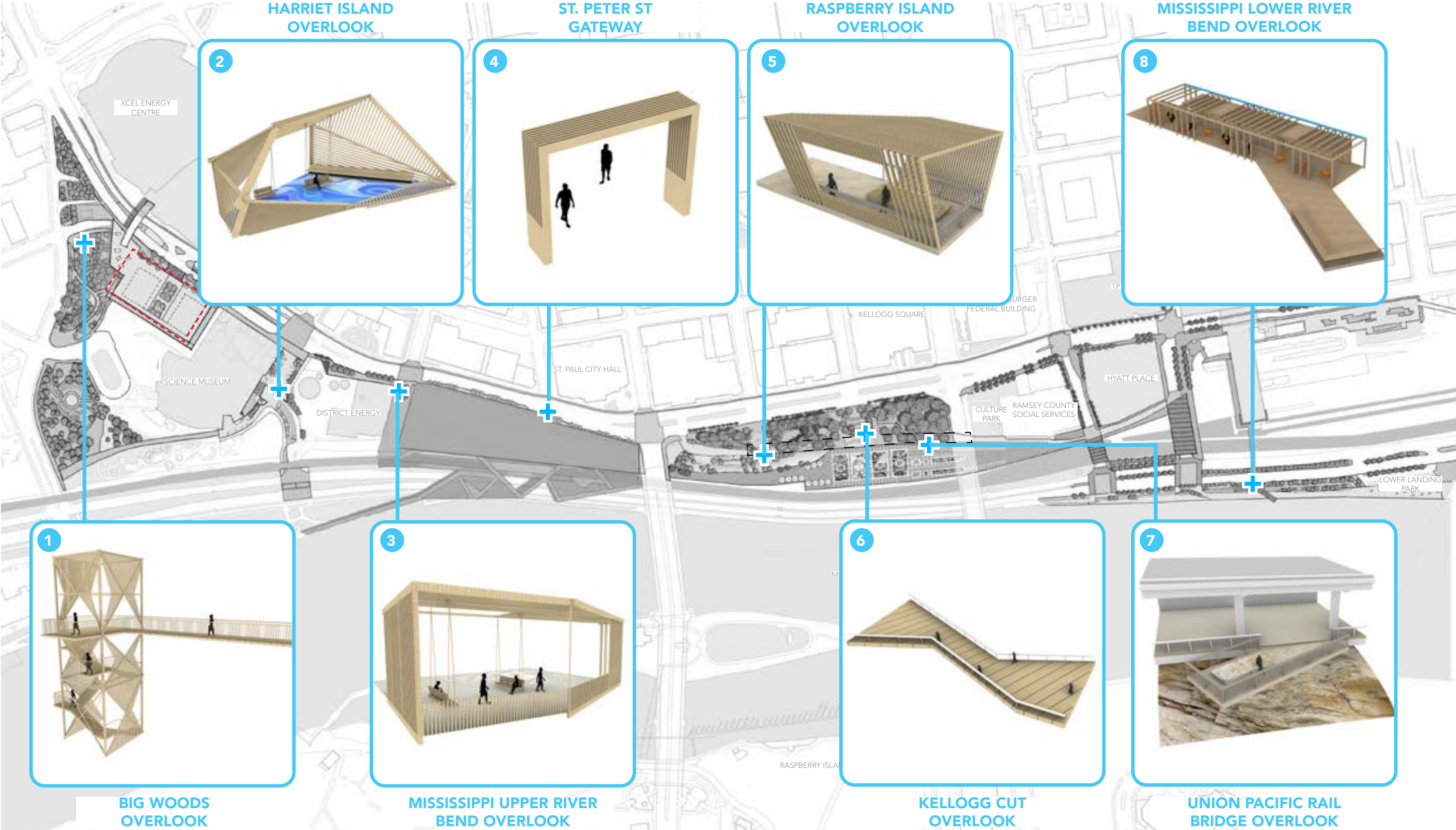
UNION PACIFIC RAIL BRIDGE OVERLOOK



Map labels: XCEL ENERGY CENTRE, SCIENCE MUSEUM, DISTRICT ENERGY, ST. PAUL CITY HALL, KELLOGG SQUARE, FEDERAL BUILDING, HYATT PLACE, CULTURE PARK, RAMSEY COUNTY SOCIAL SERVICES, LOWER LANDING PARK, RASPBERRY ISLAND.

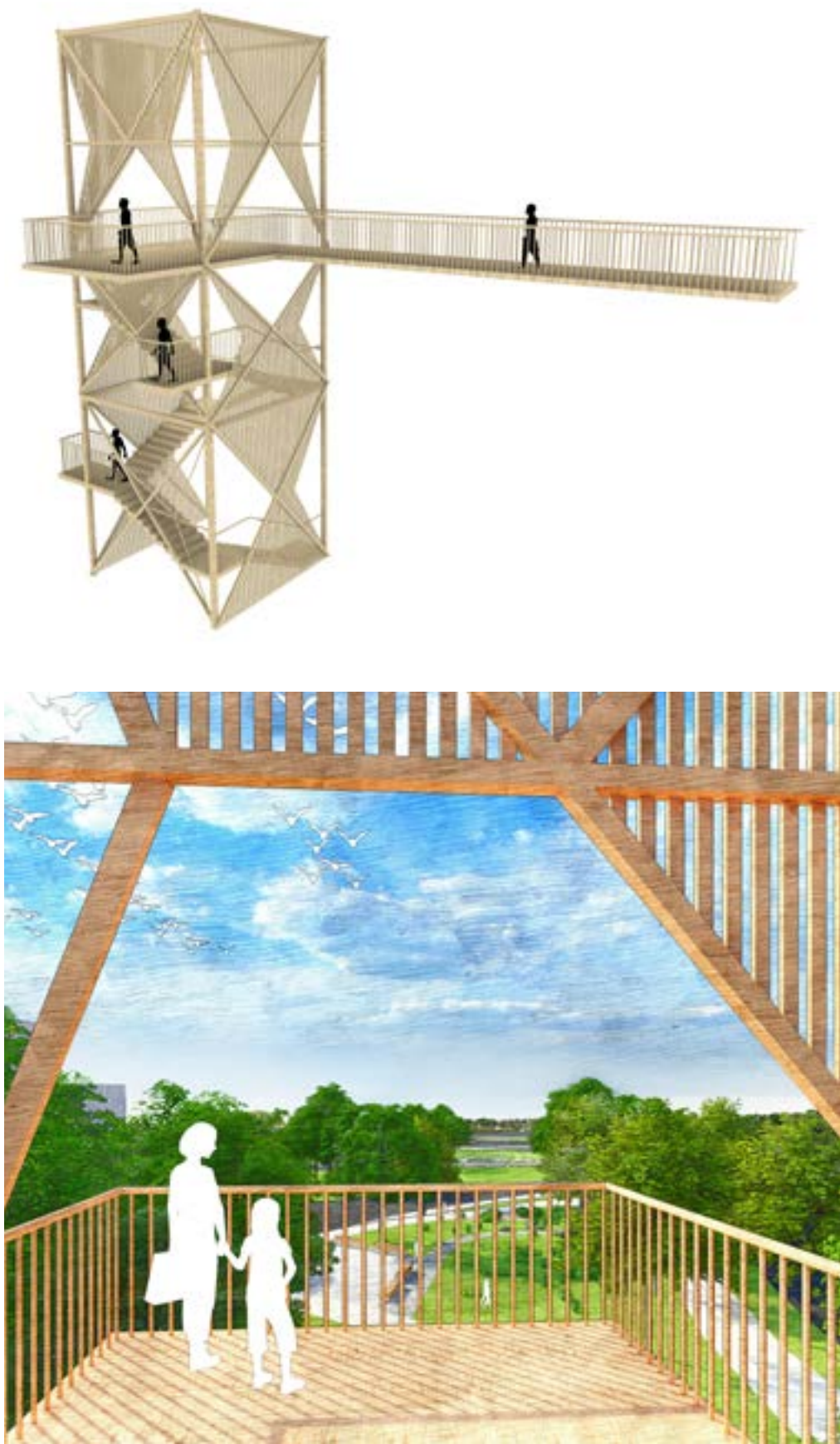
NOTE : Initial plan and sketches are conceptual. The design is being explored with partner institutions and will be informed by community input.

OVERLOOKS

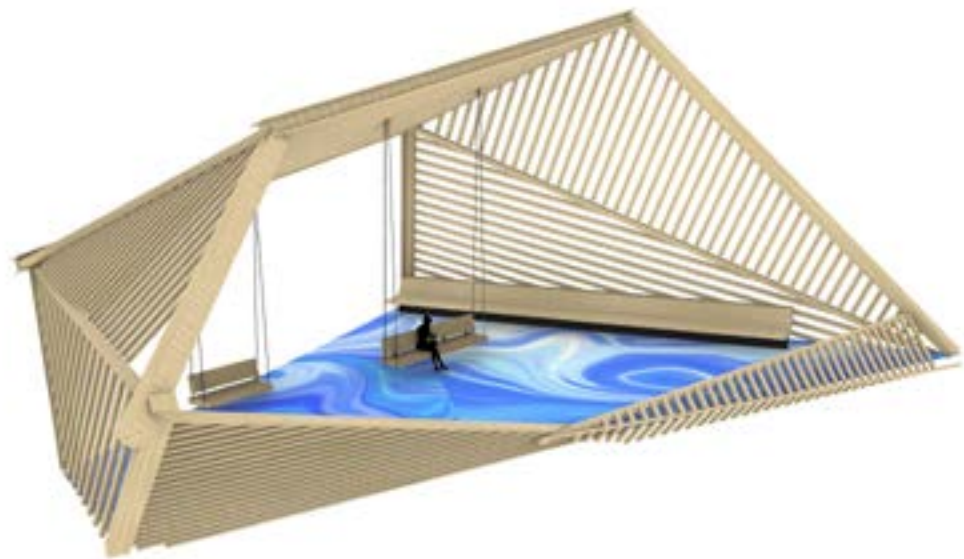


NOTE : Initial plan and sketches are conceptual. The design is being explored with partner institutions and will be informed by community input.

BIG WOODS OVERLOOK/ OBSERVATION TOWER



HARRIET ISLAND OVERLOOK



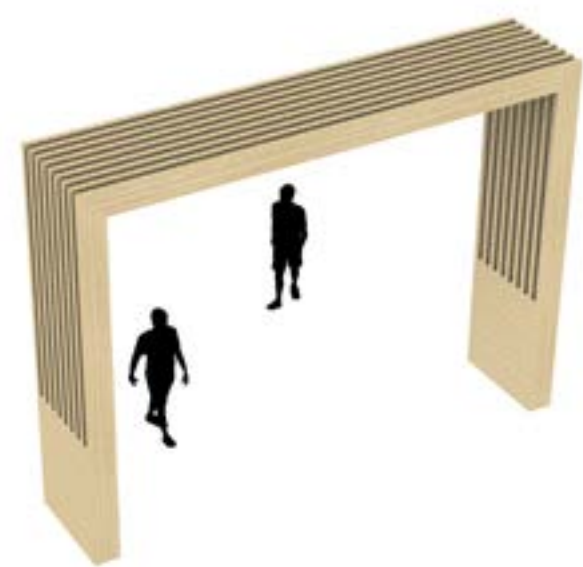
ST. PAUL RIVER BALCONY | SCHEMATIC DESIGN



MISSISSIPPI UPPER RIVER BEND OVERLOOK



ST. PETER ST GATEWAY



ST. PAUL RIVER BALCONY | SCHEMATIC DESIGN

RASPBERRY ISLAND OVERLOOK



UNION PACIFIC RAIL BRIDGE OVERLOOK



KELLOGG CUT OVERLOOK



ST. PAUL RIVER BALCONY | SCHEMATIC DESIGN

MISSISSIPPI LOWER RIVER BEND OVERLOOK







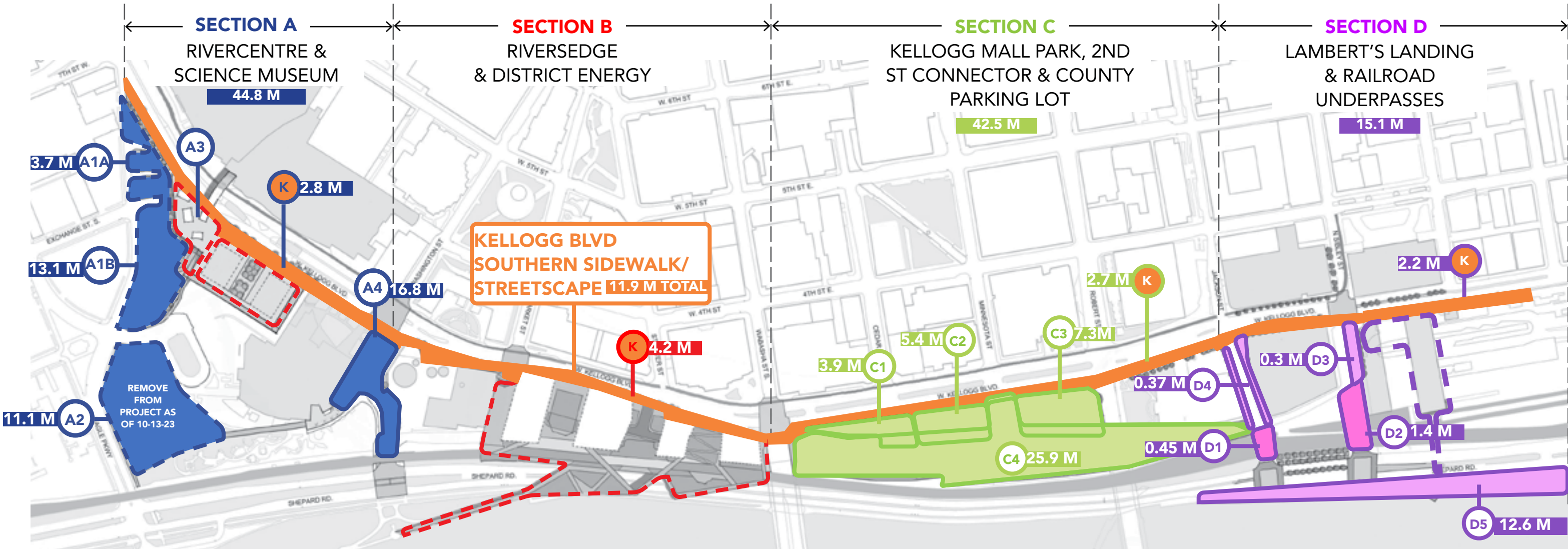
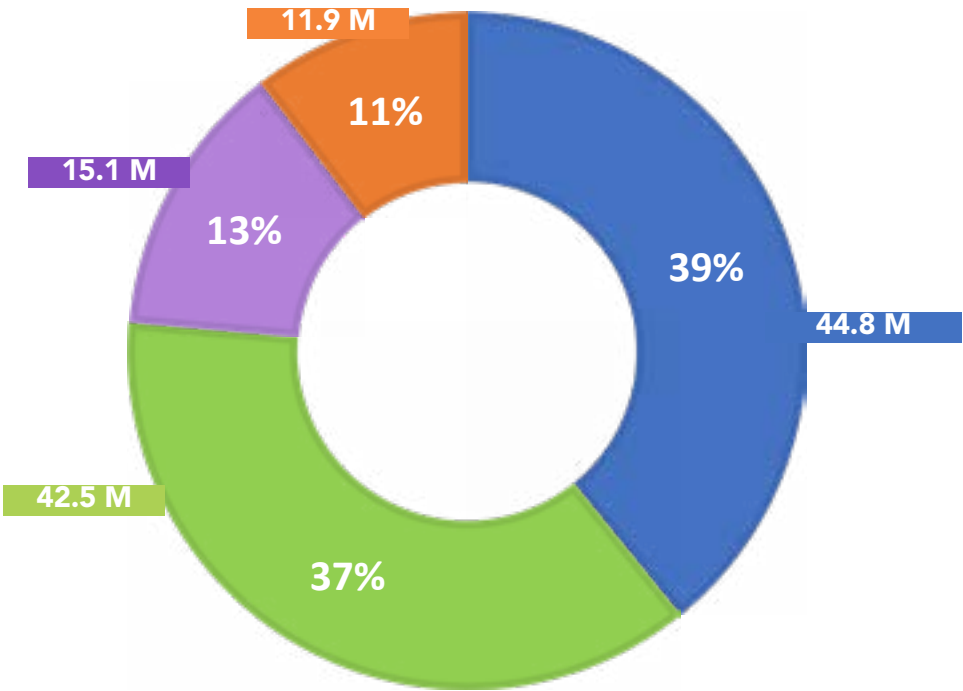


COST & CONSTRUCTION PHASING SUMMARY

BUDGET SUMMARY

TOTAL = \$114.3 M

- The Schematic design cost estimate is a preliminary order-of- magnitude estimate conducted to understand high level costs that can be used to acquire funding for the project
- The preliminary construction phasing is a high level analysis conducted to understand priorities and coordination needs for the various components of the project



BUDGET SUMMARY

TOTAL = \$114.3 M

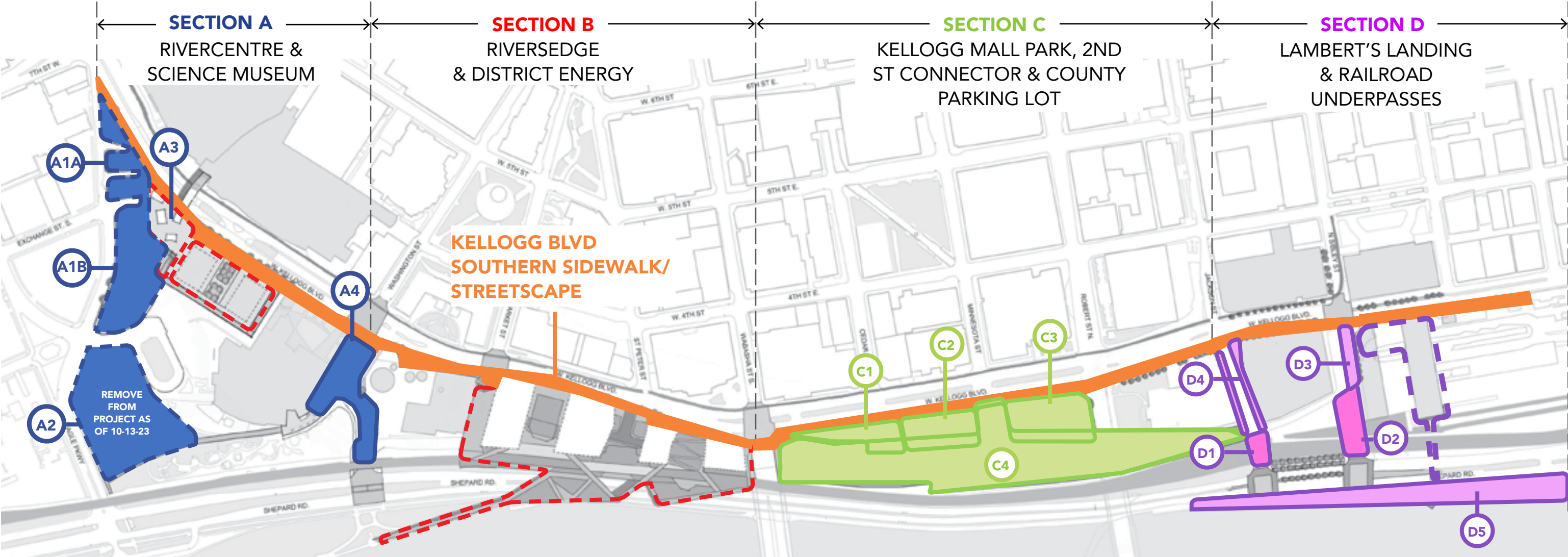
				SECTION A								SECTION C				SECTION D						KELLOGG BLVD SOUTHERN SIDEWALK/ STREETSCAPE					
	PROJECT TOTAL			A1A Kellogg Triangle		A1B Bigwoods Walk		A2 Science Museum Amphitheater		A3 Tailgating + Arts Plaza		A4 Science Museum Stairs & Plaza		C1	C2	C3	C4	D1	D2	D3	D4	D5 Lambert's Landing		Kellogg Rd Section A	Kellogg Rd Section B	Kellogg Rd Section C	Kellogg Rd Section D
	820,296 SF 20 AC			32,163 SF .74 Acre		61,491 SF 1.41 Acre		96,603 SF 2.22 Acre		20,941 SF .48 Acre		57,314 SF 1.32 Acre		24,855 SF .57 Acre	34,376 SF .79 Acre	46,771 SF 1.07 Acre	211,503 SF 4.86 Acre	5,452 SF .13 Acre	16,897 SF .39 Acre	5,000 SF .42 Acre	6,500 SF .47 Acre	80,651 SF 1.85 Acre		21,692 SF .50 Acre	32,800 SF .75 Acre	20,640 SF .47 Acre	17,355 SF .40 Acre
CATEGORY	%	(\$/SF)	TOTAL	(\$/SF)	TOTAL	(\$/SF)	TOTAL	(\$/SF)	TOTAL	(\$/SF)	TOTAL	(\$/SF)	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	(\$/SF)	TOTAL				
G10 Site Preparation		9.07	7,436,723	12.91	415,251	4.60	282,796	9.42	910,161	0.00	-	7.87	451,212	446,220	617,150	839,677	1,685,272	17,719	54,915	37,500	48,750	11.61	936,448	162,690	246,000	154,800	130,163
G20 Site Improvements		64.36	52,795,171	32.39	1,041,815	86.92	5,345,017	34.78	3,360,261	509.50	10,669,440	124.32	7,125,108	1,266,519	1,751,674	2,383,277	10,215,350	50,509	156,538	109,204	141,965	56.39	4,547,672	1,086,118	1,642,295	1,033,444	868,965
G30 Liquid and Gas Utilities		3.42	2,801,868	6.20	199,411	6.20	381,244	6.20	598,939	8.50	177,999	6.70	384,004	86,993	120,316	163,699	404,266	-	-	-	-	3.53	285,000	-	-	-	-
G40 Electrical Site Improvements		6.86	5,630,087	6.58	211,753	9.27	570,167	7.01	677,603	6.50	136,117	9.31	533,585	172,107	238,035	323,863	801,963	158,566	491,434	-	-	7.13	575,000	173,536	262,400	165,120	138,840
G50 Site Communications		0.66	541,850	1.25	40,204	1.25	76,864	1.25	120,754	1.25	26,176	1.25	71,643	13,038	18,033	24,535	75,603	6,099	18,901	-	-	0.62	50,000	-	-	-	-
G90 Miscellaneous Site Construction		-	-	0.00	-	0.00	-	0.00	-	0.00	-	0.00	-	-	-	-	-	-	-	-	-	0.00	-	-	-	-	-
Total G SITEWORK		84.37	69,205,699	59.34	1,908,433	108.24	6,656,088	58.67	5,667,717	525.75	11,009,731	149.45	8,565,550	1,984,877	2,745,208	3,735,051	13,182,454	232,893	721,788	146,704	190,715	79.28	6,394,119	1,422,344	2,150,695	1,353,364	1,137,967
TOTAL TRADE COSTS		84.37	69,205,699	59.34	1,908,433	108.24	6,656,088	58.67	5,667,717	525.75	11,009,731	149.45	8,565,550	1,984,877	2,745,208	3,735,051	13,182,454	232,893	721,788	146,704	190,715	79.28	6,394,119	1,422,344	2,150,695	1,353,364	1,137,967
General Conditions / Requirements	15.00%	12.66	10,380,855	8.90	286,265	16.24	998,413	8.80	850,158	78.86	1,651,460	22.42	1,284,833	297,732	411,781	560,258	1,977,368	34,934	108,268	22,006	28,607	11.89	959,118	213,352	322,604	203,005	170,695
Design Contingency	20.00%	19.40	15,917,311	13.65	438,939	24.90	1,530,900	13.49	1,303,575	120.92	2,532,238	34.37	1,970,077	456,522	631,398	859,062	3,031,964	53,565	166,011	33,742	43,865	18.23	1,470,647	327,139	494,660	311,274	261,732
Overheads and Profit GC/Trades	5.00%	5.82	4,775,193	4.09	131,682	7.47	459,270	4.05	391,072	36.28	759,671	10.31	591,023	136,957	189,419	257,719	909,589	16,070	49,803	10,123	13,159	5.47	441,194	98,142	148,398	93,382	78,520
Escalation	13.00%	15.89	13,036,278	11.18	359,491	20.39	1,253,807	11.05	1,067,628	99.04	2,073,903	28.15	1,613,493	373,891	517,115	703,572	2,483,179	43,870	135,963	27,635	35,925	14.93	1,204,460	267,927	405,127	254,933	214,359
Total Trade Cost w/GRs and Contingency		138.14	113,315,335	97.16	3,124,810	177.24	10,898,478	96.06	9,280,150	860.85	18,027,003	244.70	14,024,975	3,249,978	4,494,921	6,115,660	21,584,554	381,332	1,181,835	240,209	312,272	129.81	10,469,539	2,328,904	3,521,484	2,215,958	1,863,273
Bid Contingency	0.00%		not required	0.00	-	0.00	-	0.00	-	0.00	-	0.00	-									0.00	-				
TOTAL CONSTRUCTION COSTS to Mid-Point of Construction (03/1/2024)		138.14	113,315,335	97.16	3,124,810	177.24	10,898,478	96.06	9,280,150	860.85	18,027,003	244.70	14,024,975	3,249,978	4,494,921	6,115,660	21,584,554	381,332	1,181,835	240,209	312,272	129.81	10,469,539	2,328,904	3,521,484	2,215,958	1,863,273
Construction Contingency	20.00%	27.63	22,663,067	19.43	624,962	35.45	2,179,696	30.18	1,856,030	112.10	3,605,401	48.94	2,804,995	649,996	898,984	1,223,132	4,316,911	76,266	236,367	48,042	62,454	25.96	2,093,908	465,781	704,297	443,192	372,655
TOTAL CONSTRUCTION COSTS to Mid-Point of Construction (03/1/2024) incl. Construction Contingency		165.77	135,978,402	116.59	3,749,772	212.68	13,078,174	126.25	11,136,180	972.95	21,632,403	293.65	16,829,970	3,899,974	5,393,905	7,338,792	25,901,465	457,598	1,418,202	288,251	374,726	155.78	12,563,447	2,794,684	4,225,781	2,659,150	2,235,928
Cost / Acre		5,122,660	\$/Acre	5,078,509	\$/Acre	9,264,530	\$/Acre	5,021,500	\$/Acre	44,998,209	\$/Acre	12,791,177	\$/Acre									6,785,579	\$/Acre				

CONSTRUCTION PHASING

- A1-A & A1-B to be linked together and constructed as one project. A2 (Amphitheatre) has been removed from project as of 10-13-23. Coordinate A1-A, A1-B & A2 with Department of Planning and Economic Development for future real estate development.
- A3 to be linked to RiverCenter Ramp development project and constructed along with it.
- A4 to be linked to Science Museum projects and coordinated with Science Museum construction schedule
- Market Street Overlook and sidewalk plaza to be constructed along with southern sidewalk to create a River Balcony node/ anchor in the near term. Overlook element can be treated as 'gateway' feature for future development
- Replacement of any River Balcony elements/ improvements due to construction of future development to be required via instrument such as M.O.U or similar
- C2 and C3, if needed can be developed as independent 'pocket projects'.
- C1 and C4 should be linked for construction and is ideally constructed before C2 and C3 to avoid damage and subsequent spending for repair
- Street Sidewalk projects (Kellogg, Sibley and Jackson) should ideally be linked as one project
- Shepard Road strategies (to be coordinated in later design phases with City and County Public Works) should be linked with Lambert's Landing construction

GENERAL

- Kellogg Blvd Southern sidewalk to be linked with Kellogg Bridge and bikeway project and coordinated with their construction schedule

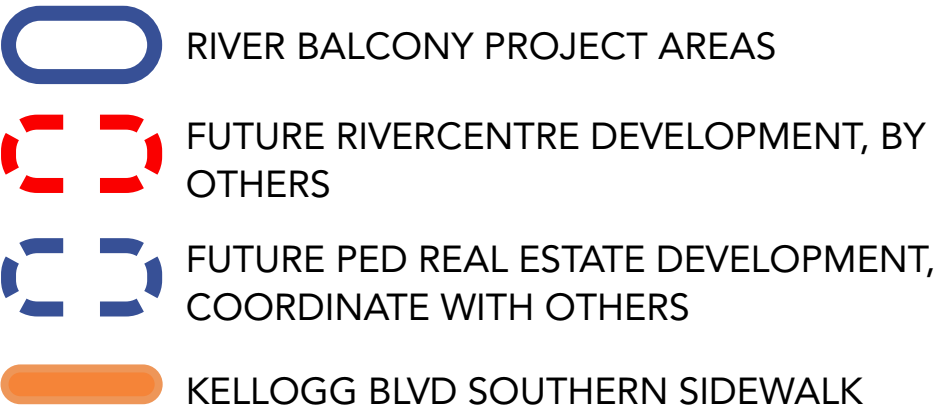


Sheet updated 1-18-24.

