

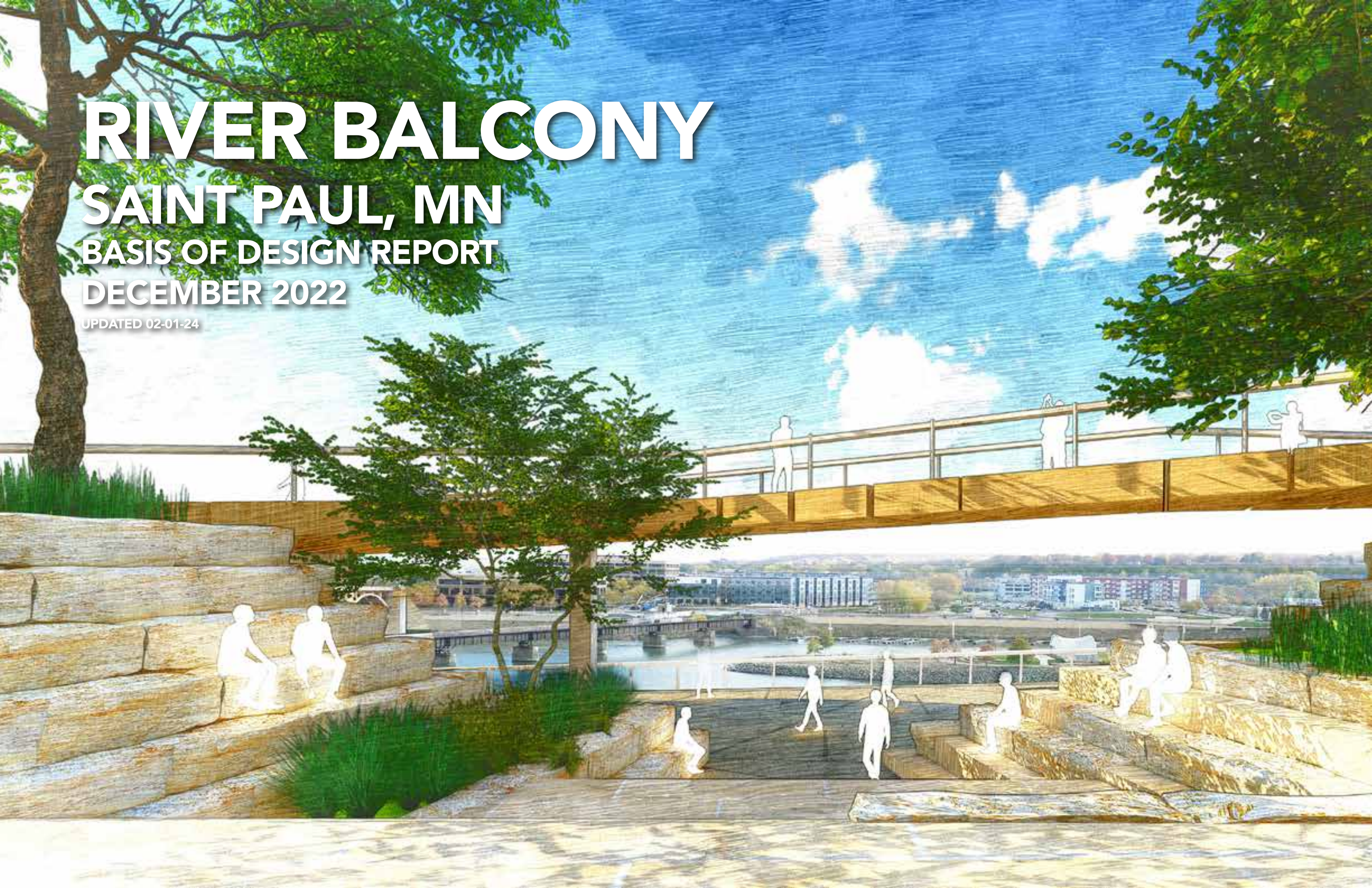
# RIVER BALCONY

SAINT PAUL, MN

BASIS OF DESIGN REPORT

DECEMBER 2022

UPDATED 02-01-24





Prepared For:

Great River Passage Conservancy  
& The City of St. Paul

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106 Group

Claim Our Space

Forecast Public Art

HR&A

Dharam Consulting

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.