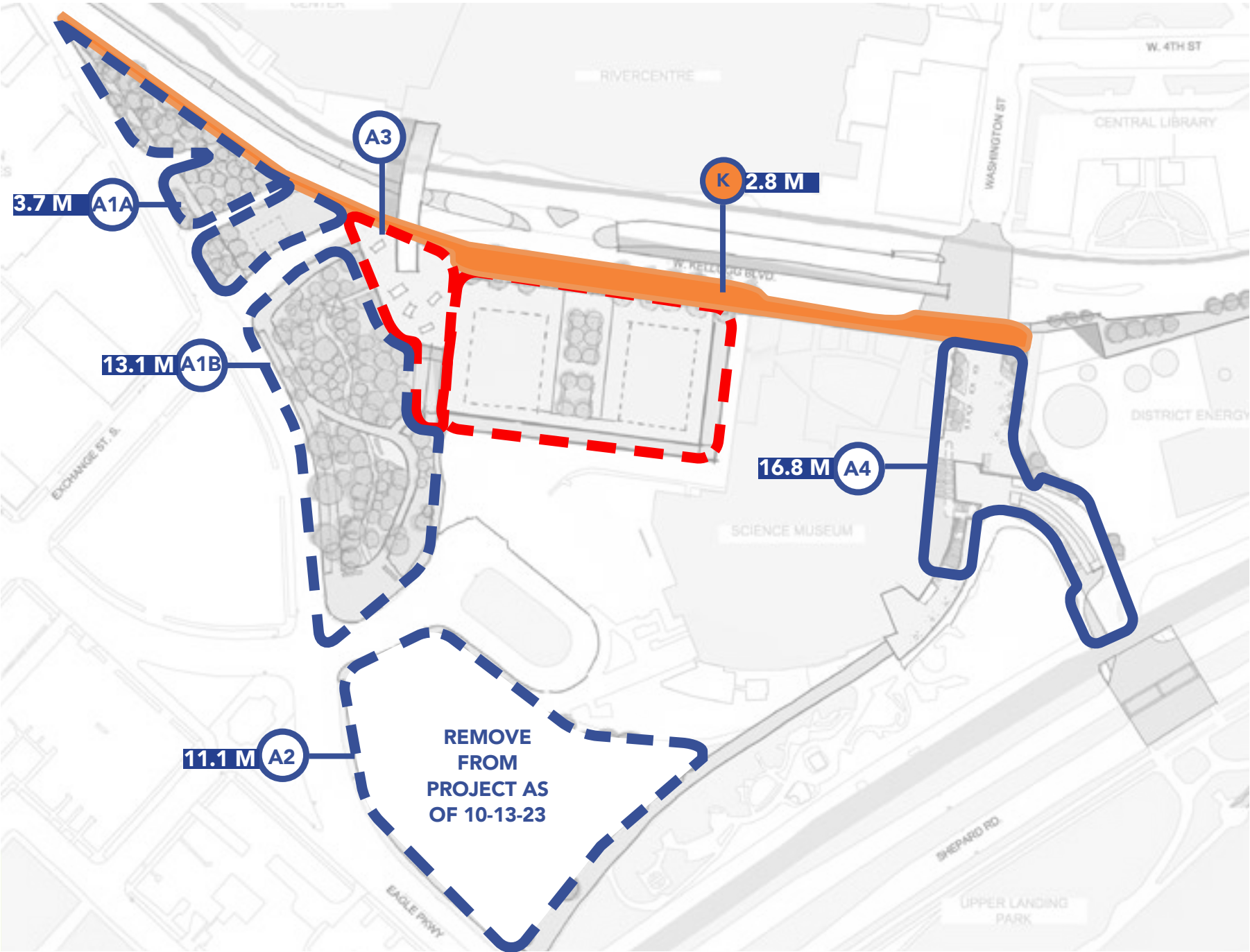
BUDGET BREAKDOWN & CONSTRUCTION PHASING

SECTION A

- A1-A & A1-B to be linked together and constructed as one project. A2 has been removed from project as of 10-13-23. Coordinate A1-A, A1-B & A2 with Department of Planning and Economic Development (PED) for future real estate development.
- A3 to be linked to RiverCenter Ramp development project and constructed along with it.
- A4 to be linked to Science Museum projects and coordinated with Science Museum construction schedule
- Kellogg Blvd Southern sidewalk to be linked with Kellogg Bridge coordinated with their construction schedule




NOTE : refer to appendix for detailed cost summary and construction phasing memo. Sheet updated 1-18-24.





BUDGET BREAKDOWN & CONSTRUCTION PHASING

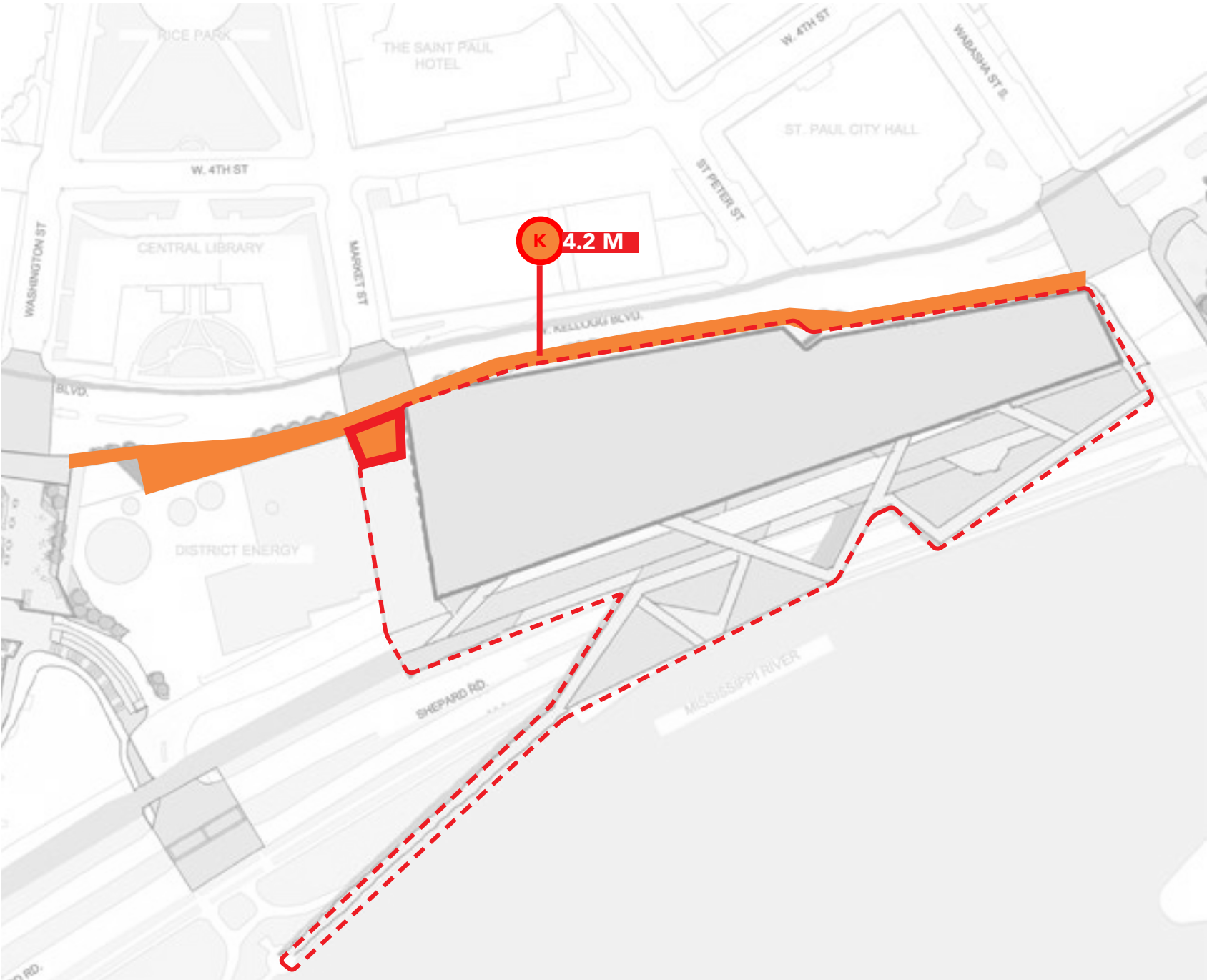
SECTION B

- Market Street Overlook and sidewalk plaza to be constructed along with southern sidewalk to create a River Balcony node/ anchor in the near term. Overlook element can be treated as 'gateway' feature for future development
- Kellogg Blvd Southern sidewalk to be linked with Kellogg Bridge and bikeway project and coordinated with their construction schedule
- Replacement of any River Balcony elements/ improvements due to construction of future development to be required via instrument such as M.O.U or similar

 SECTION A PROJECT AREAS

 RIVEREDGE DEVELOPMENT & PEDESTRIAN CONNECTION, BY OTHERS

 KELLOGG BLVD SOUTHERN SIDEWALK

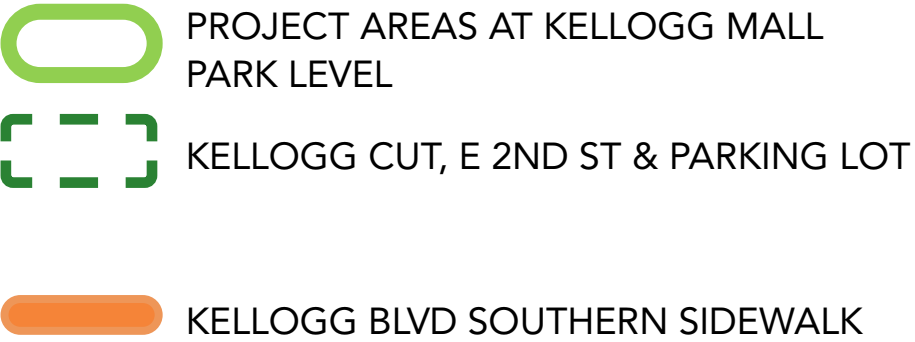


NOTE : refer to appendix for detailed cost summary and construction phasing memo

BUDGET BREAKDOWN & CONSTRUCTION PHASING

SECTION C

- C2 and C3, if needed can be developed as independent 'pocket projects'.
- C1 and C4 should be linked for construction and is ideally constructed before C2 and C3 to avoid damage and subsequent spending for repair
- Kellogg Blvd Southern sidewalk to be linked with Kellogg bikeway project, or with Kellogg Mall Park projects and coordinated with their construction schedules

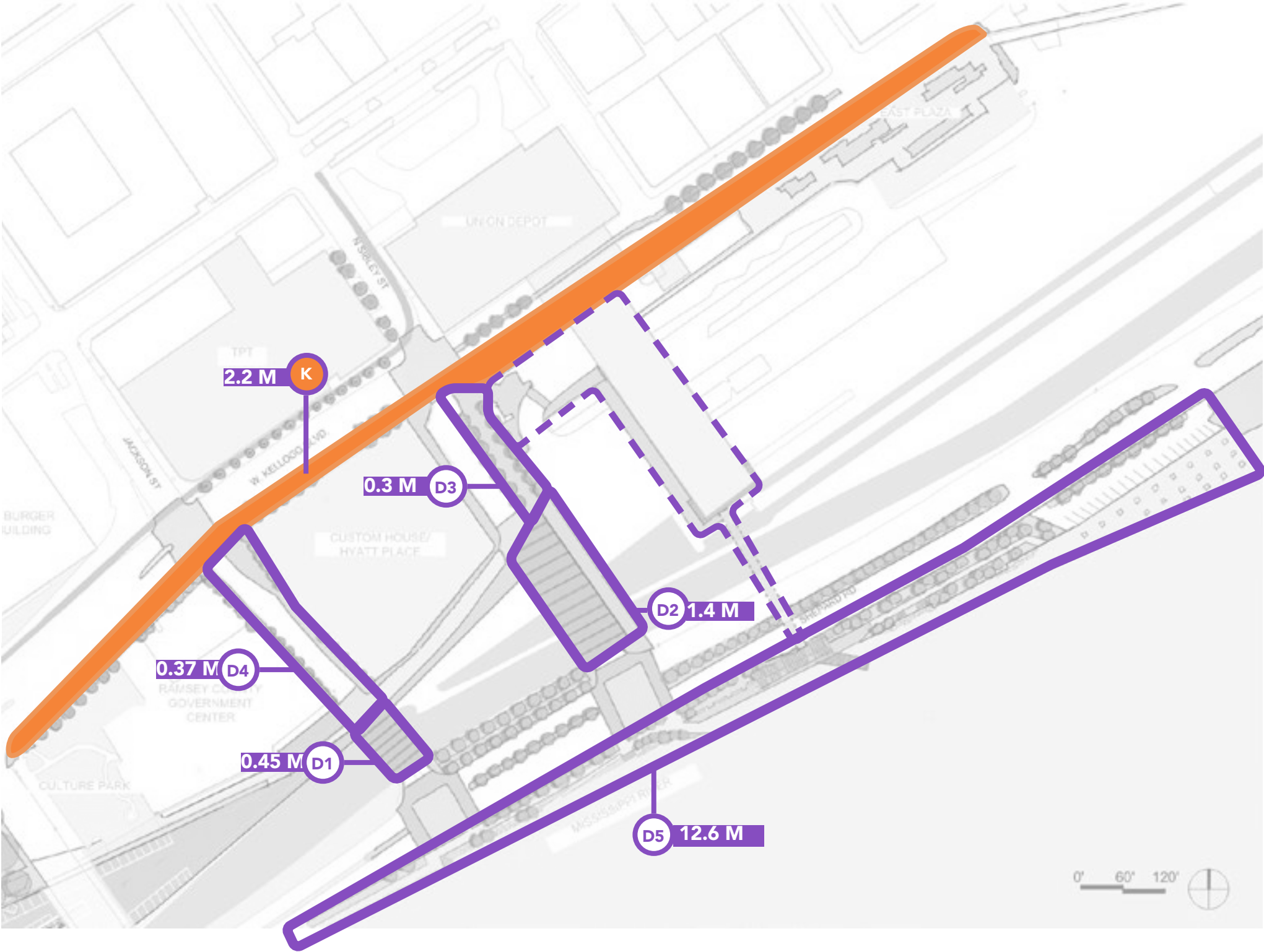
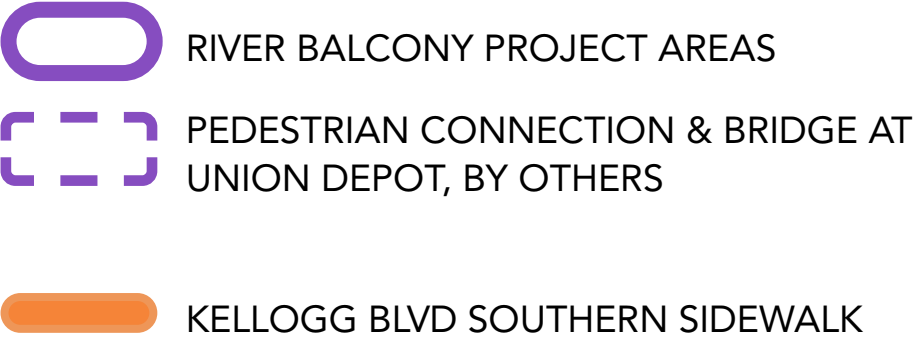


NOTE : refer to appendix for detailed cost summary and construction phasing memo

BUDGET BREAKDOWN & CONSTRUCTION PHASING

SECTION D

- Street Sidewalk projects (Kellogg, Sibley and Jackson) should ideally be linked as one project
- Shepard Road strategies (to be coordinated in later design phases) should be linked with Lambert’s Landing construction
- Kellogg Blvd Southern sidewalk to be linked with Kellogg bikeway project, or with Kellogg Mall Park projects and coordinated with their construction schedules



NOTE : refer to appendix for detailed cost summary and construction phasing memo

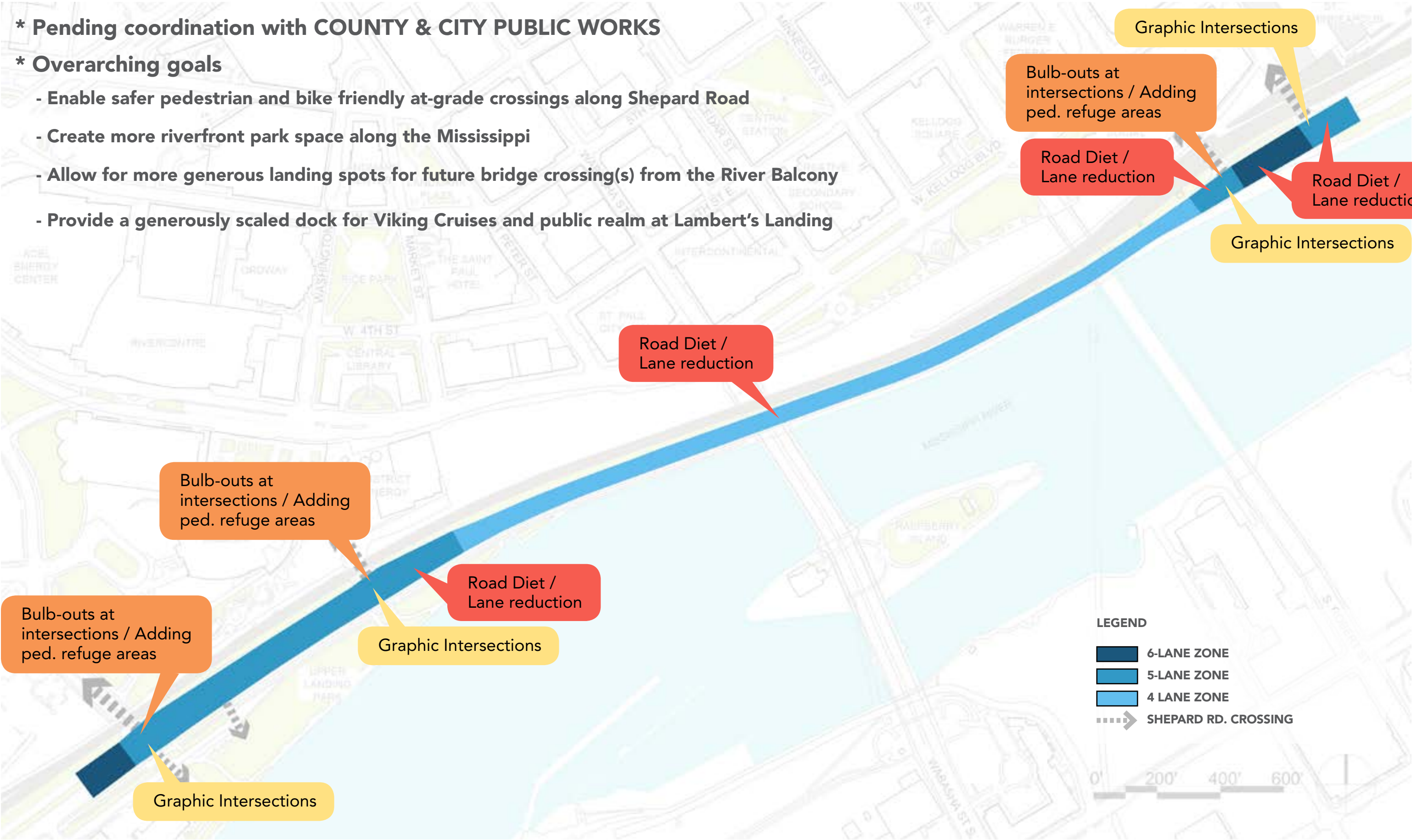
SHEPARD ROAD STRATEGIES

SHEPARD RD. STRATEGIES

* Pending coordination with COUNTY & CITY PUBLIC WORKS

* Overarching goals

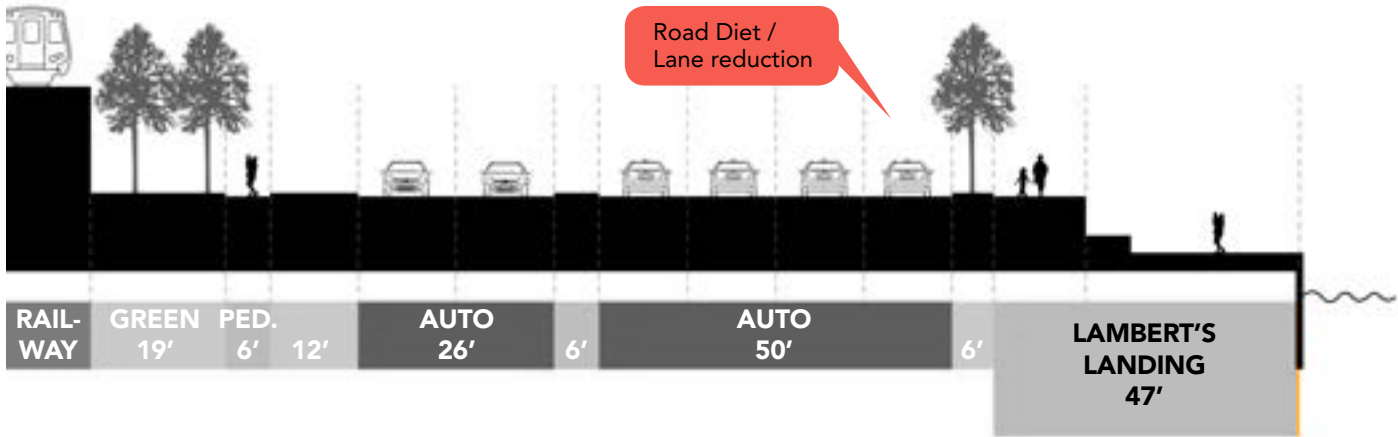
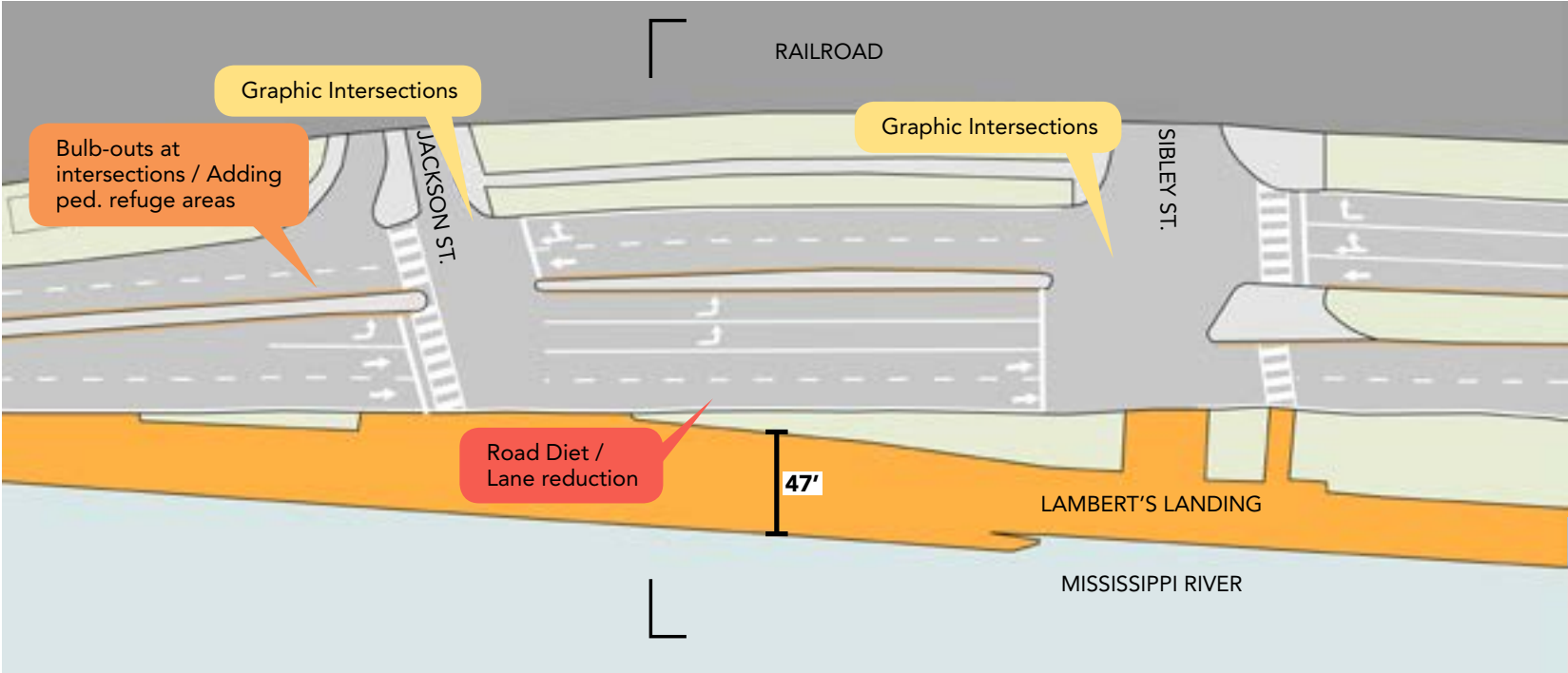
- Enable safer pedestrian and bike friendly at-grade crossings along Shepard Road
- Create more riverfront park space along the Mississippi
- Allow for more generous landing spots for future bridge crossing(s) from the River Balcony
- Provide a generously scaled dock for Viking Cruises and public realm at Lambert's Landing



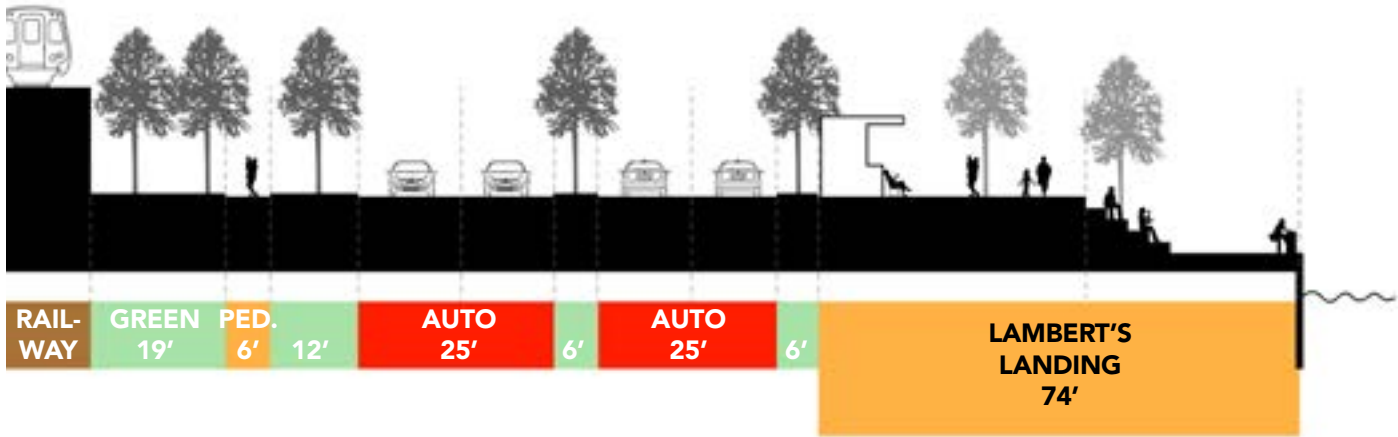
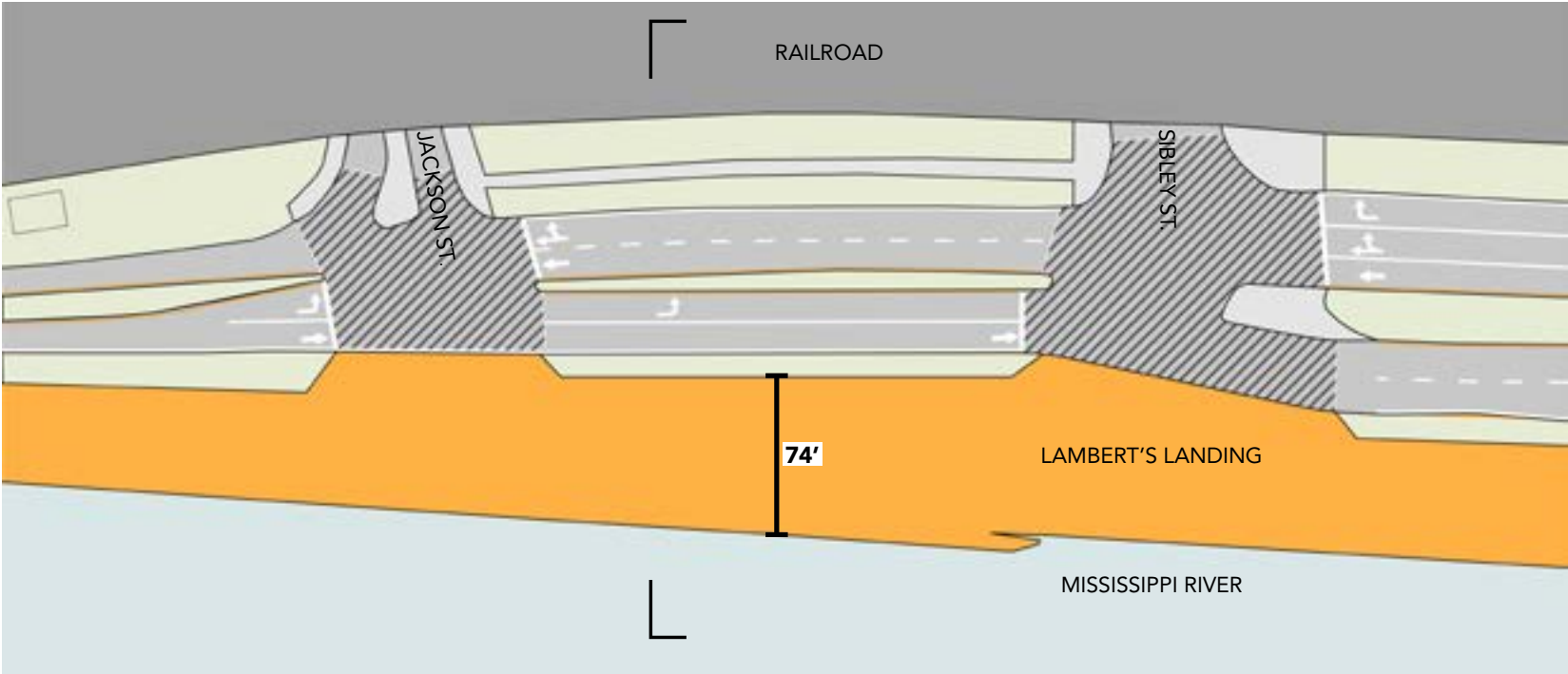
SHEPARD RD. STRATEGY | AT LAMBERT'S LANDING



EXISTING



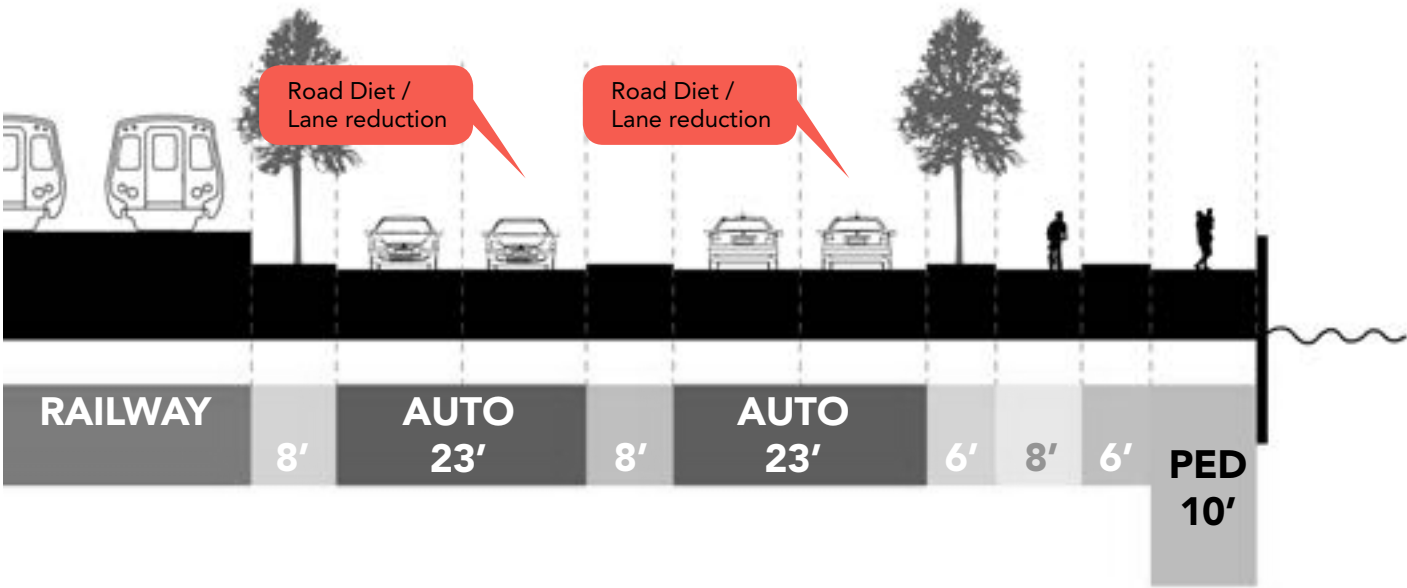
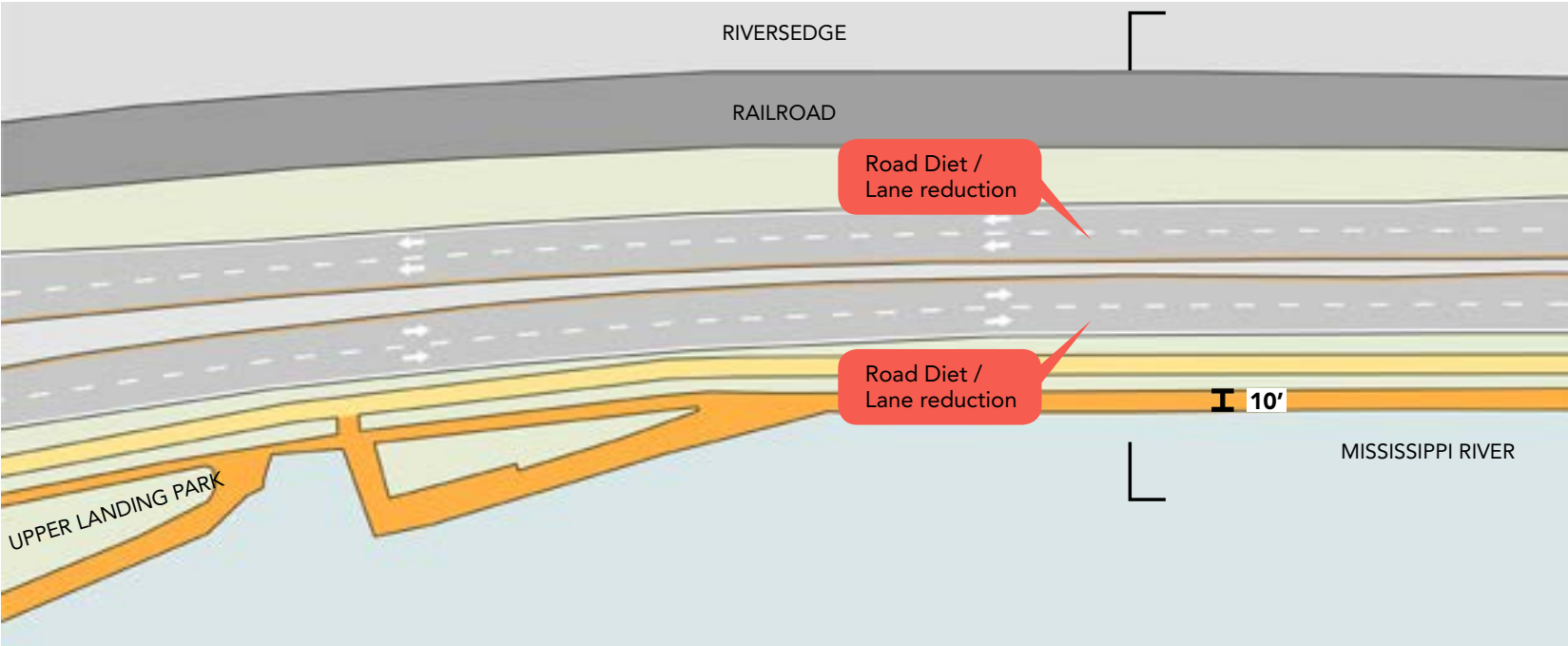
PROPOSED



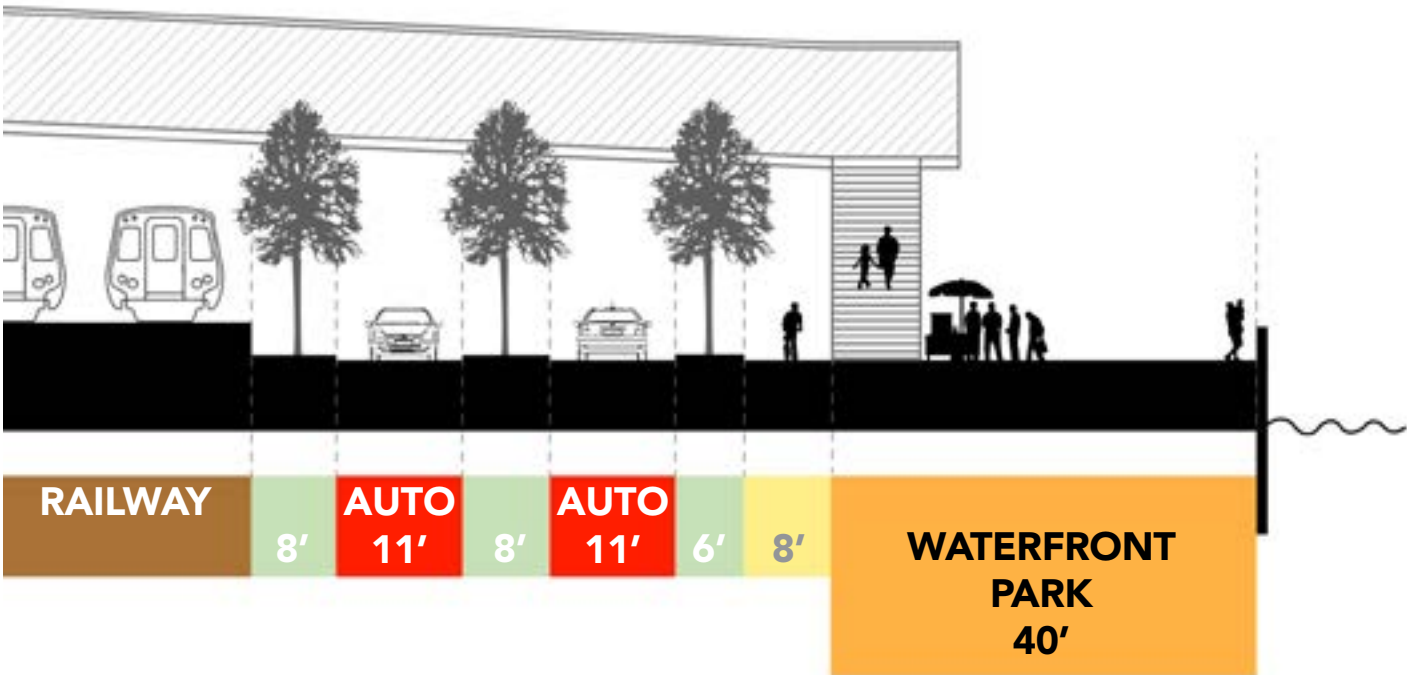
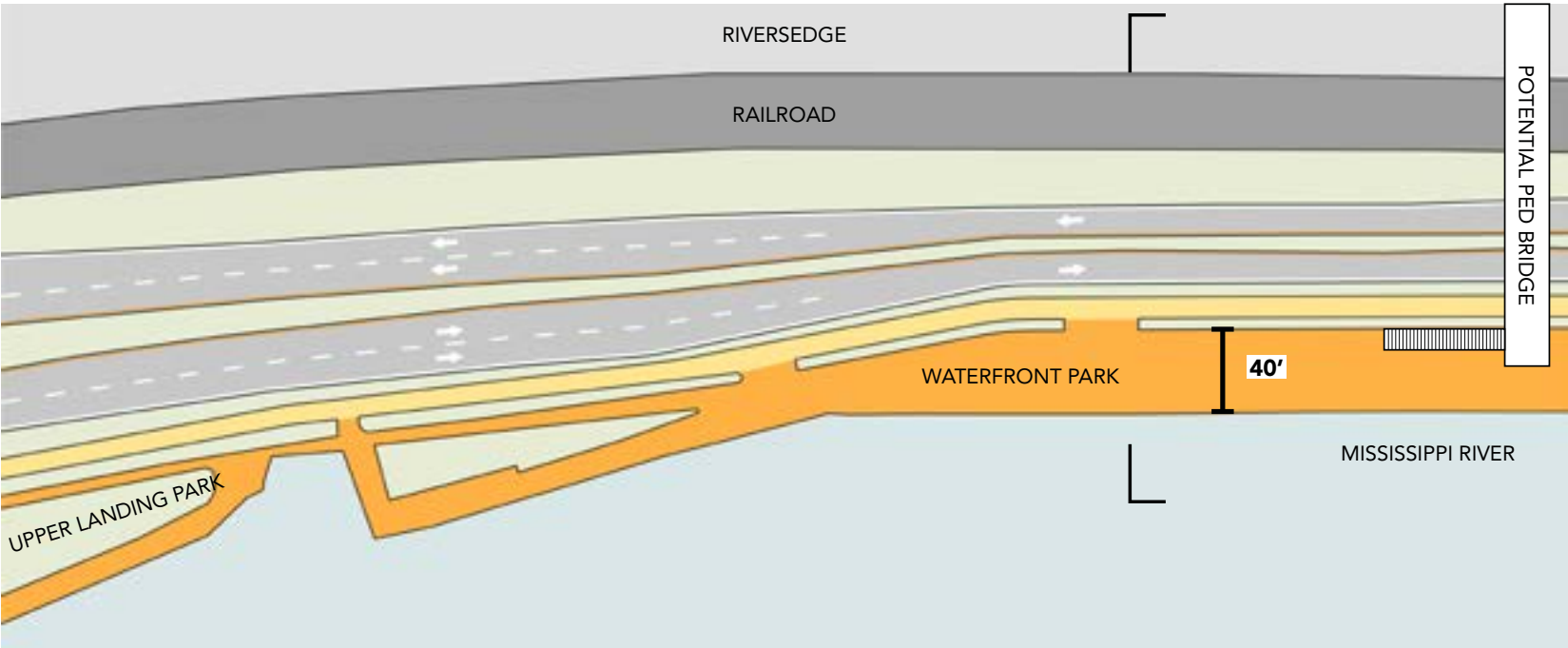
SHEPARD RD. STRATEGY | AT RIVERSEEDGE



EXISTING



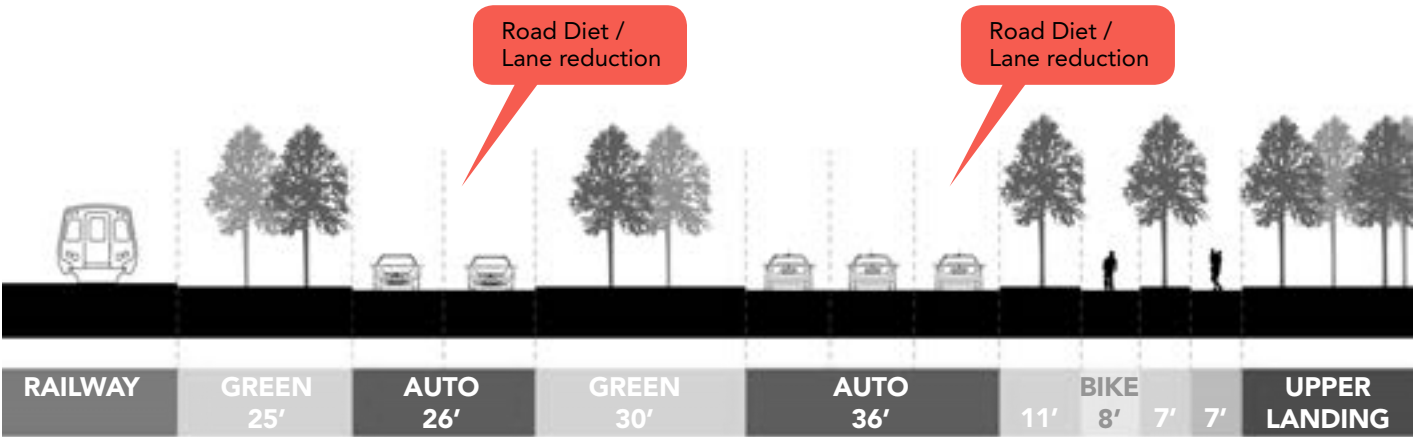
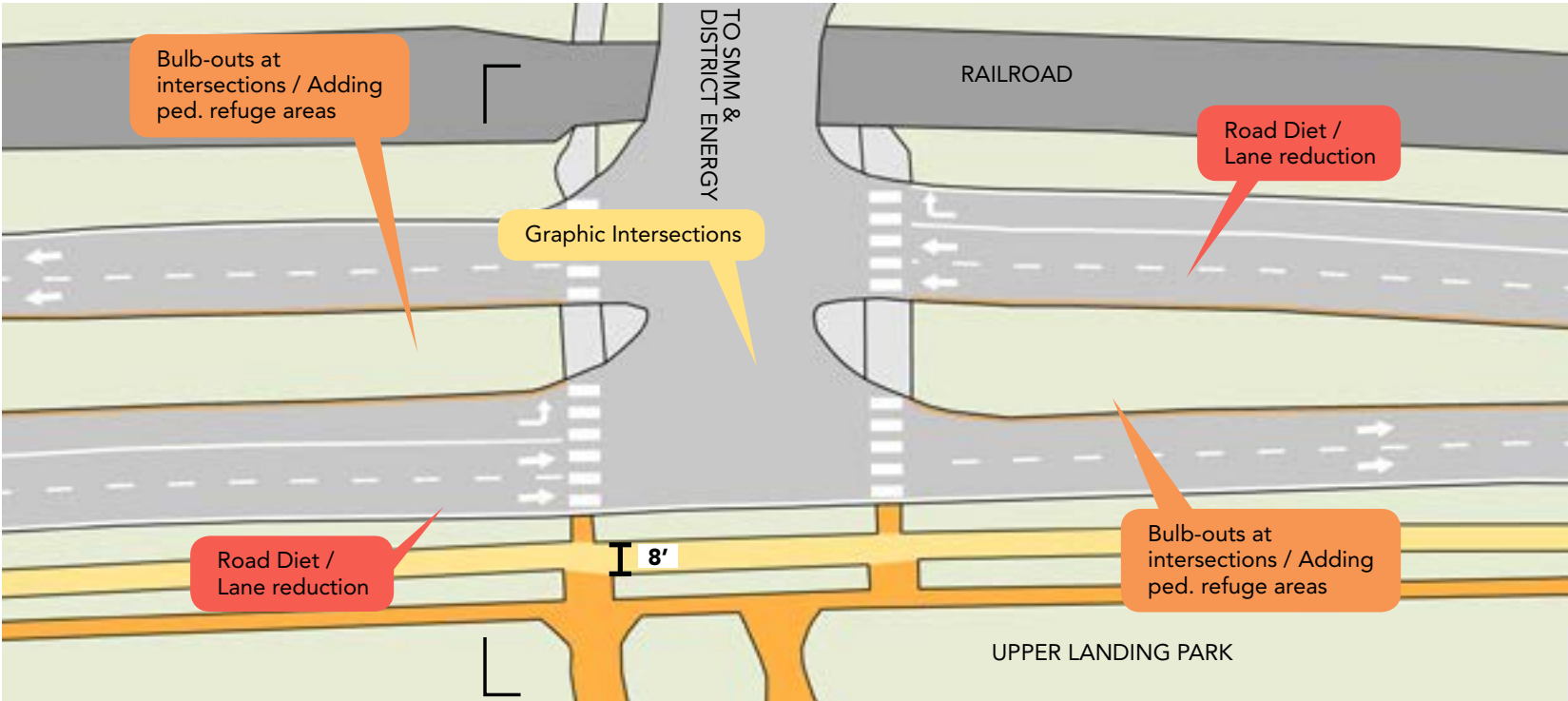
PROPOSED



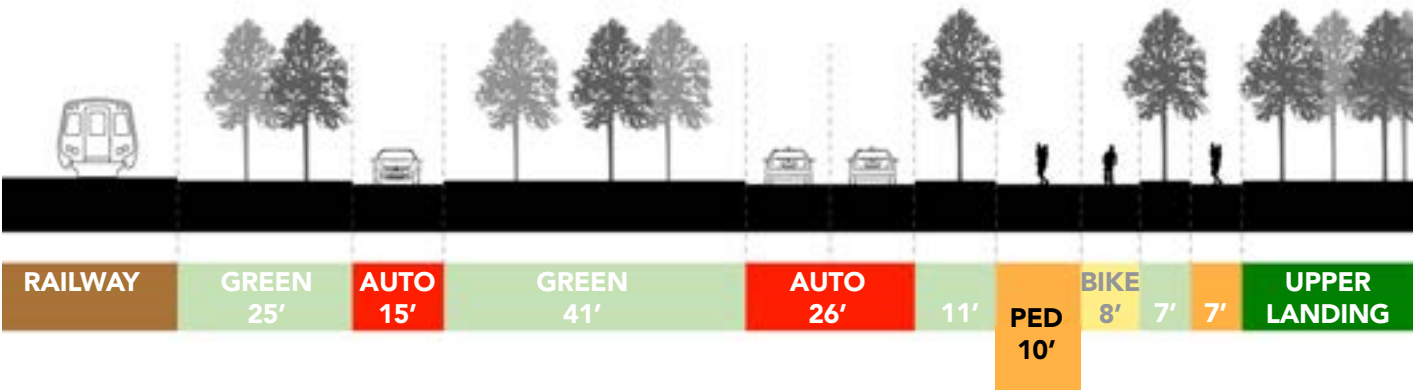
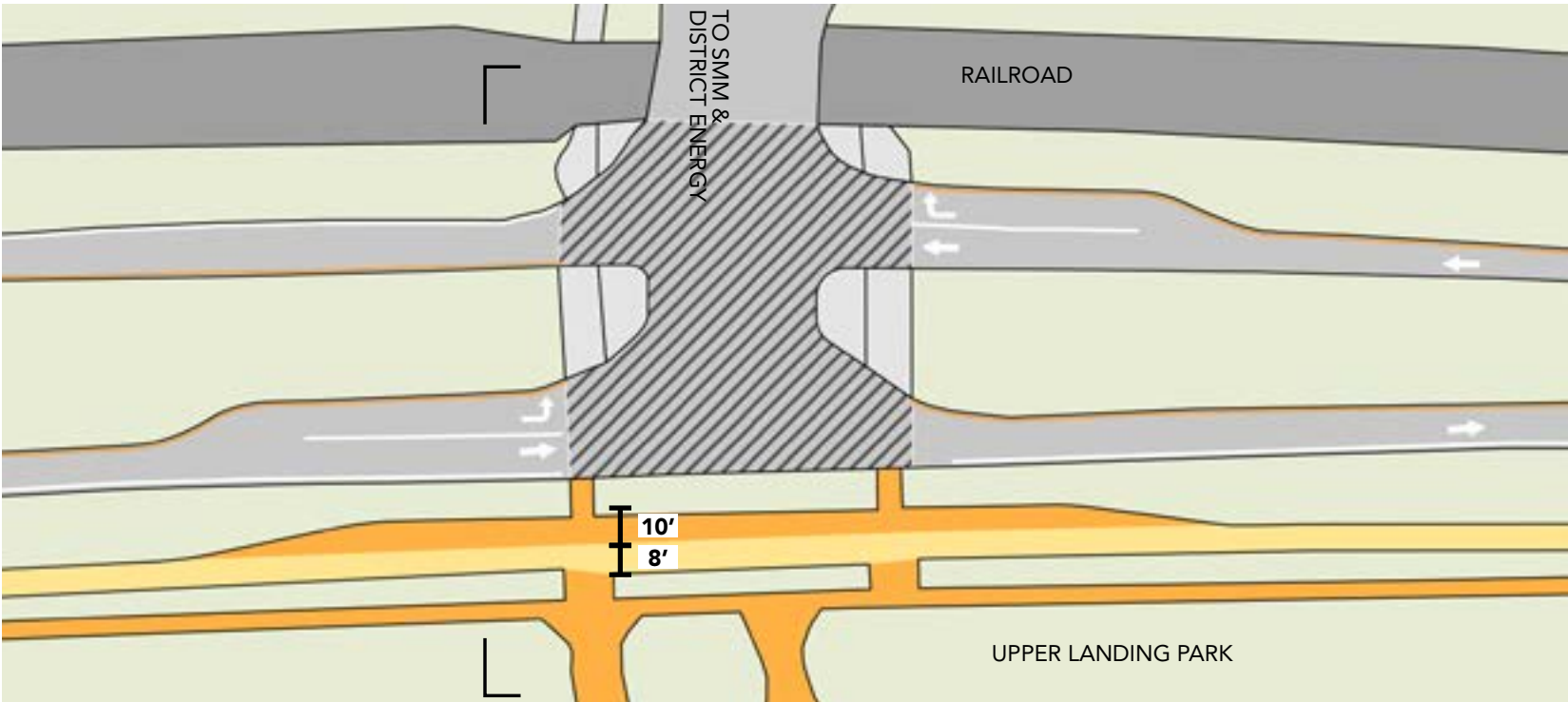
SHEPARD RD. STRATEGY | ONTARIO ST INTERSECTION



EXISTING



PROPOSED



PUBLIC ART STRATEGY

PUBLIC ART STRATEGY

SITE WIDE THEME FOR PUBLIC ART : 'RIVER LORE'

The afore-mentioned theme of “river lore” can be employed across the Balcony to bring the river to Balcony visitors, and vice versa. “River Lore” can encompass past, present, and future musings on the Mississippi River and will create cohesion between public art projects along the Balcony. For each new project that is initiated and installed, a selected artist could develop a variation on this theme. For example, they could consider floating, water cycles, watersheds, new life, or Native grounding. Stories about water and rivers should be told from the perspective of the many cultures represented in Saint Paul’s residents.

Public art can take many forms, be composed of a variety of media, and can be permanent or temporary. All of these are considered in the following pages to tell stories about the river in a robust, artistic program. This program would require a permanent position dedicated to curating and selecting artists and artworks, working with the City’s public art program, and developing programming for Balcony spaces. There are several factors that should be considered for public art across the entire balcony:

- Seasonality – creating opportunities to engage with art and place-honoring during every part of the year, including the hottest summer days and the coldest winter days
- Accessibility – how do we create dynamic public art opportunities that consider a broad audience? How do wheelchair users access the public art and activities being designed along the balcony? What languages need to be considered? What other accessibility topics can be addressed through public art?
- Lighting and illumination – this will be important across the entire balcony. An artistic lighting scheme could create visual connection in the dark.
- Current public art program – how can the public art strategy for the Great River Balcony tie into the existing public art collection? What efforts are happening at the City that can be incorporated into the Balcony’s public art plan?

TYPES OF ART EXPERIENCE & TYPES OF PUBLIC ART

VISUAL
TACTILE
AUDITORY
PERFORMATIVE

Interactive and audience activated art	Murals, mosaics and wall treatments
Sound & Light Installations and Projections	Performances
Commemorative memorials and markers	Community engagement and social practice
Botanical or Geological Installations	Sculpture

PUBLIC ART PLAN SITING

- + SCULPTURE / INSTALLATION
- ART 'CARPET' INSTALLATION (MOSAIC OR MURAL)
- TUNNEL/ UNDERPASS INSTALLATION
- EVENT / PERFORMANCE SITES



REFERENCE IMAGES - TUNNEL/ UNDERPASS



Sensing WATER, Silicon Valley, San Jose



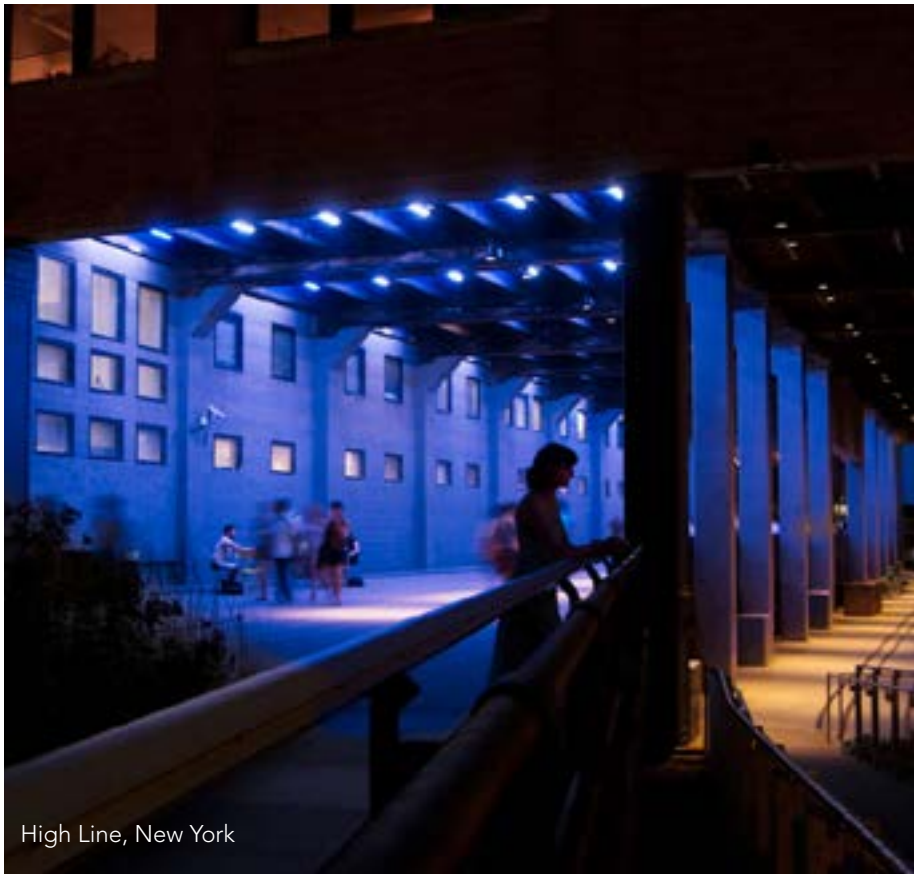
Columbia Ave I-95 Underpass, Philadelphia



Race St Pier I-95 Overpass, Philadelphia



Prismatic_NYC, New York



High Line, New York

REFERENCE IMAGES - 'ART CARPET'



The Reverberations Crosswalks #2, Baltimore, MD



The Asphalt Art Initiative



REFERENCE IMAGES - COMMUNITY MURAL



ROLES + POSSIBLE PARTNERS

As we can see, public art can take many forms and produce a variety of community impacts. Whether public art is permanent, temporary, or event-based, it requires human power to develop, coordinate, maintain, and care for throughout its life. Here we have listed all of the roles that will be required for the artistic and programming components of this plan to be successful, as well as possible community partners and stakeholders.

ROLES:

- Great River Passage Art Curator
 - A new Great River Passage Art Curator position should be created to manage the development and production of new public art, artistic programming, events programming, and more along the 17 miles of the River Passage, with greater intensity in the downtown St. Paul area. This role is envisioned as a partnership between the Great River Conservancy and Public Art St. Paul so as not to duplicate efforts and create cohesive arts and culture experiences along the Passage.
 - One of the River Passage Art Curator's responsibilities will be to determine the community engagement strategy for each project. This should be done before any public art projects are developed so that community members can help set the theme and develop the qualities and qualifications of the artwork and the artist. Every project in this document should have some sort of engagement associated with it.
 - Consider the difference between community input [asking for feedback], community outreach [providing information], community engagement [deep interaction with residents to understand their thoughts and ideas in order to incorporate them into the project], and a community-driven project. Engagement creates deep relationships and collaboration, and any of these three options will require time and effort to organize and facilitate. Consider what steps of the project require interaction with community members, and then determine who should carry it out. Not all artists incorporate community interaction in their process.
 - This should be a FTE, 40 hours/week with some nights and weekends required. Starting salary should be \$53 - 60,000.
- Maintenance [of public artworks and of public spaces i.e. snow removal] - City Public Works & Parks and Recreation
- Artwork + Artist Selection Committees
 - For each new artwork, a committee should be developed to strategize the project, develop the timeline and budget, and facilitate the artist selection process. A new group of people should form the committee for each

project, and each time a committee is formed, should have representation from: the City, a nearby business, members of the community at large, the artist community, the River Conservancy, the watershed district, a neighborhood organization, the Downtown Improvement District.

- Programming
 - Programming will be an essential component in the use of these spaces, and should be an ongoing initiative. Partner with stakeholders who are already planning events, along with new events and activities.
 - Temporary event staff and volunteers will be instrumental in the successful production of events and temporary projects. This includes community safety, providing information, supplies and more to visitors, and managing the behind the scenes details.

POSSIBLE PARTNERS:

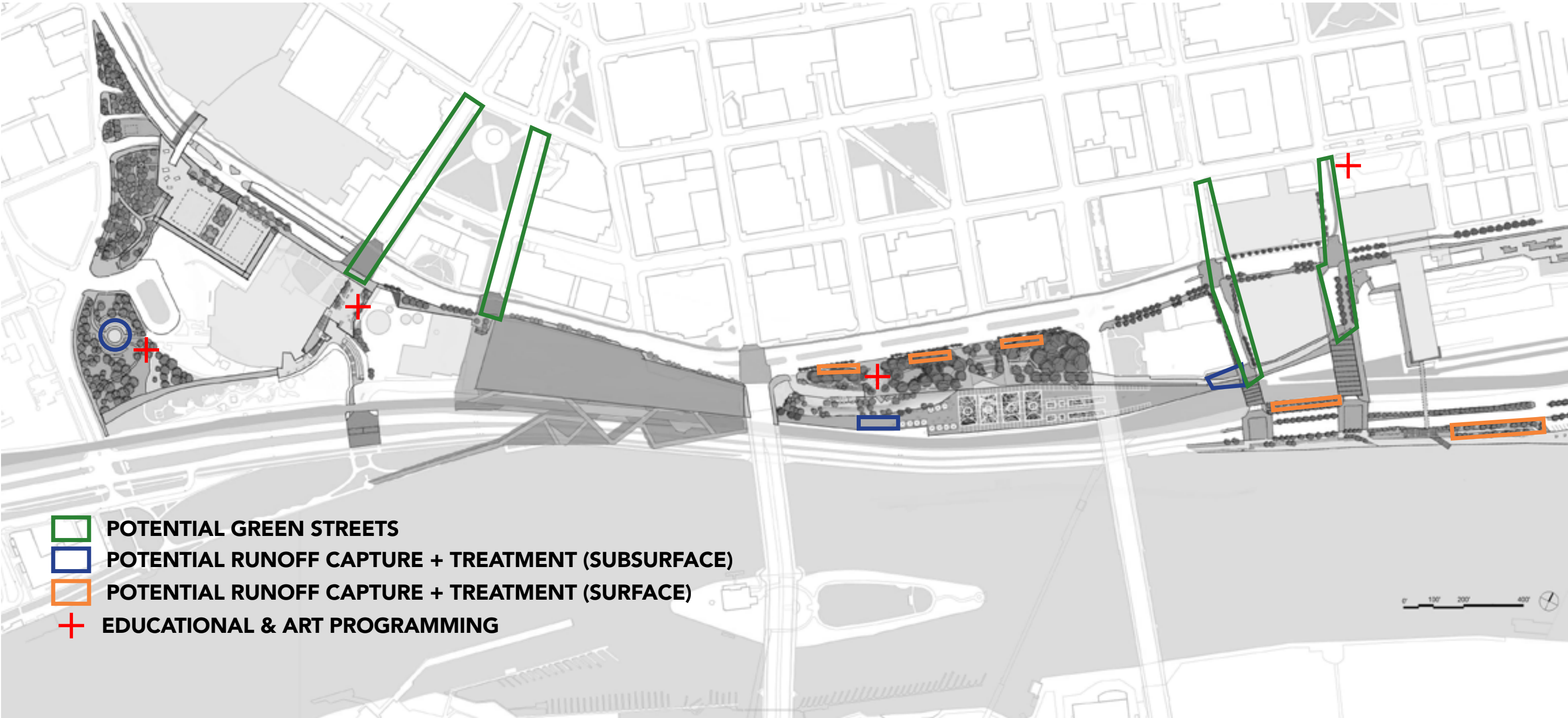
Who are all the people and organizations that could play a variety of roles in the development and management of public art projects [permanent and temporary], events, and more?

- Northern Lights
- Downtown St. Paul Alliance
- WSCO
- Public Art Saint Paul
- Science Museum of MN
- Minnesota Museum of American Art
- Bruce Vento Nature Sanctuary
- Landmark Center
- Winter Carnival
- Creative Arts Secondary School
- St. Paul Conservatory for Performing Artists
- Minnesota Public Radio
- George Latimer Central Library
- Ordway
- TPT

STORMWATER MANAGEMENT APPROACH

STORMWATER MANAGEMENT APPROACH

- Identify points of storm-water runoff collection and treatment and potentially re-use for irrigation and other park uses
- Identify locations that exhibit and showcase storm-water management best practices, in coordination with CRWD and other stakeholders.
- Identify 'Green Street' segments in the framework plan where stormwater management infrastructure can be incorporated.
- Provide a generously scaled dock for Viking Cruises and public realm at Lambert's Landing



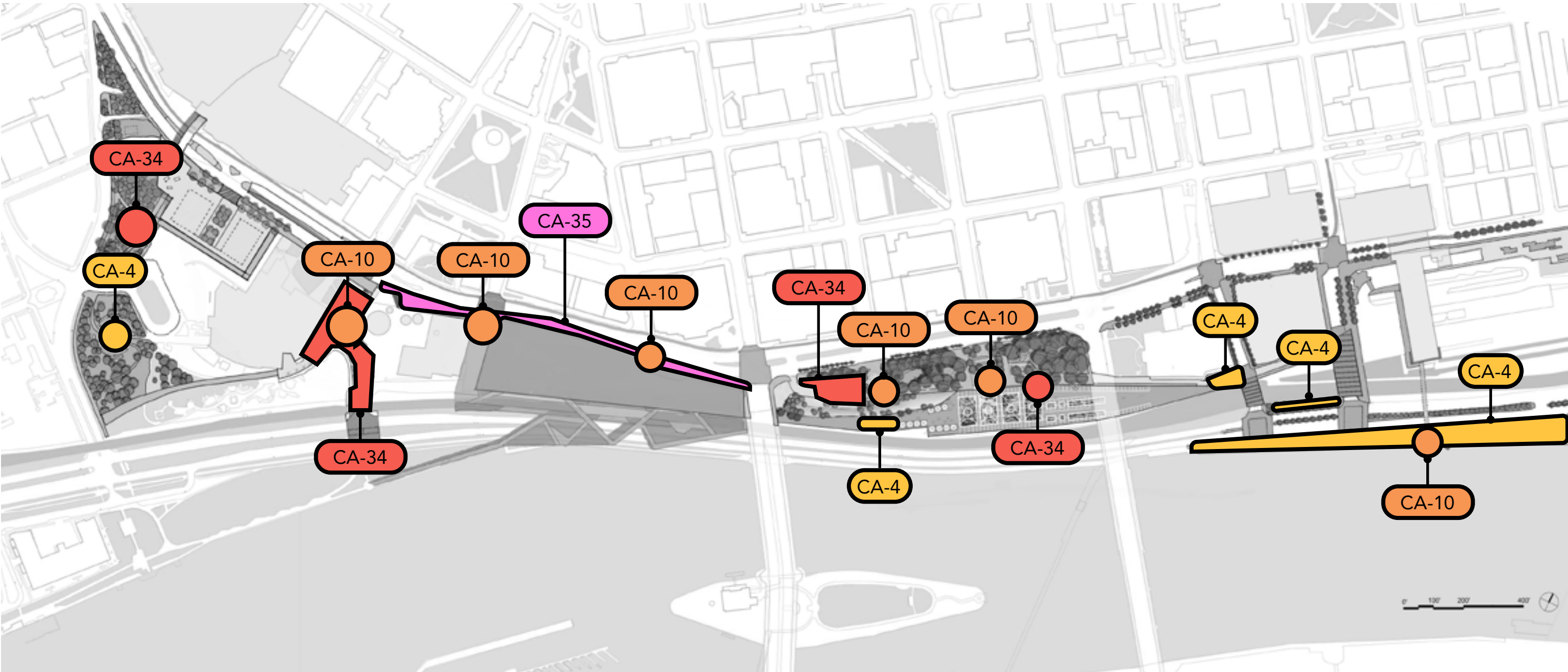
REFERENCE IMAGES - STORMWATER MANAGEMENT



MISSISSIPPI RIVER CORRIDOR CRITICAL AREA COMPLIANCE

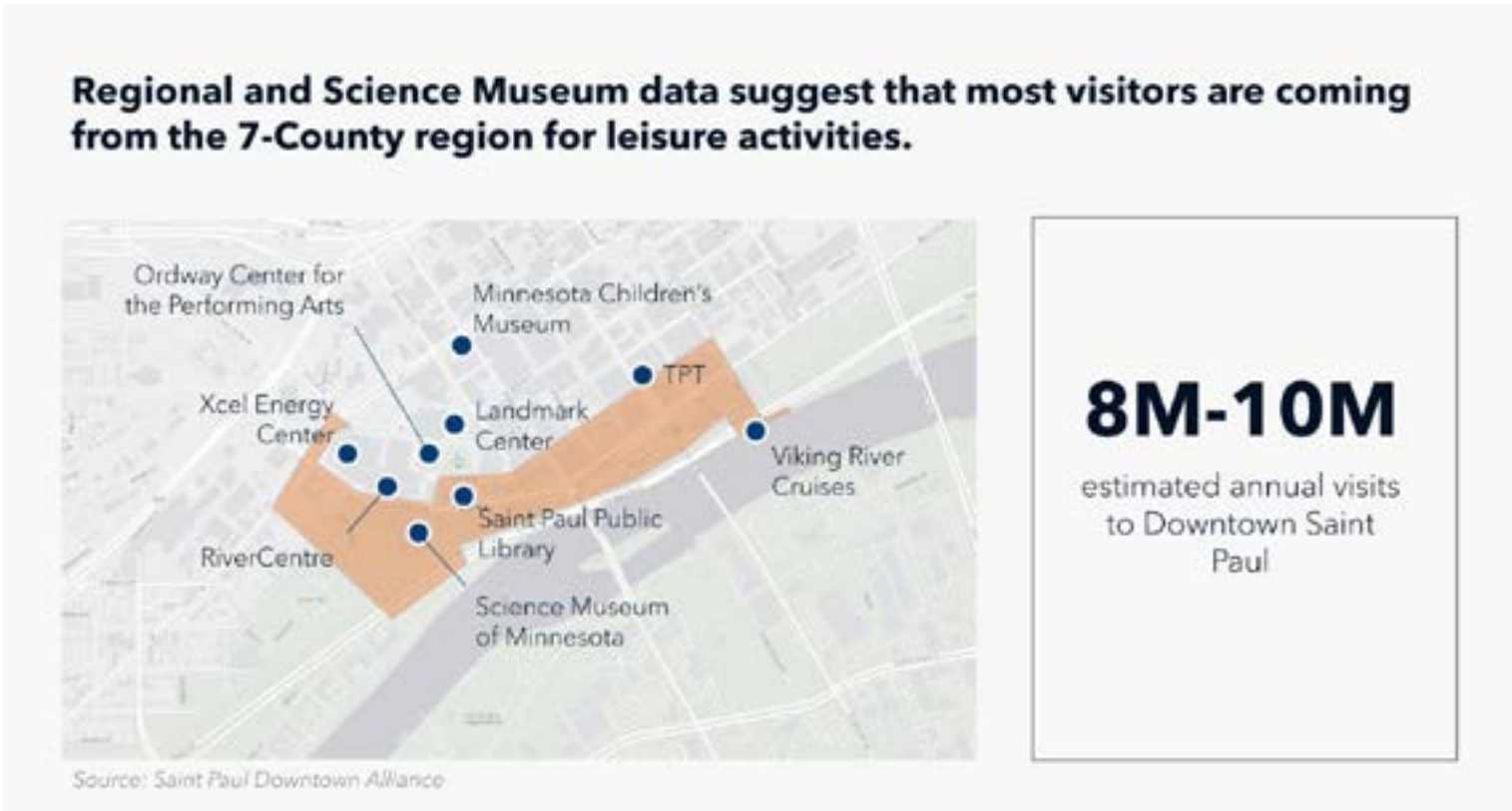
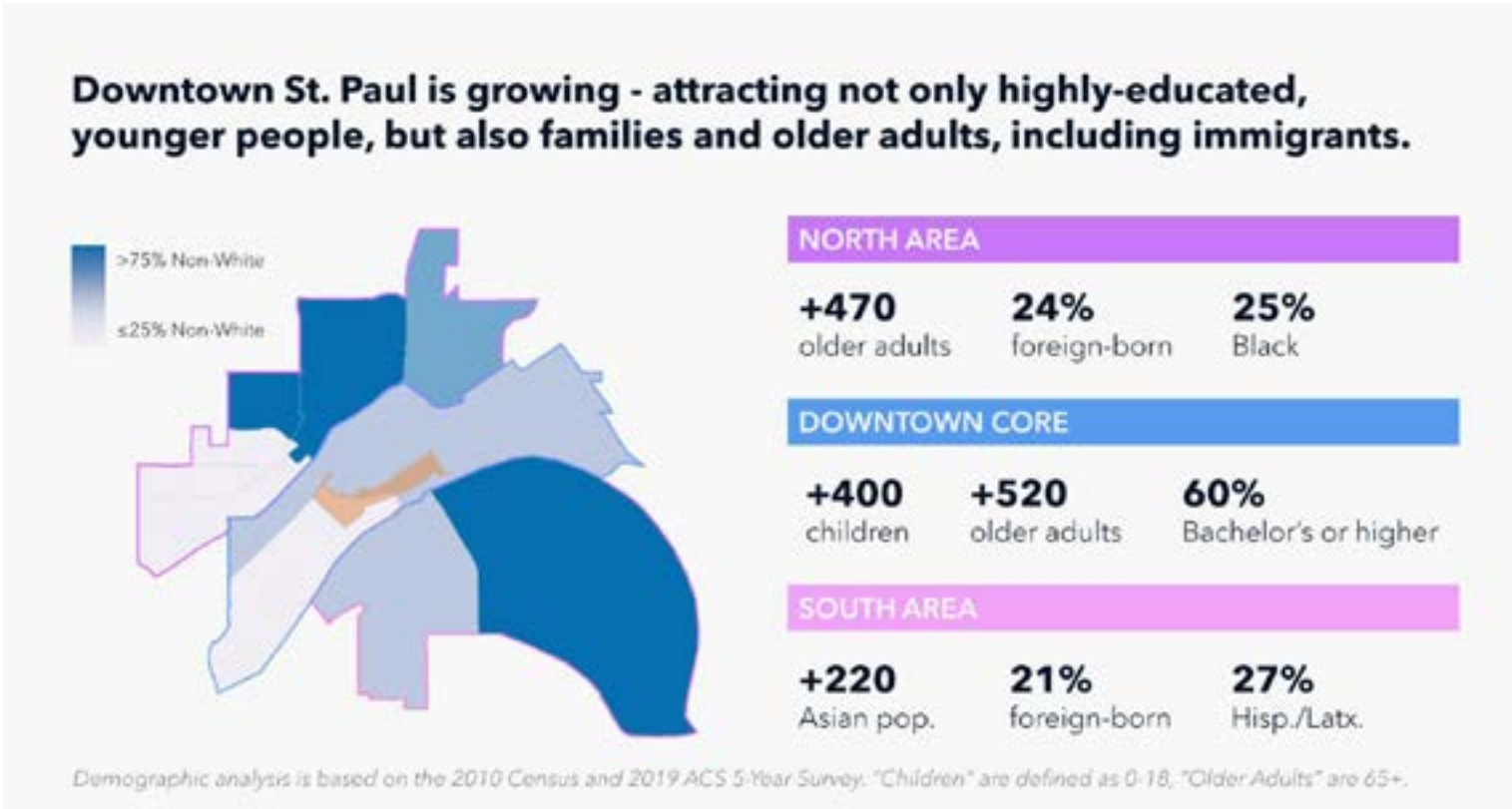
The River Balcony project site is located in the Urban Core District (CA-UC) which includes downtown Saint Paul. The CA-UC district must be managed with the greatest flexibility to protect commercial, industrial, and other high-intensity urban uses, while minimizing negative impacts to primary conservation areas and minimizing erosion and flow of untreated storm water into the river. Providing public access to and public views of the river are priorities in the district.

- 1. **Policy CA-4.** Regulate development in the floodplain consistent with the requirements of the Federal Emergency Management Agency (FEMA) and the FEMA Flood Insurance Program (FIP).
- 2. **Policy CA-10.** Regulate building height, placement and design consistent with the intent of the MRCCA rules to protect, enhance and minimize impacts to Public River Corridor Views.
- 3. **Policy CA-34.** Design new public and private development to embrace the river and turn its face to it, so that the river's edge becomes the city's shared "front yard."
- 4. **Policy CA-35.** Maintain and expand public access to the river's edge.



VISITATION, OPERATIONS & GOVERNANCE SUMMARY

VISITATION & DEMOGRAPHIC ANALYSIS



VISITATION & DEMOGRAPHIC ANALYSIS

While local residents may be the most frequent visitors, the River Balcony will serve diverse groups across the region.



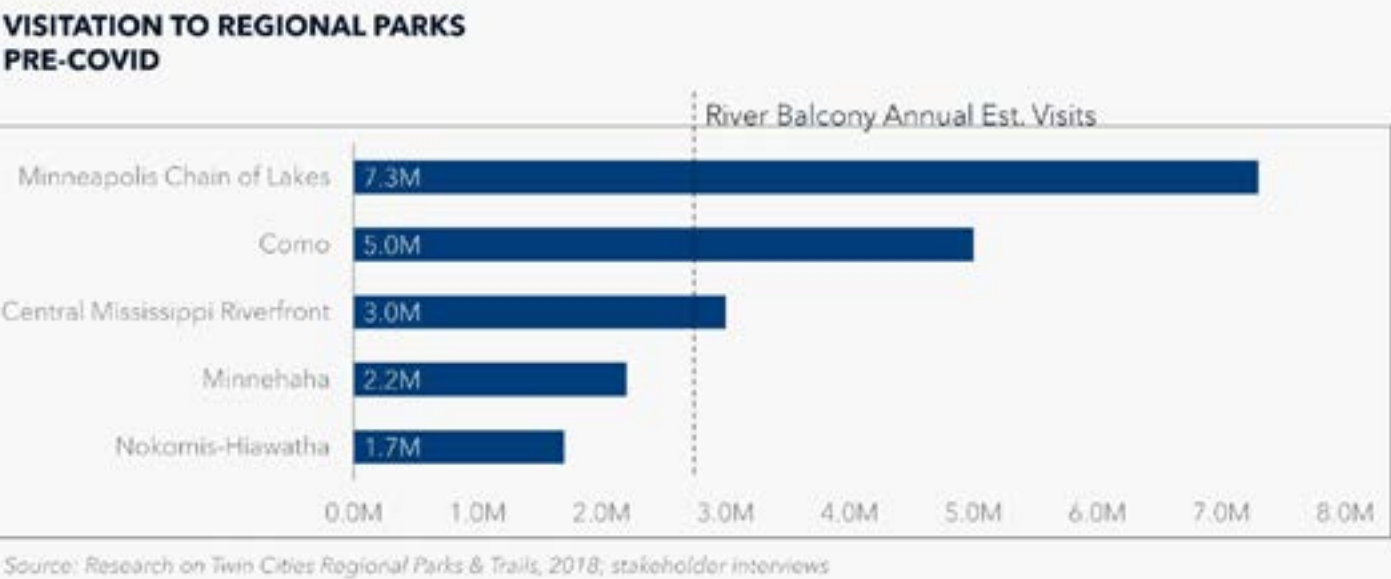
HR&A developed a bottom-up estimate of visitation to the River Balcony based on three major visitor groups.



The success of the River Balcony depends on attracting affluent, well-educated Downtown residents, immigrants and non-White residents, workers commuting in from the suburbs, and tourists.

Category	Total Pop.	Avg. Est. Visits per Year	Annual Est. Visits
Downtown Study Area Residents	32K	24.2	784K
St. Paul Residents (excluding DT Study Area)	272K	3.2	859K
DT Core and South Area Workers	39K	12.0	464K
St. Paul Tourists	8.0M	0.1	800K
Total			2.9M

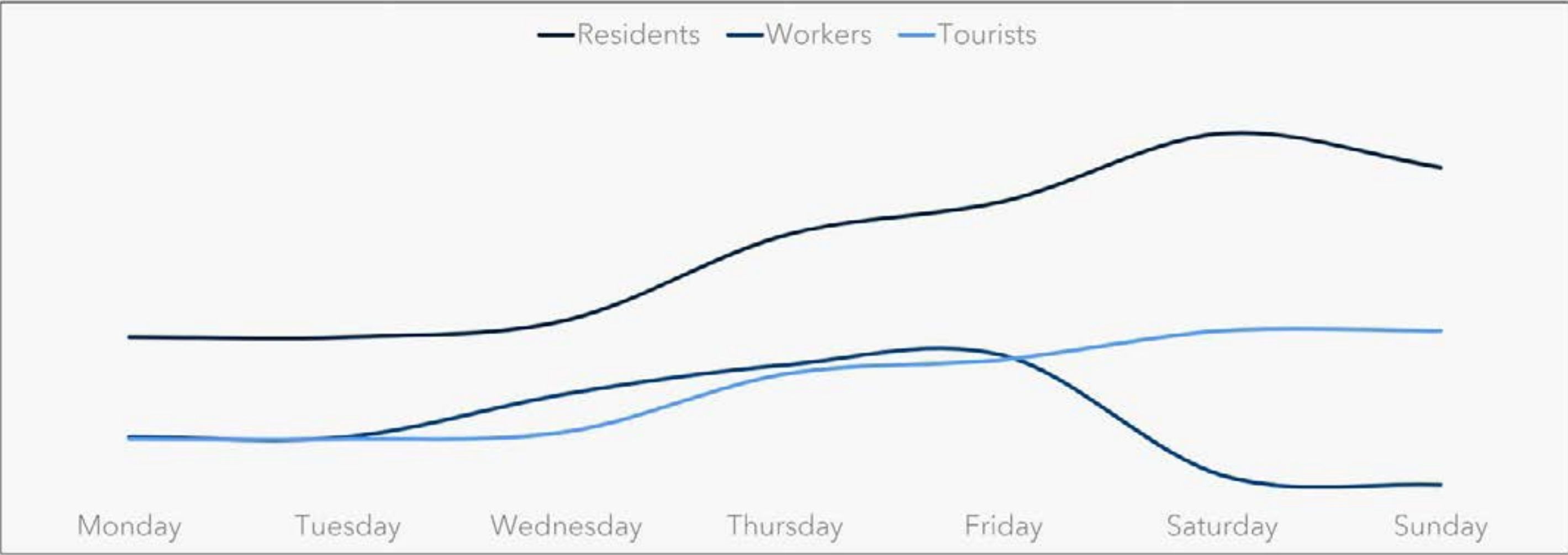
HR&A then benchmarked this estimate against visitation to regional parks in the Twin Cities metro region.



VISITATION & DEMOGRAPHIC ANALYSIS

The River Balcony should tailor programming to when different groups are most likely to visit.

ESTIMATED RIVER BALCONY VISITATION BY DAY OF WEEK
ILLUSTRATIVE DIAGRAM



PUBLIC SPACE BENEFITS

Parks deliver a range of benefits that are aligned with Saint Paul’s goals for equitable economic development.

 Joy! 

 Real estate value	 Equity and inclusion	 Green infrastructure
 Attraction/retention of residents/ jobs	 Earned income/ entrepreneurship	 Health
 Tourist spending	 Career tracks	 Safety
 Park operator spending		

The achievement and magnitude of benefits depends on the means and quality of implementation.

 CLEAR GOALS & SHARED VISIONING

 GREAT DESIGN

 SUSTAINED LEADERSHIP

 OPERATIONS & PROGRAMMING

 CAPITAL PROGRAM MANAGEMENT

Parks advance equity by supporting job creation and small businesses, building community wealth, and improving public health outcomes.



WATERFRONT PARK
Seattle, WA

2,385
new permanent jobs



HILL DISTRICT PARK
Pittsburgh, PA

~13%
premium in home value



HAROLD SIMMONS PARK
Dallas, TX

\$10.6M
in healthcare savings

Source: HR&A Advisors; ECONorthwest

Downtown parks spur real estate investment in cities of various sizes.



MONON TRAIL
Indianapolis, IN

2.3x
faster growth of housing units



DISCOVERY GREEN
Houston, TX

\$1B+
new commercial development



CANAL WALK
Richmond, VA

1.8M SF
new mixed-use development

Source: HR&A Advisors; Project for Public Spaces; Landscape Architecture Foundation

PUBLIC SPACE BENEFITS

The River Balcony has the potential to be an asset to residents, workers, and visitors ... and a catalyst for growth in Downtown Saint Paul.



Foster an inclusive public realm and create equitable contracting opportunities

Expand visitation to existing and planned Downtown attractions

Catalyze public and private investment in Downtown Saint Paul

OPERATING FUNDING

Sustained funding for operations and programming is necessary to achieve these benefits.

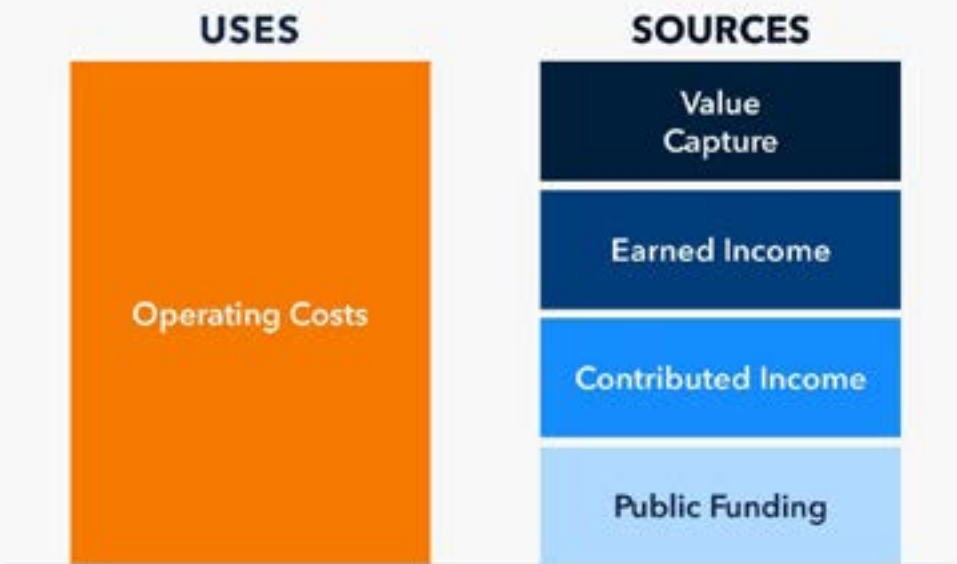


We estimate River Balcony will cost an annual ~\$3.0M to operate.

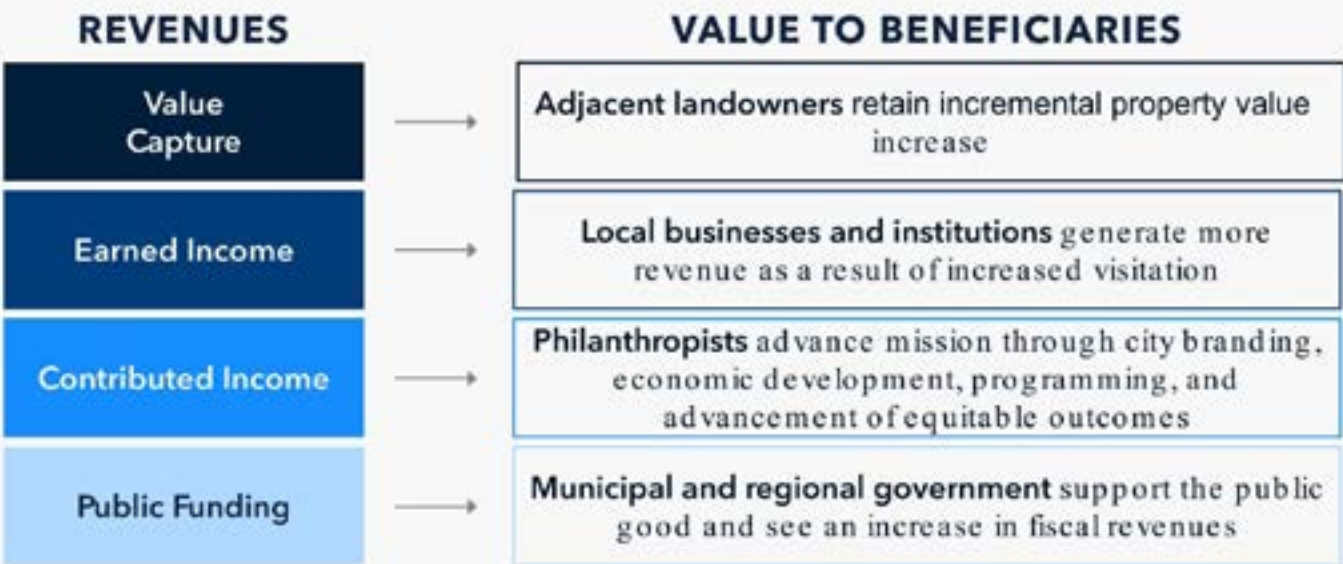
Park Name	O&M Costs per Acre	Acres	Park Typology
Miami Museum Park	\$240K	30	Linear waterfront park
Indianapolis Canal Walk	\$135K	5.1	Linear waterfront park
Santa Fe Railyards	\$110K	13	Linear park
Nicollet Mall	\$95K	9	Streetscape
Average	\$145K		

$$\begin{matrix} \$150K - \$175K \\ \text{operating costs per acre} \end{matrix} \times \begin{matrix} 18.4 \\ \text{River Balcony acres} \end{matrix} = \begin{matrix} \$2.8M - \$3.2M \\ \text{total annual operating cost} \end{matrix}$$

Increasingly, downtown and signature public spaces are drawing upon a variety of sources to offset O&M costs.



Operating funding is derived by identifying beneficiaries, the nature and scope of benefit, and the extent to which the benefit can be monetized.



OPERATING FUNDING

Earned Income | Earned income potential is a function of open space mission, location, and market conditions.



F&B and retail establishments/kiosks at Lambert's Landing the RiverCentre Ramp.



Event permits and paid programming at the Science Museum, Kellogg Mall Park, and County Parking Lot.

Value Capture | The River Balcony could leverage the Saint Paul Downtown Improvement District to draw on the value of the park to downtown developers.



Tax Increment from Existing Properties
Mechanism: Special services district



Dedicated Revenue Streams from New Development
Mechanism: Ground lease + PILOT

Contributed Income | Ongoing philanthropy will likely be critical to supporting operations.



- Individual, institutional, and corporate philanthropy should all be pursued.
- A network of local and regional organizations are invested in supporting equitable economic growth in Downtown.

Public Funding | Public contributions are the foundation of a diverse funding stack.



- Public funding supports operations as the earned income program is built out, philanthropy grows, and value capture mechanisms are implemented.
- Beyond the early years, public funding is critical to creating a healthy, diverse funding stack.

OPERATING FUNDING

On average, the City pays several times more per acre to operate and maintain signature downtown parks compared to neighborhoods parks.

Annual Per Acre Costs on Operations and Maintenance by Park Type*



*Based on HR&A's 2010 analysis on City of Saint Paul park spending, escalated to 2022 dollars.

OPERATING FUNDING

An equitable contribution of public funding for O&M may total \$27K per acre annually.

We estimate an equitable public contribution to be an amount between City spending on existing Downtown parks and Como Regional Park.

\$27K

Recommended River
Balcony public spending
per acre annually (for City
and County)

We anticipate that the City (along with other entities) will assist with operating and maintaining the entire River Balcony site, except for areas owned by the County.

15.5	x	\$27K	=	\$420K
Site acreage under City ownership		Equitable public contribution		City equitable contribution

2.9	x	\$27K	=	\$75K
Site acreage under County ownership		Equitable public contribution		County equitable contribution

OPERATING FUNDING

An equitable contribution of City funds may total roughly \$420K annually (\$27K/acre).

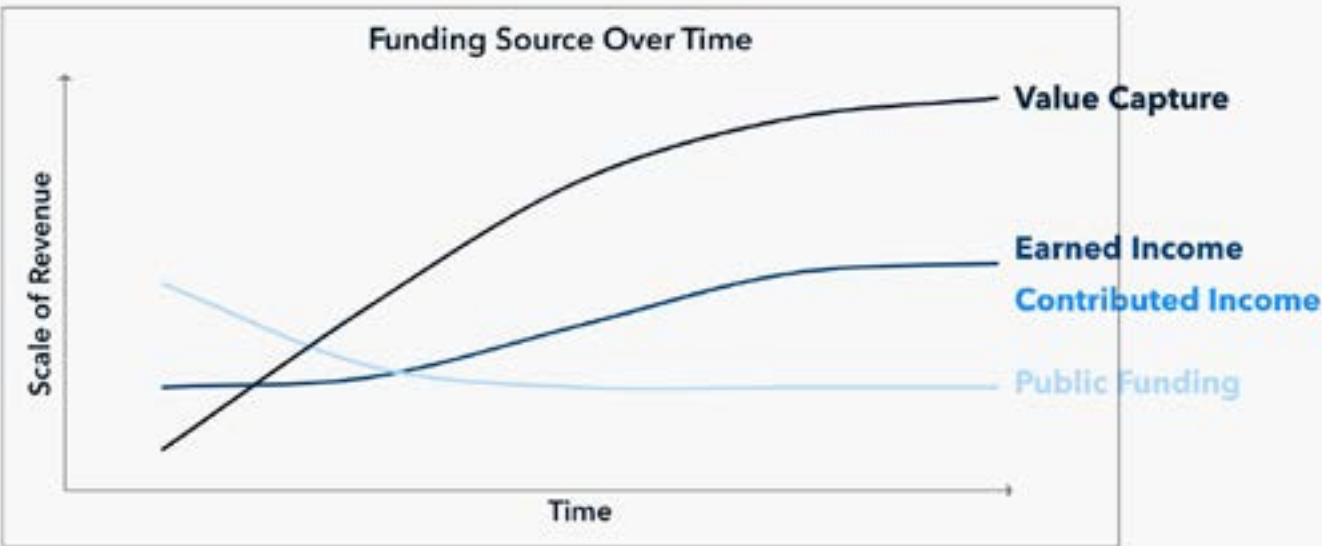


The City should allocate an additional \$330K as an increment on existing spending on park uses and streetscapes at the River Balcony site.

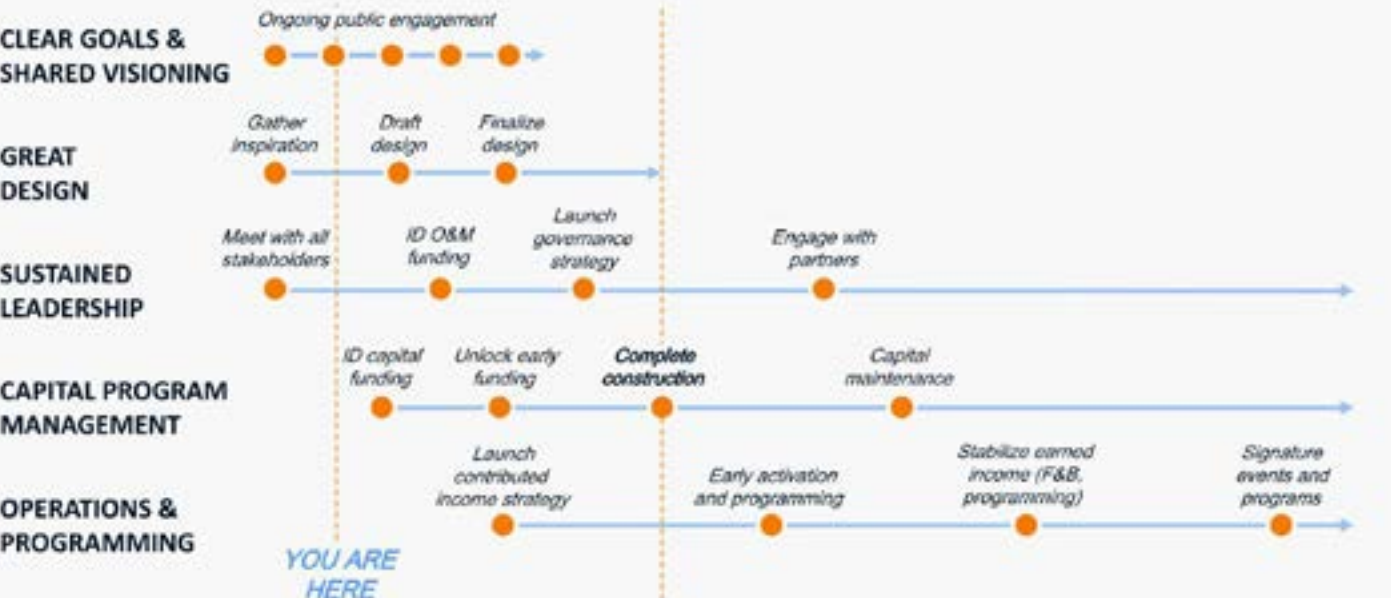
Based on the 2022 adopted budget and City landownership, we estimate that the City currently spends \$91K per year on existing park uses and streetscapes at the River Balcony site.*



A plausible funding strategy for the River Balcony will need to take the phased development of revenue streams into account.



Execution will be phased through major milestones in the short, medium, and long-term.



GOVERNANCE OBJECTIVES & STRATEGIES

Shared governance that evolves over time enables the implementation of resource-constrained and multi-jurisdictional open space projects.



To bring together diverse funding streams, a range of partners must share the responsibilities of open space development and management.



A strong governance structure is necessary to secure funding and oversee other key functions.

Funding & Development	Capital Needs	Vision & Stewardship	Day-to-Day Operations
Public Funding and Value Capture	Capital Construction	Vision Implementation	Operations & Maintenance
Earned Income	Capital Maintenance	Transformative Activations	Inclusive Events and Programming
Philanthropic Fundraising		External Relations	Security

Governance of the River Balcony will need to accomplish four primary objectives:

- Leverage community advocacy to develop the capacity and legal authority to implement, operate, and maintain the Balcony.
- Raise funding across diverse sources and invest in diverse uses, for:
 - Capital investments
 - Operations and maintenance
- Support equity through business formation/growth and programming.
- Coordinate landowners, institutions, and other stakeholders with formal and informal jurisdiction over the site.



GOVERNANCE OBJECTIVES & STRATEGIES

Community Advocacy

Community advocacy is the driving force behind the development of many successful downtown parks and open spaces.



Diverse Funding and Uses

PPPs allow governing entities to tap into value capture, earned income, and philanthropy to offset constrained public contributions.



Equitable Programs

While nationally still a work-in-progress, some parks are pursuing creative strategies to inclusively serve constituents and deliver equitable benefits.



Coordinate Between Stakeholders

The most challenging objective will be establishing a structure for shared governance - we believe a Business Improvement Districts (BID) may be the most suitable model to guide the River Balcony's future development.

Considerations:

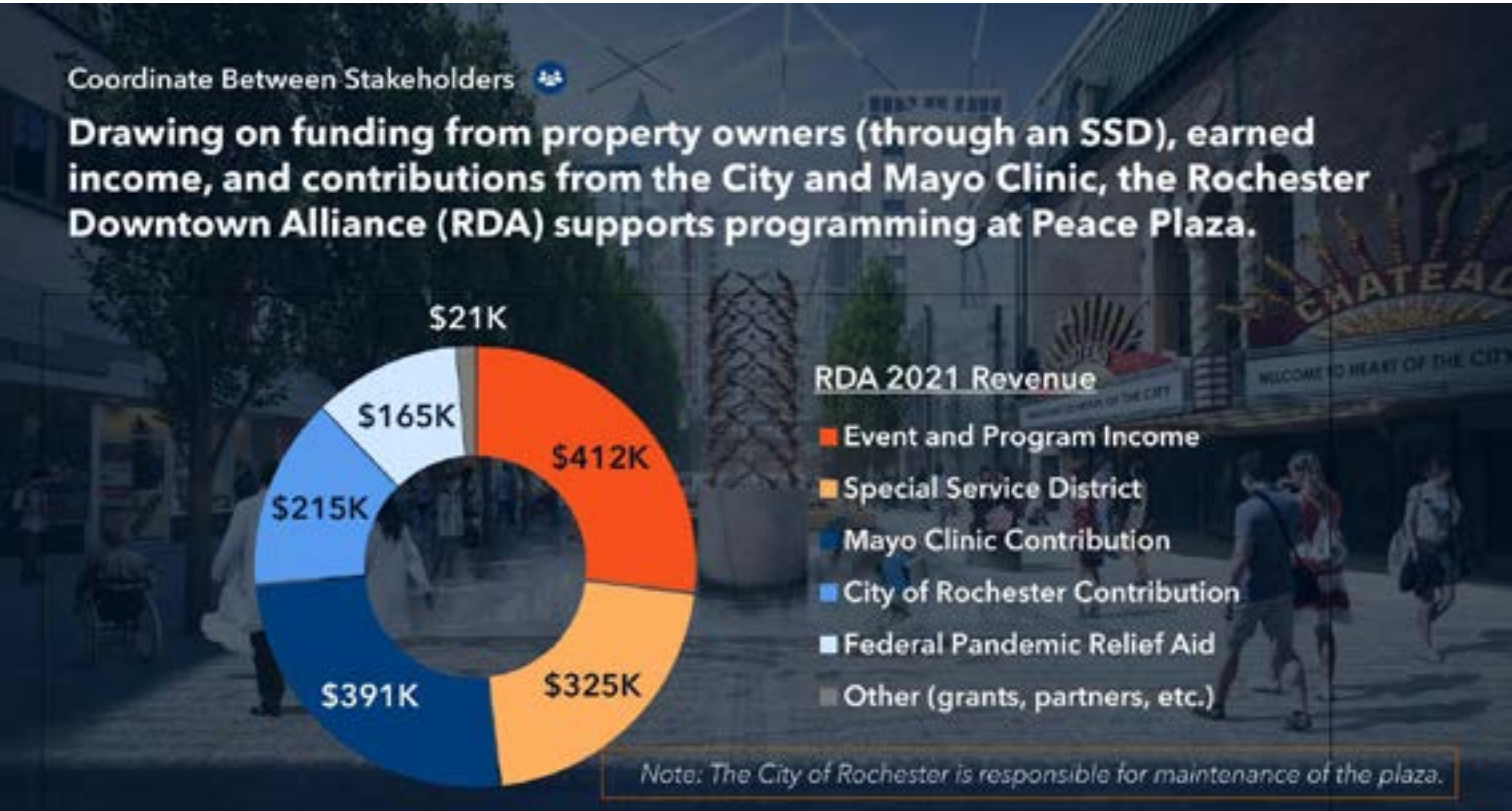
- Multiple (resource-constrained) landowners that will maintain their ownership
- Many adjacent public sector landowners

Opportunities:

- Eager and invested non-profits and institutions
- Potential for the River Balcony to drive economic development in Downtown Saint Paul



GOVERNANCE OBJECTIVES & STRATEGIES



Coordinate Between Stakeholders

Funded primarily by a fee assessed on local property owners, the Downtown Alliance allocates a portion of its operating budget to manage and program public space in Lower Manhattan.

- While primarily funded through an assessment on local property owners, the Downtown Alliance receives contractual contributions from some public landowners.
- The Alliance is responsible for enhanced landscaping, installation of decorative street and public realm features, and maintenance of street furniture, sometimes in collaboration with local agencies.
- Its governance structure allows programming to take place in diverse locations – NYC DOT-owned areas, NYC Parks-owned open spaces, and privately-owned public spaces (POPS).
- It organized Game On!, a program series that activated public spaces on Water Street with pop-up installations including play-oriented programming, beer gardens, mini-golf, and a “beach” installation.



Coordinate Between Stakeholders

Non-profits and institutions may seek to serve as leaders in the formation of improvement districts, as their respective organizations benefit from enhanced safety and programming.

Considerations:

- Lack of formal structure among existing non-profits, institutions, and other entities
- Need for shared vision and coordinated investment

Opportunities:

- Build upon existing cultural assets and visitation
- Incentivize districtwide improvements, which directly benefit participating non-profits and institutions

HEART OF BROOKLYN

UNIVERSITY CITY DISTRICT

GOVERNANCE OBJECTIVES & STRATEGIES



Coordinate Between Stakeholders 🌐

Heart of Brooklyn was formed out of a partnership of cultural institutions to promote Central Brooklyn as a cultural destination.

- In 2001, six cultural institutions located near Grand Army Plaza in Central Brooklyn partnered to establish a new organization with a shared governance structure and business plan.
- The partnership enabled cultural institutions to pool their resources and work collaboratively to promote tourism and education through making local cultural assets more visible and accessible.
- By promoting Central Brooklyn as a cultural destination, member institutions sought to benefit from increased visitation to the area.
- HOB managed a culturally-focused youth summer camp, free neighborhood shuttle service, commercial corridor revitalization programs, and comprehensive pedestrian wayfinding.



Coordinate Between Stakeholders 🌐

Through the formation of the University City District (UCD) partnership and BID, Philadelphia institutions sought to improve the social, economic, and physical conditions in the area.

- Created in 1997 to increase public safety and facilitate local spending and procurement on part of major institutions.
- Anchor institutions (i.e., University of Pennsylvania and Drexel University) provided initial seed funding to start the organization.
- In addition to UPenn and Drexel, the UCD also includes local corporations, real estate developers, small businesses, and residents.
- Each organization is responsible for its own property, while UCD provides maintenance for the district and shared spaces.
- UCD expanded its scope of services in 2010 to include public space management, streetscape improvements (including pop-up parks and parklets), workforce development programming, and rehabilitation of abandoned buildings.

APPENDIX

- IMAGE CREDITS
- ENGAGEMENT
- MEETING MINUTES
- FOCUS GROUPS DISCUSSION NOTES
- HERITAGE DESIGN REPORT

IMAGE CREDITS

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ENGAGEMENT

TECHNICAL COMMITTEE

Capitol Region Watershed District – Nate Zwonitzer
MN Department of Natural Resources – Jim Levitt
Ramsey County – Josh Olson
Saint Paul Department of Economic Development – Ross Currier
Saint Paul Department of Planning – Kady Dadlez, Tia Anderson
Saint Paul Fire Department – Chief Matt Simpson
Saint Paul Parks and Recreation – Ellen Stewart, Alice, Messer, Andy Rodriguez, Tom Hagel
Saint Paul Police Department – Commander Jesse Mollner
Saint Paul Public Works – Dag Dejene, Anna Potter,

ADVISORY COMMITTEE

Building Owners & Managers Association – Samantha Davis, Rhonda Page, Tina Gassman
Capitol River Council – Jon Fure
MN Legislative District 65 – Sandy Pappas
Friends of the Mississippi – Colleen O’Conner Toberman,
Graduate Students – Corey Schirmer, Jacqueline Lee
Landmark Center – Amy Mino
Mississippi Park Connection – Katie Nyberg
National Park Service – Adam Muilenburg, Alan Robbins-Fenger, Karen Katz, Tucker Blythe
Saint Paul Downtown Alliance – Emma Burns, Joe Spencer

STAKEHOLDER COMMITTEE

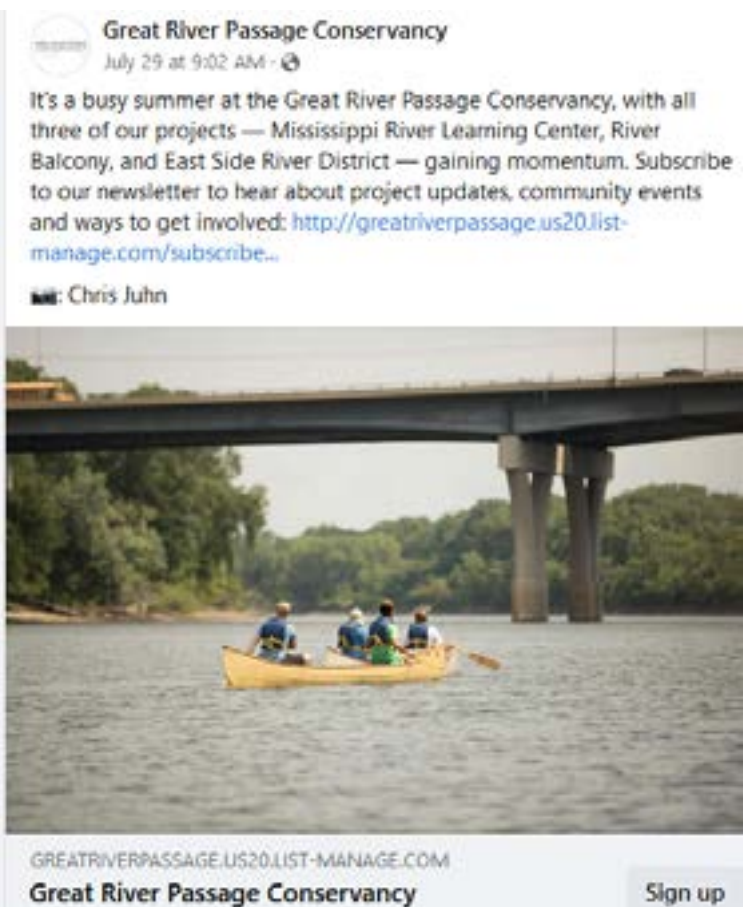
Bigos-Kellogg LLC – David Keinert, Jeff Flake
Canadian Pacific –Nikol Daniels
Capitol Region Watershed District – Jessica Bromelkamp, Elizabeth Hosch
City of Saint Paul Mayor’s Office – Russ Stark, Melanie McMahon, Lyndsey Olson, Christian Taylor, Tanya Bell
Creative Arts Secondary School – Kristen Lynch
District Energy Saint Paul Inc. – Janae Batt, Michael Auger, Steve Rambeck
Exeter Development – Jim Stolpestad
Hyatt Place – Timothy Regan
Knight Foundation – Phuong O’Neil, Jai Winston, Jeff Knight
Prairie Island Indian Community – Shelly Buck
Ramsey County – Trista Matias Castillo, Jean Krueger, Commissioner Toni Carter, Josh Olsen, Adam Muilenburg, Jennifer O’Rourke, Rick Howden
Saint Paul & Minnesota Foundation – Carrie Jo Short, Gina Suarez, Kedar Hickman
Saint Paul Department of Planning and Economic Development – Nicolle Goodman
Saint Paul Department of Safety and Inspections – Tia Anderson
Saint Paul Port Authority – Kathryn Sarnecki, David Johnson
Saint Paul Public Works – Anna Potter, Barbara Mundahl, David Kuebler, Don Pflaum, Nick Peterson, Rueben Collins, Paul Kurtz, Glenn Pagel

Saint Paul River Centre Authority – Bill Heupenbecker
Schafer Richardson Real Estate – Kit Richardson
Science Museum of Minnesota - Alison Brown, Mark Dahlager, Ava Kenney, Jon Severson
Securian Financial –Nicole Hansen
Shakopee Mdewakanton Sioux Community – Leonard Wabasha
Twin Cities Public TV Inc. – Christian Siebeneck
Upper Sioux Community – Samantha Odegard
Viking River Cruises – David Simmons
Visit Saint Paul – Terry Mattson (+54 attendees)
West Side Community Organization – Kareem Smith
Xcel Energy – Elisa Rasmussen

ENGAGEMENT

COMPREHENSIVE COMMUNICATION STRATEGIES

- Social Media posts by GRPC and Saint Paul Parks and Recreation



ENGAGEMENT

COMPREHENSIVE COMMUNICATION STRATEGIES

- Email blasts to GRPC newsletter recipients
- Passive engagement
- Updates posted to project website

Image Credit: Peter Nya

Dear

At the risk of overusing the phrase, in recent months the Great River Passage Conservancy has been busy *connecting people to place to project*.

This phrase is always top of mind for us, because it captures our role as a connector so well. Further, it is essential given the number of important efforts taking place along Saint Paul's 26 miles of Mississippi River edge. Here's a look at how we are bringing people together alongside our Great River Passage Initiative lead partner, the City of Saint Paul.



RIVER BALCONY WORKSHOP

February saw us host our first **River Balcony Community Workshop**. With 275 registrants, the event was a chance for community members to hear more about, and weigh in on, our project team's approach to designing the [River Balcony](#).

River Balcony

In September, after a successful fundraising effort, the River Balcony became our first project to enter design phase when we selected James Corner Field Operations to lead the Balcony's schematic design, known for their innovative work on the High Line in Manhattan. Field Operations is one of the foremost waterfront designers in North America. Reflecting the community's enthusiasm for the project and their desire to share their hopes for the River Balcony, 250 people registered for our community engagement event in February.

What's Next: Our design team will continue to engage the public throughout the process, while also working with Saint Paul's four Dakota tribes and other local Native communities to ensure their voice and goals are reflected in the schematic design, which is slated to be complete by September 2022.

Note: The images and sketches shown are conceptual. The design is being developed with further consultation and will be informed by community input.

PROPOSED - KELLOGG CUT

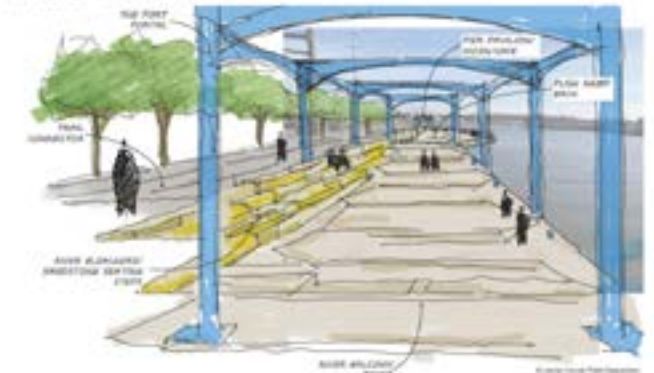


8 | Currently Spring 2022

PROPOSED - BLUFF WALK & OVERLOOK



PROPOSED - THE LANDING



Currently Spring 2022 | 9



Timeline

January 2022:

Initial Focus Groups

February 2022:

Virtual community workshop

- Community survey #1 (now closed)
- [View presentation](#)
- [View recording](#)

June 2022:

Community open house

- Community survey #2 (now closed)
- [View presentation](#)

Fall 2022:

Schematic design reveal and community celebration

ENGAGEMENT

COMPREHENSIVE COMMUNICATION STRATEGIES

- Email blasts to focus group participants and invitees
- Language translation in Spanish, Hmong, Karen, and Somali for written materials
- Language interpretation available in Spanish, Hmong, Karen, and Somali during engagement events

Hello!

I am reaching out on behalf of the [St. Paul River Balcony](#) project team. The River Balcony is a proposed 1.5-mile-long promenade along downtown Saint Paul's river bluff that will connect public spaces, civic landmarks and development sites, provide new connections to the Mississippi River, and spark economic development and activation along the riverfront.

The project team is still looking to intentionally connect with the Somali community of St. Paul and the surrounding area. We are seeking more information about programming opportunities to ensure everyone feels welcome. Please let us know if you, your organization, or other gathering places for the Somali community are having an event that we might attend to have conversations about the project. We can arrange for a language interpreter to ensure that everyone from the Somali community is able to share their perspectives.



Ayúdenos a imaginar el paseo River Balcony de Saint Paul

Como parte de la [Iniciativa del Gran Pasaje del Río](#) de la Municipalidad de Saint Paul, el River Balcony es la propuesta de un paseo de 2.41 kilómetros (1.5 millas) a lo largo del acantilado del río, en el centro de Saint Paul, que conecta monumentos cívicos y sitios para desarrollo, proporciona nuevas conexiones con el río y da lugar al desarrollo económico a lo largo de la ribera.

Diseño esquemático y cronograma de participación

La Municipalidad y la entidad pública Conservancy están trabajando con diseñadores urbanos de James Corner Field Operations y con consultores para completar el diseño esquemático del paseo River Balcony. El diseño esquemático incluye analizar el sitio, explorar los conceptos del diseño, proporcionar una visión general de las características básicas, la programación y una idea general de la apariencia estética del proyecto. A la derecha aparece el cronograma para la participación en este proceso.

Después del diseño esquemático, la Municipalidad y Conservancy finalizan los roles y responsabilidades de los colaboradores, y determinan y aseguran el financiamiento y eventualmente publican la solicitud de propuestas para construir el paseo River Balcony. Será necesario otro diseño adicional para el avance de aspectos importantes del proyecto, tales como la selección de materiales, planos técnicos más detallados, dimensiones, etcétera, y para preparar el proyecto para su construcción.

Nrog peb xav txog nroog Saint Paul River Balcony

Vim nws yog ib feem ntawm Nroog Saint Paul qhov hu ua [Great River Passage Initiative](#), lub River Balcony yog ib thaj chaw deb li 1.5 mais kev uas khiav raws plawv nroog Saint Paul ntug pob tsuas ntawm tus dej, uas muaj chaw rau pejxeem siv, muaj tej khoom qub txeeq qub teg, thiab muaj chaw uas niaj hnub txhim kho, kom muaj kev koom tau nrog tus dej thiab muaj kev txhim kho tau raws tus ntug dej.



Thawj theem duab thiab cov sijhawm khiav dejnum

Lub City and Conservancy khiav dejnum uake nrog rau qhov James Corner Field Operations thiab nrog rau cov kws pab tswyvim kom los ua tau tiav thawj theem duab kos txog lub River Balcony. Thawj theem duab no muaj kos ntsuam xyuas cov chaw, saib txog kev tsim chaw, saib qhov dav dav txog lub River Balcony cov chaw uas muaj thiab yam ua tau, thiab tsim kom paub tias yuav zoo lidas thiab nyob lidas. Nyob rau sab xis yog cov sijhawm rau dejnum uas hais txog qhov txheej txheem no.

Tom qab thawj theem duab, lub Nroog thiab Conservancy yuav txiav txim txog cov tswvcuab kev koom tes thiab lawv cov dejnum, txiav txim txog kev nrhiav nyiaj txiag, thiab ua ntu zus tso lus tshaj tawm tos txais ntaub ntawv sib tw tuaj ua cov kws yuav tsim tsa lub River Balcony. Yuav muaj lwv cov duab kos tauj ntxiv kom pom tau tej yam tseemceeb ntawm tes dejnum no xws li seb yuav xaly cov khoom twg los siv, kos cov duab kom ntxaws dua qub, loj dav lidas, thiab li ntawd mus kom npaj tau qhov dejnum no los rau lub sijhawm pib tsim tsa.

Sijhawm

Lub 1 Hlis 2022
Thawj Pab Pawg Sib Tham

Lub 2 Hlis 2022
Rooj Sab Laj Neeg Zej Zog Tuaj Sib Tham
Hauv Vassab
Lus Sojntsuam Rau Zej Zog

Lub 5 Hlis 2022
Qhib Chaw Rau Zej Zog

Lub Caij Ntuj Tsaug Pib 2022
Tso tawm txog thawj theem duab thiab ze zog koom kev zoo siab

Hello!

Please join us for a [community open house](#) on Saturday, June 25, 2022, from 11 a.m. - 2 p.m. at Kellogg Mall Park in downtown Saint Paul.

Attendees can view refined design concepts, share feedback, and ask questions of the project team. There will be walking tours of the future River Balcony site at 11 a.m., 12 p.m. and 1 p.m. The K-Town Street Foods food truck will be onsite from 11 a.m. to 1 p.m., and there will also be interactive play activities for children. Attendees are welcome to wear masks, though they are not required.

Community open house: River Balcony
Saturday, June 25, 2022
11 a.m.-2 p.m.
Kellogg Mall Park, 62 Kellogg Blvd. E., Saint Paul, MN 55101

Have questions about the meeting, or need translation or access assistance? Contact Brett Hussong at brett.hussong@ci.stpaul.mn.us by June 18th.



Cronograma

Enero 2022
Grupos de enfoque preliminares

Febrero 2022
Taller comunitario virtual
Encuesta a la comunidad

Mayo 2022
Sesión abierta para la comunidad

Principios de otoño 2022
Develación del diseño esquemático y celebración comunitaria

MEETING MINUTES [1]

MEETING NOTES

PROJECT: Saint Paul River Balcony
MEETING: Stakeholder Committee Meeting
PHASE: Schematic Design
DATE: February 08, 2022
TIME: 8:30 AM - 10:00 AM (Central Time)
LOCATION: Zoom

ATTENDEES

River Balcony Team
City of Saint Paul, Parks & Recreation: Brett Hussong, Ellen Stewart
JCFO: Lisa Switkin, Sanjukta Sen, Chi-yin Lee, Yiru Wang
Great River Passage Conservancy (GRPC): Mary deLaitre
106 Group: Regine Kennedy
HR&A Advisors: Candace Damon, Ethan Paik
SEH: Justin Gese

Stakeholder Committee Members (57 participants)
Great River Passage Conservancy Board: Board Chair Peter Meyers, Cameron Boyd, Elizabeth Allen, Laura Bray, Shelley Buck
Visit St Paul: Terry Mattson
Science Museum: Alison Brown, Mark Dahlager
City of Saint Paul Public Works: Anna Potter, Barbara Mundahl, David Kuebler, Don Pflaum, Nick Peterson, Reuben Collins
City of Saint Paul PED: Director Nicolle Goodman
City of Saint Paul: Paul Kurtz, Melanie McMahon, Russ Stark
Ramsey County: Comm. Trista MatasCastillo, Jean Krueger, Josh Olson
Goff: Ashley Aram
Port Authority: Ava Kennedy
St Paul River Centre: Bill Huepenbecker
Twin Cities Public TV: Christian Siebeneck
Port Authority: David Johnson
Viking River Cruises: David Simmons
Xcel Energy: Elisa Rasmussen
Legislative Aide: Ethan Osten
Knight Foundation: Jai Winston
District Energy: Jenae Batt
WSCO: Kareem Smith
Schafer Richardson Real Estate: Kit Richardson
Creative Arts Secondary School: Kristen Lynch
Shakopee Mdewakanton Sioux Community: Leonard Wabasha
Securian Financial: Nicole Hansen
Canadian Pacific Railway: Nikol Daniels
Knight Foundation: Phuong O'Neil
Upper Sioux Community: Samantha Odegard
Department of Safety and Inspections: Tia Anderson
Hyatt Place: Timothy Regan
Jeffrey
Tanyab

50% Schematic Design - Stakeholder Committee Meeting	Action req. by
INTRODUCTIONS	
Brett (City of StP): <ul style="list-style-type: none">Welcome and acknowledgement of elected officials and GRPC board chairLand acknowledgmentGreat River Passage (GRP) and River Balcony (RB) project backgroundIntroduction of Design Team and note that the Schematic Design is an evolution of the 2017 RB master plan and includes high-level, conceptual drawings, which will be refined and informed by project stakeholders and partners and community engagement.	
PROJECT OVERVIEW / DESIGN PRESENTATION	
<ul style="list-style-type: none">Lisa (JCFO) presented a project overview including site analysis and context, outreach and engagement, design principles, design inspirations, programming and activation, and a summary of the initial site plan.	

<ul style="list-style-type: none">Candace (HRA) presented initial demographic analysis, estimated visitation and visitation methodology and benefits and value creation in alignment with StP goals for equitable economic development.Sanjukta (JCFO) walked through the design and project development so far, organized by area from west to east. After each section, there was a break for questions and discussion, captured below.	
Comments/Questions: <ul style="list-style-type: none">Russ Stark (City of StP, via chat): I think we need to rebrand walking to no longer be considered a "passive" use.Lisa (JCFO): responded absolutely!	
<ul style="list-style-type: none">David Kuebler (City of StP PW, chat): How well did the six example Parks that Candice showed meet the three goals of Equity, Spur Real Estate Investment and spur downtown growth?Candace (HRA, chat): Equity is a work in progress, and, frankly, people are just starting to demand equitable outcomes. However, the Hill District Park figures were actual - ie the wealth creation results. ALL the real estate figures were actual, not projections. There is a lot of real estate data nationwide, albeit mostly in larger cities, about real estate results.	
<ul style="list-style-type: none">David Kuebler (City of StP PW, chat): Please discuss how the inspirations informed the transportation component of the balcony.Lisa (JCFO): responded in the chat that this can be more easily explained when presenting the project areas (next).	
PROJECT AREA 1 - River Centre & Kellogg Triangle	
Comments/Questions: <ul style="list-style-type: none">Nicolle Goodman (City of StP PED, chat):I mentioned in a previous meeting my concern about the path bisecting the ramp/impacting possible development options. We can discuss further.Lisa (JCFO, chat): yes, we are looking forward to discussing with you and your staff in more detail, but the idea here is meant to signal the importance of having some kind of public passage/connection to the RB and river.Brett (City of StP, chat): Thank you Director Goodman! We will work with your department to refine the concept going forward.Mark Dahlager (SMM, chat): Thanks for your comment Director Goodwin, we (Science Museum) are eager to be part of the ramp and pathway discussion as well.	City to schedule meeting to discuss further with Director Goodman
<ul style="list-style-type: none">Ethan Osten (Legislative Aide, chat): Does this maintain the 12' multiuse trail connection along Eagle Pkwy?Lisa (JCFO, chat): yes! We would keep the multi-use trail along Eagle. The meander path is in addition to the sidewalk and multiuse trail. Sanjukta continued that a lot of this is contingent on further coordination with Public Works and adjacent projects.	
<ul style="list-style-type: none">Kit Richardson (Schafer Richardson Real Estate, chat): My first reaction to the "forest path" concept is that such a densely-planted linear space in the city will not be perceived as safe, especially at night.Sanjukta (JFFO): we will consider maintaining clear sightlines – no dense shrub or understory layer, but canopy layer to allow for maximum visibility.Lisa (JCFO): referred to StP Police Dept comments in tech committee meeting on this noting that they felt more activity and "eyes on the street" will actually be a great improvement and that they can also use CCTV cameras in that area.Brett (City of StP, chat): we see the forest path as an extension of the existing Science Museum natural plantings. We will need to look at sightline and Crime Prevention through Design Principles to ensure a safe environment.	
PROJECT AREA 2 - Science Museum & District Energy	
PROJECT AREA 3 – Riversedge	
Comments/Questions: <ul style="list-style-type: none">Russ Stark (City of StP, chat): Maybe District Energy snow melt on the stairs, Jenae?Sanjukta (JCFO): YES, we will love that. We welcome conversations about how to integrate District Energy's infrastructure and potential input to the design.Janae Batt (DE): Absolutely something we could consider especially at the stairs and places	*Design team to discuss potential opportunities with District Energy

MEETING MINUTES [1]

<div>that have issues in winter.</div> <div><ul style="list-style-type: none">• Mark Dahlager (SMM, chat): happy to follow up with DE and others about the stairway. Not the time to get too lost in details, but there are lots of operational and safety issues to address on that one.</div>	
<div><ul style="list-style-type: none">• Ethan Osten (chat): Have you talked to Ramsey County Public Works regarding the potential graphic crosswalks on Shepard?• Sanjukta (JCFO): We haven't had a detailed conversation about this, but we did have a presentation to Public Works in the Technical Committee Meeting last week. The color on the map is not necessarily RB's project, but as a framework to plug into some of the other improvements that the City is already considering.• Jean Krueger (Ramsey County, chat): For the future, some examples related to graphics or other features to highlight the crossing and path to/from the river trail.• Lisa (JCFO): Thanks for this comment. This is an edited excerpt from a larger presentation where we do have some images of graphic crosswalks. We can include these in the future.</div>	
<div><ul style="list-style-type: none">• Peter Myers (GRPC, chat): The Science Museum steps offer access but it's more of a climb than some people may be able to attempt. Is it feasible to put an elevator nearby?• Sanjukta (JCFO): SMM already has an elevator, and we are also looking at a potential for ADA access with the RiverCenter Ramp bridge.• Lisa (JCFO): there are four existing ADA accessible connections (Jackson, Sibley, E 2nd st) on the eastern side, and Eagle Pwy and the Big Woods Walk on the western side, all allowing for at-grade connections. There is also a planned bridge over Shepard Rd and the railroad at the Riversedge development. In aggregate, we are looking to provide multiple accessible and safe ways to get down to the river.• Brett (City of StP): There's a lot of details that need to be worked out. These are initial plans and sketches, they are conceptual, and we need to explore these designs with our partner institutions and communities.• Lisa (JCFO): It's quite a big task to piece all of these together, and start to understand the larger vision. There's 10 months SD, and after that will be DD and DC – acknowledging the larger process, and we are only at the early design phase.</div>	
<div><ul style="list-style-type: none">• Bill Huepenbecker (St Paul River Centre): Challenge of the narrow right-of-way in front of DE site to connect RB. Any possible way of looking at going around on the other side, maybe a future project to have a better connection of RB.• Sanjukta (JCFO): there are some opportunities to widen the path. But given the extensive project of RB, not sure going around is a viable option here.</div>	
PROJECT AREA 4 - Kellogg Mall Park & E 2nd St	
<div>Comments/Questions:</div> <div><ul style="list-style-type: none">• David Kuebler (City of StP., chat): A couple of questions from an overall perspective. Question 1: are you looking at lighting being used to inform the type of spaces, space use and maintain/improve safety, or is it too early yet in the schematic development to say? 2: will there be dedicated ceremonial areas, or similar, for various cultures?• Sanjukta (JCFO): We certainly take the night time experience into consideration. We do see the 1.5-mile RB is illuminated and legible, in terms of a feature and safety.• Lisa (JCFO, chat): We recognize lighting will be extremely important - in terms of visibility, identity and safety. It is too early in the process for details on this, but it is definitely part of our thinking. Good question on ceremonial areas - Kellogg Mall Park has the opportunity for this (physical space to accommodate). Will be interested to get more feedback on this from the community and all of you. County parking lot and Lambert's Landing could be the other two potential locations. But given the very tight space of RB, we also could consider other surrounding open space/parks for specific cultural uses.</div>	
<div><ul style="list-style-type: none">• Ethan Osten (Legislative Aide, chat): The sources I've read indicate that the bedrock beneath Kellogg Mall Park was excavated during construction and then filled in--may impact what can be revealed there.• Lisa (JCFO): We do understand we will probably not be able to reveal everything, but the idea is to try to do some selective removal/reveals where possible.• Brett (City of StP): referred to comments from Public Work in Technical Committee Meeting</div>	

about underground structures and areaway that also need to be considered.	
PROJECT AREA 5- Lambert's Landing	
<div>Comments/Questions:</div> <div><ul style="list-style-type: none">• Jean Krueger (Ramsey County, chat): Ped/bike/vehicle concerns at Jackson and 2nd will need to be addressed, not much real estate to work with.• Russ Stark (City of StP, chat): At both ends, Eagle Parkway and Sibley/Jackson, I think we can't talk about the connection to the River and the experience without talking about the speed and noise of traffic on Sheppard and how to best manage those crossings. One idea to explore is a reduced speed and possible reduced lanes on Sheppard between Eagle and Jackson/Sibley to slow down traffic and make the crossing and river-level experience much more positive.• Lisa (JCFO): I completely agree. Talking to the County and others about potentially exploring some ways to do traffic calming especially at these intersections is very important.• Brett (City of StP): We've talked to Ramsey County too about the ped route that goes over Shepard, there are a lot people that need to be at the table for further discussion.</div>	*Design team to discuss potential traffic calming options for Shepard Rd with Ramsey County.
<div><ul style="list-style-type: none">• Kit Richardson (Schafer Richardson Real Estate, chat): The Landing seems to be a perfect site for a restaurant to attract people in a year-round setting. Finally, we are seeing public entities permitting private businesses to operate on public properties to the benefit of everyone. Virtually all successful waterfronts I have seen around the world have these uses on the water's edge(s).• Brett (City of StP): We are setting up a meeting with CP Rail, Viking River Cruises, Ramsey County, and GRPC, to figure out how to make this portal more welcoming. Concept needs to be worked through and some operational and safety concerns need to be addressed. And some other amenities will be considered too, ex. restroom, storage.• Lisa (JCFO): Lambert's Landing is one location that we have highlighted for food and beverage with a welcome center/river café. Another potential location is the space underneath the amphitheater at the end of Big Woods Walk close to SMM, as well as a series of kiosks along E. 2nd St. Agree that these would be great additions and attractions for the RB.</div>	City to schedule meeting w/CP Rail, Viking River Cruises, Ramsey County, and GRPC to discuss further
<div><ul style="list-style-type: none">• Jean Krueger (Ramsey County, chat): Designs to accommodate flooding would be needed at the Landing.• Sanjukta (JCFO): Yes, agree. Will certainly develop criteria for that.</div>	*Design team to develop criteria to accommodate flooding
<div><ul style="list-style-type: none">• Kit Richardson (Schafer Richardson Real Estate, chat): It needs to include an indoors space for year-round use, IMHO.• Sanjukta (JCFO): Agree. Some of the ideas about the warming huts, and kiosks do start to look at potential indoor use. And E. 2nd St is a pretty good asset for us, it could also be considered a somewhat covered and sheltered space.</div>	
<div><ul style="list-style-type: none">• David Kuebler (City of StP., chat): How about an ice fishing tournament?• Brett (City of StP): These are all great ideas. We will be discussing these with Viking Cruises coming into the Lambert's Landing.</div>	
<div><ul style="list-style-type: none">• Russ Stark (City of StP, chat): indoor space down there would be great for eagle viewing.</div>	

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End of Notes

MEETING MINUTES [2]

MEETING NOTES

PROJECT: Saint Paul River Balcony
MEETING: Advisory Committee Meeting
PHASE: Schematic Design
DATE: February 08, 2022
TIME: 3:00 PM - 4:30 PM (Central Time)
LOCATION: Zoom

ATTENDEES

River Balcony Team
City of Saint Paul, Parks & Recreation: Brett Hussong, Ellen Stewart
James Corner Field Operations (JCFO): Lisa Switkin, Sanjukta Sen, Chi-yin Lee, Yiru Wang
Great River Passage Conservancy (GRPC): Mary deLaitre
106 Group: Regine Kennedy
HR&A Advisors: Mara Basich-Pease, Ethan Paik

Advisory Committee Members (22 participants)

National Park Service: Adam Mullenburg
National Park Service: Alan Robbins-Fenger
Landmark Center: Amy Mino
Goff: Ashley Aram
FMR: Colleen O'Conner Toberman
Graduate Student: Corey Schirmer
St Paul Downtown Alliance: Emma Burns
St Paul Downtown Alliance: Joe Spencer
Capitol River Council: Jon Fure
National Park Service: Karen Katz
Park Connection: Katie Nyberg
Great River Passage Board Chair: Peter Myers
BOMA: Samantha Davis
National Park Service Supervisor: Tucker Blythe

50% Schematic Design - Advisory Committee Meeting	Action req. by
INTRODUCTIONS	
Brett (City of StP): <ul style="list-style-type: none">Welcome and acknowledgement of elected officials and GRPC board chairLand acknowledgmentGreat River Passage (GRP) and River Balcony (RB) project backgroundIntroduction of Design Team and note that the Schematic Design is an evolution of the 2017 RB master plan and includes high-level, conceptual drawings, which will be refined and informed by project stakeholders and partners and community engagement.	
PROJECT OVERVIEW / DESIGN PRESENTATION	
<ul style="list-style-type: none">Lisa (JCFO) presented a project overview including site analysis and context, outreach and engagement, design principles, design inspirations, programming and activation, and a summary of the initial site plan.Mara/Ethan (HR&A) presented initial demographic analysis, estimated visitation and visitation methodology and benefits and value creation in alignment with StP goals for equitable economic development.Sanjukta (JCFO) walked through the design and project development so far, organized by area from west to east. After each section, there was a break for questions and discussion, captured below.	
Comments/Questions: <ul style="list-style-type: none">Joe Spencer (DT Alliance): noted that one of the aspirations of DT is to grow the density of DT. Given research and HRA's slides confirming that RB's amenities would be primarily used by nearby residents, growing density is the key. In response to the comment from the Focus Groups that Lisa mentioned in her presentation about the need for affordable housing for potential future development projects, Joe noted that 26% of current DT housing is affordable, subsidized housing – an important context to layer in. He emphasized the importance of attracting more people with an emphasis on programming and activation, so the RB feels safe	

and noted there are existing underutilized and underappreciated spaces, like Kellogg Mall Park – so open space is not enough on its own. He has not seen much support in terms of funding for this from the City, County, or philanthropic organizations and noted that support structures currently don't lend themselves to support private business-based activation mechanisms.	
PROJECT AREA 1 - River Centre & Kellogg Triangle PROJECT AREA 2 - Science Museum & District Energy PROJECT AREA 3 – Riversedge	
Comments/Questions: <ul style="list-style-type: none">Colleen O'Conner Toberman (FoMR): consider opportunities to balance recreation with wildlife habitat; add small patches (e.g., for pollinators).	
<ul style="list-style-type: none">Alan Robbins-Fenger (NPS, chat): Can there be a more robust connection to the riverfront in vicinity. more than just a pedestrian crossing area; specifically at the Eagle Pkwy crossing.Sanjukta/Lisa: responded that we will look at this and noted that down east of SMM, we are looking at the crossing along Washington St, with Eagle being another good candidate.	
<ul style="list-style-type: none">Alan Robbins-Fenger (NPS): asked about the potential for physical markers or gateways along Shepard Rd, signaling entries for pedestrians and a cue to vehicles to slow down, that they are entering the RB area. Comparable to the central river area in Mpls.Lisa: responded that the RB team would like to work with the County on potential traffic calming measures for Shepard Rd.	
<ul style="list-style-type: none">Karen Katz (NPS, chat): Did the team explore geologic themes for any aspect of the river balcony? I think there is a rich natural history story there and would love to see it incorporated into design. The Science Museum has some good exhibits on it.Lisa (JCFO, chat): Yes. This is actually very much a part of the Bluff Walk - the next section Sanjukta is going to introduce, where the natural bluff is still existing and exposed.	
<ul style="list-style-type: none">Plan Update: Red dashed line through district energy should follow parking ramp, versus cutting through storage tanks.	JCFO to adjust linework
PROJECT AREA 4 - Kellogg Mall Park & E 2nd St PROJECT AREA 5- Lambert's Landing	
<ul style="list-style-type: none">Colleen O'Conner Toberman (FoMR): Love the idea of converting 2nd St., but noted that it is hard to activate spaces that lack "eyes on the street" and make them feel safe.Sanjukta (JCFO): responded that the ideas for kiosk and programming in this area is about enhancing the activity and more "eyes of the street".Lisa (JCFO): added that activation would be combined with lighting strategies, public art as well as the cuts and access points that provide additional light and access from Kellogg Mall Park down to the 2nd St. Connector. Lisa also noted that we reviewed with StP Police and Fire Department who felt that the current plans would be an improvement, creating more activity and activation in this area.	
<ul style="list-style-type: none">Peter Myers (GRPC Board Chair): Would the City accept the closing of 2nd St. for pedestrian street?Brett (City of StP): responded that we presented to PED and public works and they think it is possible as the street is underutilized, but acknowledged that there is much to work out in the details (currently under "bridges") with safety and access.	
<ul style="list-style-type: none">Adam Mullenberg (NPS, chat): Is wayfinding an idea that you would be adding into the project? There are several options to get from downtown above, to Shepard and the river below. The current access points are not very well marked for those who are not familiar with them. It may help guide pedestrians to safe crossings across Shepard too.Lisa (JCFO): responded that we totally agree and noted that part of the design is to bring some kind of marker – overlooks and gateways – that will bring legibility and visibility to the RB. This could be both on the bluff and along Shepard Rd. Lisa continued that some of the sketches while not a design yet, signal that perhaps a color that is recognizable could help with identity, wayfinding and orientation.Brett (City of StP): also agreed, that general wayfinding should be integrated with City wayfinding	
<ul style="list-style-type: none">Karen Katz (NPS, chat): I'd love to see inclusion of a bike trail in that 2nd St. space. I think it's important to have bike space that is separate from pedestrian space.Lisa (JCFO): responded that yes, we are considering having a bike lane for 2nd St. as well,	

MEETING MINUTES [2]

<div><div>although need to further investigate if dedicated or more of a shared bike/ped condition. The Design team will investigate further.</div><div><ul style="list-style-type: none">• Collen O'Connor Toberman (FMR, chat): Agree, Karen! Making it really attractive for bikes (aka a clear path separate from people strolling or lingering) could really help draw activity too</div></div>	
<div><div><ul style="list-style-type: none">• Colleen O'Conner Toberman (FMR, chat): Since there will be 200+ folks at the community meeting later this week, are you using a survey or other tool to gather attendee feedback?• Regine (106 Group): Yes, a survey will be posted on Friday to gather comparable information• Lisa (JCFO): further explained the Community Workshop agenda and approach with breakout rooms for discussion to capture ideas and feedback.</div></div>	
<div><div><ul style="list-style-type: none">• Alan Robbins-Fenger (NPS): All very unique and wonderful ideas; one suggestion for the mural wall under Kellogg Mall Park (in the 2nd St. Connector) is to take a look at the mural for the Highway 61 Bridge in Hastings at Mississippi River front as a local reference. The under bridge mural is about the history of this region and helps to activate the area.• Lisa (JCFO): Great suggestion! Jen Krava and her team at Forecast Public Art are part of our team, and they will also be bringing a more local and equity lens for the RB public art strategy</div></div>	
<div><div><ul style="list-style-type: none">• Samantha Davis (BOMA): asked about project timeline and inquired on what materials will be shared so they can help provide updates and summarize in their newsletter.• Brett (City of StP): replied to contact him/Mary• Lisa (JCFO): summarize the Schematic Design Timeline - current process is 10 months with SD complete in early fall 2022. As part of the SD deliverable, we will be providing recommendations for phasing and implementation. After SD there would be negotiation with the City, project partners, GRPC and other stakeholders, after which we imagine we would move into detailed design for Phase 1.• Brett (City of StP): emphasized that there would need to be more design and construction documentation before full implementation and that other projects (River's Edge, parking ramp, etc.) would also impact implementation strategies.• Email: How about connecting people actually to the river with access to the water and places for boats to interact with the city.• Alan (NPS): It would be helpful to reference the master plan, suggest that reminding the master plan is available to reference. Connecting the neighborhoods, etc. so it is tied to master plan and previous work.</div></div>	

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End of Notes

MEETING MINUTES [3]

MEETING NOTES

PROJECT: Saint Paul River Balcony
MEETING: Stakeholder, Advisory Committee Meeting
PHASE: Schematic Design
DATE: June 23, 2022
TIME: 8:30 AM - 10:00 AM (Central Time)
LOCATION: Zoom

ATTENDEES

River Balcony Team
City of Saint Paul, Parks & Recreation: Brett Hussong (BH), Ellen Stewart
JCFO: Sanjukta Sen (SS), Chi-yin Lee, Jacqueline Lee
Great River Passage Conservancy (GRPC): Mary deLaittre (MdL), Laura Bray
106 Group: Regine Kennedy

Stakeholder Committee Members (48 participants)
City of Saint Paul PED: Director Nicolle Goodman
City of Saint Paul Parks and Recreation: Director Andy Rodriguez
City of Saint Paul: Russ Stark
City of Saint Paul: Tanya Bell
City of Saint Paul: Christian Taylor
City of Saint Paul Public Works: Anna Potter
City of Saint Paul Parks and Recreation Design and Construction: Alice Messer
City of Saint Paul Parks and Recreation Operations: Tom Hagel
City of Saint Paul Planning & Economic Development: Kady Dadlez
Canadian Pacific Railway: Nikol Daniels
Capitol Regional Watershed District: Jessica Bromelkamp
Capitol Regional Watershed District: Elizabeth Hosch
Capitol Regional Watershed District: Nate Zwonitzer
Department of Safety and Inspections: Tia Anderson
District Energy: Jenae Batt
Friends of the Mississippi River: Colleen O'Conner Toberman
Great River Passage Conservancy Board Chair: Peter Meyers
Great River Passage Conservancy Board: Cameron Boyd
Great River Passage Conservancy Board/Prairie Island Indian Community, Vice President: Shelley Buck
Knight Foundation: Jai L. Winston
Landmark Center & Rice Park Association: Amy Mino
Legislative Aide: Ethan Osten
MN Senator: Sandy Pappas
NPS: Alan Robbins-Fenger
National Park Service: Adam Mullenburg
Ramsey County Commissioner: Toni Carter
Ramsey County Government Relations: Jennifer O'Rourke
Ramsey County Economic Development: Rick Howden
Ramsey County: Jean Krueger
Ramsey County: Josh Olson
Science Museum: Jon Severson
Shakopee Mdewakanton Sioux Community: Leonard Wabasha
St. Paul BOMA: Tina Gassman
Saint Paul & Minnesota Foundation: Carrie Jo Short
Saint Paul & Minnesota Foundation: Gina Suarez
Saint Paul & Minnesota Foundation: Kedar Hickman
Saint Paul Downtown Alliance: Joe Spencer
Saint Paul Port Authority: Kathryn Sarnacki
Saint Paul River Centre Authority: Bill Huepenbecker
Visit St Paul: Terry Mattson
Viking River Cruises: David Simmons
Xcel Energy: Elisa Rasmussen
Gordon Gray
Herb Tousley
Jeff Knight
Andrew
Barb
Matt's iPhone

75% Schematic Design – Stakeholder, Advisory Committee Meeting	Action req. by
PROJECT OVERVIEW BH: welcome and introductions SS: presentation – project areas	
OUTREACH&ENGAGEMENT SS: presentation and summary of engagement activities; key takeaways (PPT) MdL: Dakota Engagement Initiative; real priority for GRPC and City; convening in 2019 – how to create an integrated approach across projects; FCIP+D (images); build relationships with local communities (long-term investment); overlay relationship with design project/processes; slide of some indigenous partners	
ADVANCED DESIGN SS: Project overview (bluff walk + river walk + stepping stones/connections); updates to 50% site plan – coordination with site partners (SMM, District Energy, RiversEdge, amenities at Kellogg Mall Park; Viking Cruises at Lambert's Landing/Union Depot) <ul style="list-style-type: none">walk-through of updated designs (Sections A-D)transformative potential (slide: civic infrastructure, access, activations, etc.)	
Q&A <ul style="list-style-type: none">Jennifer O'Rourke: question about other projects that overlap the River Balcony<ul style="list-style-type: none">BH: replied with other projects (SMM, RiversEdge, Bike Trail); coordinating with other projects, but they are separate projects. Follow-up about Sat (June 25) event.Sandy Pappas(Chat): question about a skate park<ul style="list-style-type: none">SS/BH: possible at the Ramsey County parking lot. Lower Landing Park had identified a future skate park/pump track.MdL: Questions about costs<ul style="list-style-type: none">SS/BH: coming up in the next month or soL Wabasha(Chat): request for the presentation<ul style="list-style-type: none">MdL: link to PPT will be providedJoe Spencer: Healthiest public places are the densest; with this added public space, what is the amount of nearby density needed to keep this space/spaces activated?<ul style="list-style-type: none">SS: RiversEdge new development will add to the density; looking at this being a local amenity as well as bringing in people from outside the neighborhood.BH: Looking to get better numbers (cost estimates and new development) in the near future.Kathryn Sarnacki: Concerned about the lower landing. As shown, it is in conflict with uses of the commercial landing. If they can't co-exist, then a new place will have to be built to accommodate the working river.<ul style="list-style-type: none">SS: acknowledged-agreed to continue conversations.Jean Krueger: Shepard Road as a barrier. The current designs don't address that. Concerned about access to river via Sibley or Jackson (viaducts being scary); requested continued work about more/better access. (new topic) Visited the High Line recently (second visit, first was when it first opened) and observed more tourists than locals. Was disappointed that the green space is overgrown and it doesn't look good. Here (Saint Paul) we have trouble maintaining the green spaces as amenities that locals and visitors want to use.<ul style="list-style-type: none">SS: High Line: addressed maintenance; the High Line became more popular	

MEETING MINUTES [3]

<div>as a tourist destination and the adjacent properties were built up. Acknowledged the concern of maintenance (future operations and costs). Elaborated the planting is more of a design intent question.</div> <div><div>◦ BH: Acknowledged that crossing Shepard Road is a concern the design team and others have shared; working with Ramsey County. Acknowledged the concern of maintenance (future operations and costs).</div><div>• Kady Dadlez: Crossings at Shepard Road – having the graphics be tough; DT to Market St – there's overlook at Market St., hoping to retain view down river at St. Peter Street (the view is in their plan). The River Balcony from the master plan to SD is a big change (uses the right-of-way more than new "balcony" spaces) and will most likely need amendment.</div><div>• Ethan Ostan(Chat): Have you explored any possibilities for additional access to the county parking lot from the bluff top or other points?<div><div>◦ BH: Yes, the team is exploring.</div></div></div><div>• Russ Stark: Design work is great. Interested in 2nd St corridor and the bluff. Much infrastructure, but no reason to use it. Good points about maintenance and density. We all need the SD for the additional questions to intermingle with what we all want to see happen here. We can get to an agreed upon design so we can move forward. Unlikely to all happen at once – steps and phases. Start of the density that are changing are on the other side (West Side Flats). Looking forward to the final steps</div><div>• Jenae Batt (District Energy): Activation of space brings people together. Spaces that call for vendors (food, activities, etc.)-how will this programming be addressed in terms of management of activation.<div><div>◦ BH: Park or operations and governance (after SD) – this is part of the future discussion</div><div>◦ SS: Sometimes it takes experimentation and having flexibility to see what works (e.g., at High Line the food vendors moved around). Wait to see where there is a concentration of pedestrian traffic, see if existing attracts people, see how new development/changes influences changes in visitor behavior.</div><div>◦ (Chat) Ramsey County lot<div><div>▪ BH: working with Ramsey County.</div></div></div></div></div></div>	
CLOSING	
BH: closing remarks	

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End of Notes

MEETING MINUTES [4]

MEETING NOTES

PROJECT: Saint Paul River Balcony
MEETING: Stakeholder Advisory Committee Meeting
PHASE: Schematic Design
DATE: October 13, 2022
TIME: 8:30 AM - 9:30 AM (Central Time)
LOCATION: Zoom

ATTENDEES

River Balcony Team
City of Saint Paul, Parks & Recreation: Brett Hussong, Ellen Stewart
JCFO: Lisa Switkin, Sanjukta Sen, Chi-yin Lee, Jacqueline Lee
Great River Passage Conservancy (GRPC): Mary deLaittre
106 Group: Alison Manley
Goff: Ashley Aram
HR & A: Erin Lonoff

Stakeholder Committee Members (31)
Canadian Pacific Railway: Nikol Daniels
CapitolRiver Council: Jon Fure
City of Saint Paul: Russ Stark
City of Saint Paul, Parks & Recreation: Andy Rodriguez
City of Saint Paul, Parks & Recreation: Bekah Hanes
City of Saint Paul, Planning & Economic Development: Nicole Goodman
City of Saint Paul: Deputy Mayor Jaime Tincher
CRWD: Nate Zwonitzer
Department of Safety and Inspections: Tia Anderson
District Energy: Jenae Batt
Legislative Aide: Ethan Osten
MCES: John Chlebeck
Ramsey County: Jean Krueger
Ramsey County: Josh Olson
Ramsey County: Jennifer O'Rourke
Ramsey County: Kari Collins
Saint Paul Area Chamber: Kevion Ellis
Saint Paul BOMA: Tina Gassman
Saint Paul Port Authority: Kathryn Sarnecki
Saint Paul Public Library: Marika Staloch
Science Museum: Jon Severson
Science Museum: Alison Brown
Science Museum: Mark Dahlager
SEH: Justin Gese
Shakopee Mdewakanton Sioux Community: Leonard Wabasha
SPDA: Joe Spencer
Xcel Energy: Elisa Rasmussen

Others: Kathryn, Bhuepenbecker, WallJL, Jens iphone

100% Schematic Design - Stakeholder Committee Meeting	Action req. by
WELCOME & INTRODUCTION	
Brett Hussong: welcome, summary since last meeting, and introductions Purpose - Provide a brief recap of the design, provide more detail of cost estimate and phasing, as well as long-term maintenance and operations and governance considerations.	
PROJECT OVERVIEW	

<p>Sanjukta Sen:</p> <p>Final schematic design plan of Sections A, B, C, and D – overview and zoom in of each</p> <ul style="list-style-type: none">Noting partnerships throughout the project (e.g., Science Museum and Ramsey County)Highlight of project: Kellogg Mall Park<ul style="list-style-type: none">Highlighting connection to the city with overlooks to the river, play zones, kiosks, converting second street to a pedestrian corridor and activating the space <p>Shepard Rd Strategies – making it more crossable and more navigable in order to incorporate the river as a part of the River Balcony (this will be developed further in next phase)</p> <p>Priority of Next Phase: Coordinate programming and design with the other projects (incl. Riversedge), progressing strategies for traffic calming, and coordination with streetscape in downtown St Paul</p> <p>Cost and Construction Phasing Summary: Total Budget \$114.3 million Section A: 39% Section B: 11% Section C: 37% Section D: 13%</p> <p>For phasing, section letters are not developed as a sequential ordering –preliminary phasing is established within each lettered section to understand priorities and coordination needs for the various River Balcony components. The phasing plan calls out which components need to be linked and built together, with flexibility depending on project funding. Parts of different sections could be done simultaneously.</p> <p>Pause for Questions – None</p>	
<p>OPERATIONS, MAINTENANCE & GOVERNANCE</p> <p>Erin Lonoff (HR&A):</p> <ul style="list-style-type: none">Foster inclusive public realm and create equitable contracting opportunitiesExpand visitationCatalyze public and private investments <p>Potential revenue: 4 main categories</p> <ol style="list-style-type: none">Earned incomePhilanthropyValue capture (incremental value created through real estate)Public contribution baseline (seed funding in operations and maintenance to spark other forms of funding) <p>Overall O&M: \$3M per year for full buildout Current City of St Paul Stats</p> <ul style="list-style-type: none">Community parks \$4K per acre annuallyDowntown parks \$23K per acre annuallyComo Park \$38K per acre annuallyAverage \$18K per acre annuallyRiver Balcony – is going to be unlike any other park so suggesting contribution	

MEETING MINUTES [4]

<p>between existing downtown parks and Como park - \$27K</p> <p>Balance between city and county contribution based on land acreage owed – both contributing \$27K per acre</p> <p>City currently spends \$91K in this area. Proposed incremental increases.</p> <p>Governance needs to:</p> <ul style="list-style-type: none">• Leverage community advocacy (e.g., Brooklyn Bridge Park)• Raise funds across diverse sources (e.g., Rose Kennedy Greenway)• Support equity (e.g., Waterfront Park)• Coordinate landowners, institutions, and jurisdictions: most challenging objective, suggest something like a Business Improvement District <p>Challenges:</p> <ul style="list-style-type: none">• No existing formal structure among non-profits and institutions• Need shared vision <p>Next Steps</p> <ul style="list-style-type: none">• City, GRPC, and HR&A moving forward with governance strategy working with stakeholders• Will develop and define governance and partnership model• This is the beginning conversation for this piece	
<p>Q&A</p> <p>Joe Spencer: 3 observations</p> <ol style="list-style-type: none">1. Concerned about passive nature - We lack density adjacent to this mile and a half to support this activity. Without enough density/bodies we will create empty spaces that are magnets for bad behavior.<ol style="list-style-type: none">a. EL response: Opportunity to think about extending people's stay in Saint Paul – those that live there, work there, coming into the existing institutions.b. Re: passive nature, we added program diagrams in the latest design report we have identified the areas (SF, etc.) that will be more active, calling out potential programming and activation opportunities.2. Precedent examples were all in places with high level of density adjacent to them. There are destinations built in to drive traffic. I don't see any drivers of traffic in the plan.<ol style="list-style-type: none">a. EL response: Brooklyn Bridge Park (based on experience living there) – it really is cutoff from the existing area, but the connectivity that the site had and has it is very similar to St Paulb. LS response: There are destinations already there (for example: SMM, RiverCentre) that we are trying to leverage and build upon. We are also introducing new destinations and features (such as the welcome center at Lambert's Landing, the outdoor amphitheater near the SMM, the 2nd St. Connector with food and kiosks, or larger areas for events at the Ramsey County Parking Lot).3. The funding mechanism of a bid – in MN a special service district requires a super majority. Having done that to create our first bid, I would caution us to not underestimate the challenge.<ol style="list-style-type: none">a. EL response: Acknowledges this is a challenge and appreciates Joe's previous experience. This will be the most difficult part. <p>Joe – one more question: Looking at Ramsey Cty parking lot – quite a large area. Would your design guidelines limit development of those spots?</p>	

<p>LS: It is primarily a flood zone; also, that is not in our purview. Perhaps Ramsey has other ambitions for that site in the future.</p> <p>BH: We need to work with Ramsey County to determine their ambitions.</p> <p>Janae Batt: Are we waiting for commercial entities to take on programming? Will the city be doing programming?</p> <p>EL: Programming will all fall under Governance conversations which is part of the next step. It is not determined yet.</p> <p>LS: Great segue to outline of next steps</p>	
<p>CLOSING</p> <p>Mary deLaittre: Most immediate next steps –</p> <ol style="list-style-type: none">1. Nov 3 from 5:00 to 7:00 p.m. final event at Union Depot2. Basis of design report will be coming out within that time frame – very comprehensive report.3. Moving into 6 month transition period to define governance structure: how do we create it, define partner roles and responsibilities, finance strategy, evaluate a phasing timeline, and really trying to understand programming planning and how it fits with roles and responsibilities. We will be getting in touch with all of you and see who is going to be at the table going forward. What partnerships will we have and what does this mean for bonding and funding. <p>Jon Severson: SMM very interested in having an early conversation about roles and responsibilities on the west end of the project. We currently maintain that land and want to make sure that map is accurate.</p> <p>Josh Olson (chat): Will this presentation be provided to this group?</p> <p>BH: yes – will send slides and notes to the group</p> <p>BH: Closing remarks – invitation to November 3rd event and request to invite others to join</p> <p>In chat: Jean Krueger and Kari Collins suggest meeting in near future with Ramsey County</p>	

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End of Notes

FOCUS GROUPS DISCUSSION NOTES [1&2]

Discussion Notes: African American/Black Focus Group

- To get people there:
 - Increase diverse presence in the space
 - More affordable housing in the area (consider senior living spaces)
 - General affordability of activities in the space (e.g., river cruises are often very expensive)
 - Utilize minority contractors for construction and development
 - Use the feedback from these focus groups to show their voices are being listened to while the design is still a blank canvas
- To get people to stay:
 - Build a community feeling for people to stay and spend time (e.g., urban garden)
 - Be obvious about the community aspects
 - Advertise health and wellness opportunities
 - Create employment opportunities: retail, small business, transportation, green energy opportunities (e.g., barbershop, shoe repair)
 - Offer recreational and group activities for all ages from kids and families to seniors
 - Walk/bike
 - Concerts, Music! & Outdoor entertainment
 - Lunch cruises on the Paddleford
 - Allow social distancing (consider Covid)
 - Culturally relevant events & activities
 - Restaurants, small grocers, farmer's markets
 - Rotating Pop-up stores
 - Allow for relaxing appreciation of the beauty of the River
 - Other amenities:
 - Real restrooms (no Biffies)
 - Water fountain
 - Rest areas
- Visual/Architectural Needs and Ideas:
 - Highlight the natural elements and create a spiritual connection with the water
 - Utilize environmentally friendly design and energy
 - Design should be able to stand the test of time

Discussion Notes: Hmong Focus Group

- To get people there:
 - Scooter, walking, biking accessibility
 - Inviting place to sit/relax and watch the river
 - Create relaxation spaces and educational spaces
 - Parking! For families and school buses for field trips.
 - Disclose funding sources: paid by taxpayers or private funders?
 - Disclose reality of this wish list. Is this just a dream or will these dreams come to fruition?
- To get people to stay:
 - Benches, tables, shelters, bathrooms
 - Handicap accessibility
 - Meditative features (e.g., garden labyrinths)
 - Art: Reflective of the diverse cultures
 - Murals (e.g., Hmong storycloth paintings, Hmong symbols)
 - Interactive musical sculptures (e.g, the qeej)
 - Binoculars for bird and river watching
 - Signage that tells the stories of St. Paul communities, the buildings, and the spaces (including maps); Interactive video kiosks telling the history of downtown St. Paul and the future
 - A play area for kids, games on the sidewalks like hopscotch
 - Hmong Food trucks & Farmer's market events
 - Safety: bright lights and security cameras
 - Fishing access (cultural link – "Hmong people love to fish")
- Visual/Architectural Needs and Ideas:
 - Reduce the industrial feeling and improve/enhance the landscape
 - Envision: a space to mark life's milestones:, prom pictures, senior pictures, engagements happening while lovebirds walk along the River; taking a walk with my Grandma

FOCUS GROUPS DISCUSSION NOTES [3]

Discussion Notes: Latin/Hispanic Focus Group

- To get people there:
 - Biking – large, designated bike areas, easier bike path access and safe, ample bike parking
 - River Access – a place to put into the River from both sides, there is a significant lack of access from the West Side
 - Rest areas – amenities including shelters, water, restrooms, etc.
 - Parking! Easy parking. Lots of parking.
 - General transportation improvements
- To get people to stay:
 - Needs for Families:
 - Dog amenities (resources for waste needs, accessible water for animals)
 - Public Restrooms
 - Benches, tables, shelters, trash bins (particularly if there will be events!)
 - Safety: Limited police presence and good, aesthetically pleasing, and environmentally friendly lighting
 - Welcome Diverse Communities:
 - All signs should be multi-lingual
 - Access should be conscious of various disabilities
 - Avoid gentrification.
 - Connect with the people who are currently living in these spaces (the unsheltered community). This is their HOME. They should feel welcome.
 - Who is not in this space YET but could be.
 - We should SEE diversity. Concerns were raised regarding the visibility of diversity at CHS, new restaurants, and new buildings downtown.
 - Reflection of the diverse communities that have migrated to this place: Polish, Italian, Latino workers...tell their stories here.
 - Establish trust through Community ambassadors: Hire ambassadors from diverse communities to help introduce BIPOC (and LGBTQ+) communities' members to this new space.
 - Food: good food, different types of food, West Side food trucks & restaurants
 - Winter activities (ice skating and skate rental)
 - Bring art to the people in an accessible way (Teatro del Pueblo)
 - Reflect the culture and history through events
 - Small business pop-up shops
- Visual/Architectural Needs and Ideas:
 - Blend what is already there; new/modern apartment buildings and more traditional architecture, the River and the industrial landscape, and the diverse communities. All should be represented and seamlessly blended into this space.
 - Reflect the diverse communities through art
 - Identify the experiences on both sides of the River and unite them.
 - Enhance the trees and landscaping to reduce the industrial feel.
 - Consider the natural themes of movement/travel via the river and the trains. This is a shared experience of all peoples; we have traveled here in different ways and are now on Indigenous land. This should be reflected in this land and space.
 - Both migration and immigration are welcome in this place. The river is a place of migration for both people and animals.

HERITAGE DESIGN REPORT



ARCHITECTURAL HISTORY DESIGN REVIEW FOR THE ST. PAUL RIVER BALCONY PROJECT

St. Paul, Ramsey County, Minnesota

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INTRODUCTION

The City of St. Paul is developing the 1.5-mile River Balcony Project (Project), which will be located along the river bluff and down to the river along Kellogg Boulevard between Eagle and Sibley Streets. The River Balcony will be anchored by the Science Museum and RiverCentre to the west and Union Depot and Lambert’s Landing to the east. The Project will connect trails, bikeways, open spaces, civic landmarks, and development sites along the bluff to the Mississippi River. It is part of the Great River Passage Master Plan, a plan including 17 miles of the riverfront aimed to allow all people to experience the river in new and equitable ways. The Project aims to connect St. Paul’s two greatest assets: the people and the Mississippi River. In order to achieve this goal and bring the river back to the center of public life, the Project will seek to build a greater awareness of the river to a larger and more diverse community, create shared experiences, improve community health and well-being, promote respect for the environment, spark economic development in the area, and create a beautiful and welcoming space. The River Balcony design approach builds on what is already extant, and will primarily feature a series of overlooks and three primary open spaces: the Big Woods Walk, a new “Bluff Walk,” and an enlivened Lambert’s Landing at the water’s edge.

REGULATORY FRAMEWORK

The Project will need to comply with applicable state mandates governing cultural resources, including the Minnesota Historic Sites Act, 1963 (M.S. 138.661 - 138.669); Minnesota Field Archaeology Act,

1963 (M.S. 138.31 – 138.42); and Minnesota Private Cemeteries Act, 1975 (M.S. 307.08). There is no federal undertaking associated with this Project and, therefore, Section 106 of the National Historic Preservation Act does not apply. However, if there is federal involvement in the future, Section 106 would apply, and additional cultural resources review would be required.

The Minnesota Historic Sites Act creates a state register of properties “possessing historical, architectural, archaeological, and aesthetic values” for which adverse effects resulting from state-funded or licensed projects must be mitigated. Historic sites are defined as properties named in the Act or listed in the National Register of Historic Places (NRHP) or State Register of Historic Places. Similar to federal regulations, any undertaking receiving funding or licensing by the state, state department, agencies, and political subdivisions must take into account the undertakings potential effect on historic sites, and the state department or agency must consult with the Minnesota State Historic Preservation Office (SHPO) to avoid or mitigate adverse effects.¹

Part of this proposed Project would be located within the boundaries of the NRHP-listed Union Depot Historic District. Therefore, per the Minnesota Historic Sites Act, the potential effect of the project on the NRHP-listed property needs to be considered. Additionally, the proposed Project would be located adjacent to the NRHP-listed Irvine Park Historic District and Lowertown Historic District, and multiple individually NRHP-listed properties, as well as other determined eligible and locally designed historic districts and properties (see Figure 1). Please see the 106 Group’s *Archaeological and Architectural History Literature Review for the Saint Paul River Balcony Project* prepared in December 2021 for a detailed summary of all known historic properties.²

To comply with the Minnesota Historic Sites Act, the Project designs should comply with the *Secretary of the Interior’s Standards for the Treatment of Historic Properties* in order to avoid adverse effects. Therefore, a review of 100% Schematic Design was completed and compared against the *Secretary of the Interior’s Standards*, the results of which are presented below.

Secretary of the Interior’s Standards for the Treatment of Historic Properties

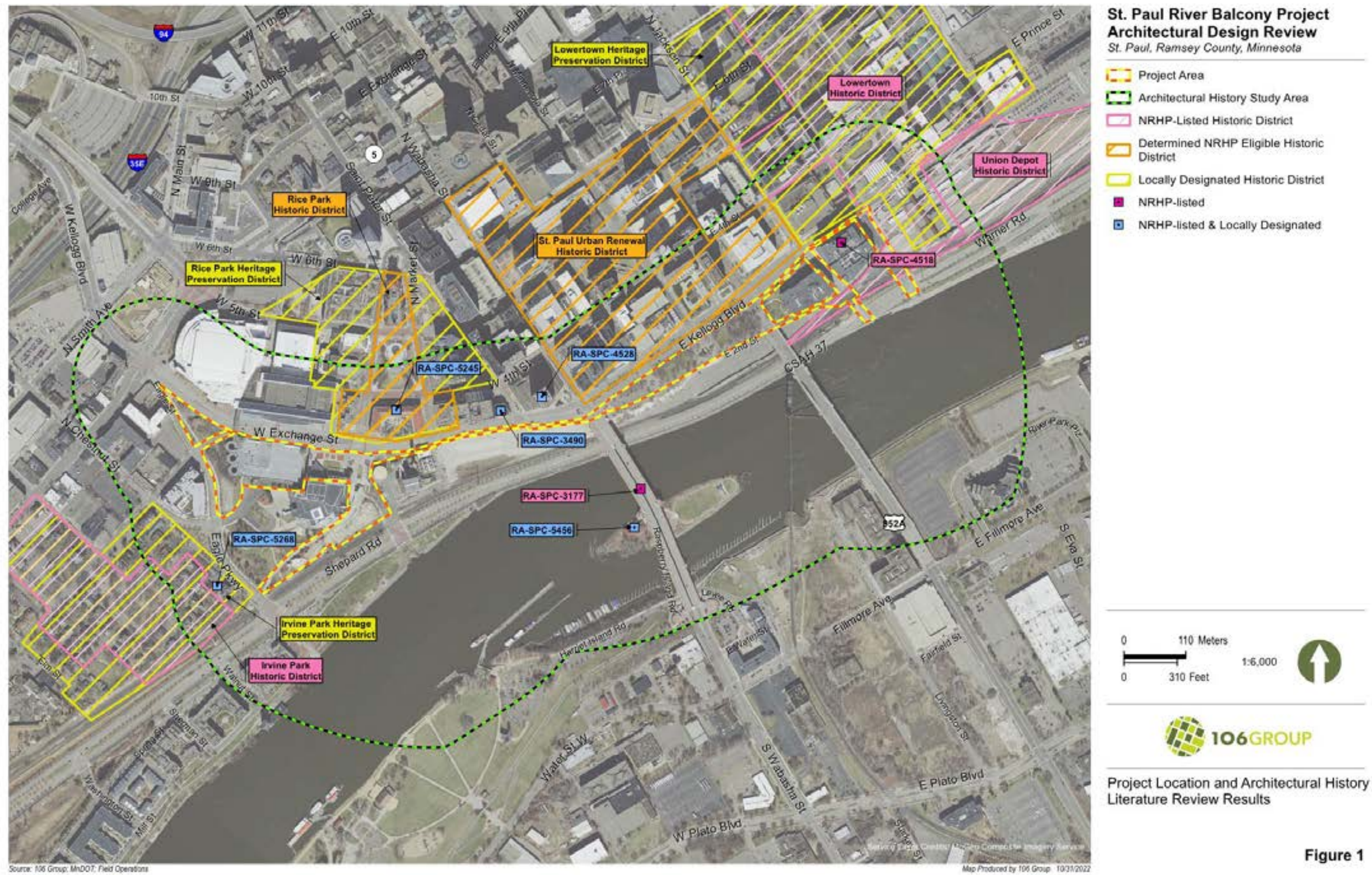
The *Secretary of the Interior’s (SOI) Standards for the Treatment of Historic Properties* are advisory guidelines that cover maintaining, repairing, and replacing historic materials, as well as designing new additions or making alterations. These guidelines include Standards for four types of Treatment: preservation, rehabilitation, restoration, and reconstruction.³ While the River Balcony Project does not directly propose preservation, rehabilitation, restoration, or reconstruction of historic properties, the

¹ “2022 Minnesota Statutes,” Office of the Revisor of Statutes, accessed October 27, 2022, <https://www.revisor.mn.gov/statutes/cite/138.665>.

² Saleh Miller and John Reynolds, *Archaeological and Architectural History Literature Review for the Saint Paul River Balcony Project, Saint Paul, Ramsey County, Minnesota*. 2021. Prepared for James Corner Field Operations. Prepared by 106 Group.

³ “Technical Preservation Services, The Treatment of Historic Properties,” National Park Service, accessed September 27, 2022, <https://www.nps.gov/tps/standards.htm>.

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addition of new features falls under the Standards for Rehabilitation. Rehabilitation is defined as “the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values.”⁴

To comply with the Standards for Rehabilitation, the River Balcony Project must adhere to the following:

- “New additions, exterior alterations or related new construction will not destroy historic materials, features and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.”⁵
- “New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.”⁶

Historic Properties

This analysis focuses on two considerations: 1) the potential direct effects to the NRHP-listed Union Depot Historic District, as proposed Project components would be located within the boundaries of the historic district, and 2) the potential for indirect effects to other NRHP-listed historic districts and NRHP-properties that are located adjacent to or within close proximity to the Project.

Union Depot Historic District

The NRHP-listed St. Paul Union Depot is located at 214 4th Street East in St. Paul. It was constructed between 1917 and 1926. The St. Paul Union Depot was originally listed in the NRHP in 1974.⁷ In 2007, the Union Depot Elevated Rail Yards were evaluated and determined eligible as a contributing resource to the St. Paul Union Depot. However, the evaluation suggested that the historic property boundary of the St. Paul Union Depot would need to be expanded as the original nomination only included the depot building.⁸ The nomination was revised in 2013 to include the train deck and rail yard, and now known as the Union Depot Historic District (see Figure 1). The historic property is now comprised of the following functionally and physically connected components: the Front Approach, the Headhouse, the Concourse, the Waiting Room and its stair towers, the Kellogg Entry addition, the Train Deck, and the train yard that extends to the east.⁹ The SHPO database also records the Union Depot Historic District as a historic property, which refers to the revised boundary of the St. Paul Union Depot historic property.

This historic property has significance under NRHP Criterion A in the areas of Commerce and Industry as “characteristic of St. Paul’s massive early twentieth century buildings which reflected the ‘affluence and prosperity of this quickly growing commercial center’” and the “importance of railroad transportation in the early growth and expansion of the city”.¹⁰ It is also significant under NRHP Criterion A in the area of Transportation “as the physical representation of St. Paul as the railroad hub of Minnesota.”¹¹ It is also significant under NRHP Criterion C for both its use of the Neoclassical style on the main building, a style popular between World Wars I and II for the construction of great public and governmental buildings, as well “as the finest architecturally designed depot in Minnesota.”¹² Finally, it is significant under NRHP Criterion C in the area of Engineering for the construction of the train deck and yards. The period of significance is from 1917 to 1963, which marked the 50-year cutoff for NRHP eligibility at the time the nomination was prepared.¹³

Within the boundaries of the Union Depot Historic District, the Project proposes landscaping along some streets and sidewalks, graphic crosswalks, lighting on the Jackson Street underpass, and a potential pedestrian connection from the south end of the Union Depot waiting room across Shepard Road (see Appendix, pages 50, 52, 56, 58, 108-110). For complete details on the proposed Project please see the *River Balcony Saint Paul, 100% Schematic Design, September 2022*, by Field Operations.

While these Project components will slightly change the setting and feeling of the Historic District, there is no proposed new construction that would destroy historic materials, features, or spatial relationships that characterize the district. Further, the River Balcony design will be differentiated from the district materials and features and will be modest in relation to the current size, scale and proportion, and massing of the surrounding environment. Therefore, the current River Balcony Project design meets the *SOI Standards*.

Additionally, the potential pedestrian connection from the south end of the Union Depot waiting room across Shepard Road should be designed in such a manner that, if removed in the future, the essential form and integrity of the Depot and its environment would be unimpaired; and the new work should be differentiated from the old and be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.

Cumulative effects from the proposed Project within and around the district will slightly affect the integrity of setting and feeling; however, they will not result in an adverse effect on the Union Depot Historic District.

⁴ “Technical Preservation Services, Standards for Rehabilitation,” National Park Service, accessed September 27, 2022, <https://www.nps.gov/tps/standards/four-treatments/treatment-rehabilitation.htm>.

⁵ “Technical Preservation Services, Standards for Rehabilitation.”

⁶ “Technical Preservation Services, Standards for Rehabilitation.”

⁷ Thomas Lutz and Lynne VanBroeklin, *National Register of Historic Places Registration Form: St. Paul Union Depot*. 1974. On file at the Minnesota State Historic Preservation Office, St. Paul, Minnesota.

⁸ Jeanne-Marie Mark, *Minnesota History/Architecture Inventory Form: RA-SPC-6907*. 2007. On file at the Minnesota State Historic Preservation Office, St. Paul, Minnesota.

⁹ Cleary Larkin, *St. Paul Union Depot National Register of Historic Places Registration Form*. 2013. On file at the Minnesota State Historic Preservation Office, St. Paul, Minnesota.

¹⁰ Larkin, 2013.

¹¹ Larkin, 2013.

¹² Larkin, 2013.

¹³ Larkin, 2013.

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Adjacent Historic Properties

In addition to the NRHP-listed Union Depot Historic District, there are multiple other NRHP-listed districts and properties, which based on the 100% Schematic Design are located adjacent to but outside of the proposed Project area (see Figure 1) including:

- Irvine Park Historic District
- John M. Armstrong House (RA-SPC-5268), 225 Eagle Parkway
- St. Paul Public Library (RA-SPC-5245), 90 4th Street West
- St. Paul Women’s City Club (RA-SPC-3490), 305 St. Peter Street
- St. Paul City Hall and Ramsey County Courthouse (RA-SPC-4528), 15 West Kellogg Boulevard
- Minnesota Boat Club Boathouse (RA-SPC-5456), 1 Wabash Street South
- Robert Street Bridge (MnDOT Bridge No. 9036) (RA-SPC-3177) The Project proposes the 2ndStreet Connector and Tunnel & Underpass at the northern terminus of the bridge, which appears to not directly impact the bridge structure. Additionally, streetscape and riverfront park components are proposed, although located below bridge, and appear to be outside of the historic property boundaries, provided the northern abutment and bridge approach are not modified as part of this Project.
- U.S. Post Office and Custom House (RA-SPC-4518), 180 Kellogg Boulevard East
- Lowertown Historic District

In the vicinity of the above-mentioned historic properties, the Project design includes streetscape upgrades, park improvements, and the 2nd Street Connector with tunnels and underpasses below some properties (see Appendix, pages 50, 52, 56, 57, 59-62, 78-80). While these Project components will slightly change the setting and feeling of some of these historic properties, there is no proposed new construction that would destroy historic materials, features, or spatial relationships that characterize the properties. Further, the River Balcony Project design will be differentiated from the old materials and features and will be modest in relation to the current size, scale and proportion, and massing of the surrounding environment. Therefore, the current River Balcony Project design meets the *SOI Standards*.

Cumulative effects from the proposed Project within and around these historic properties will slightly affect their integrity of setting and feeling; however, they will not result in an adverse effect to historic properties.

NEXT STEPS

The Project proponent should consider an informal presentation of the final Schematic Design to the City of St. Paul Planning Commission.

Additionally, when the Project moves into Design Development, and more specific details about the design and siting of Project components are known, an assessment of effects analysis should be completed to determine if the proposed project will have an adverse effect on any historic properties. This analysis should then be shared with the St. Paul Heritage Preservation Commission for review.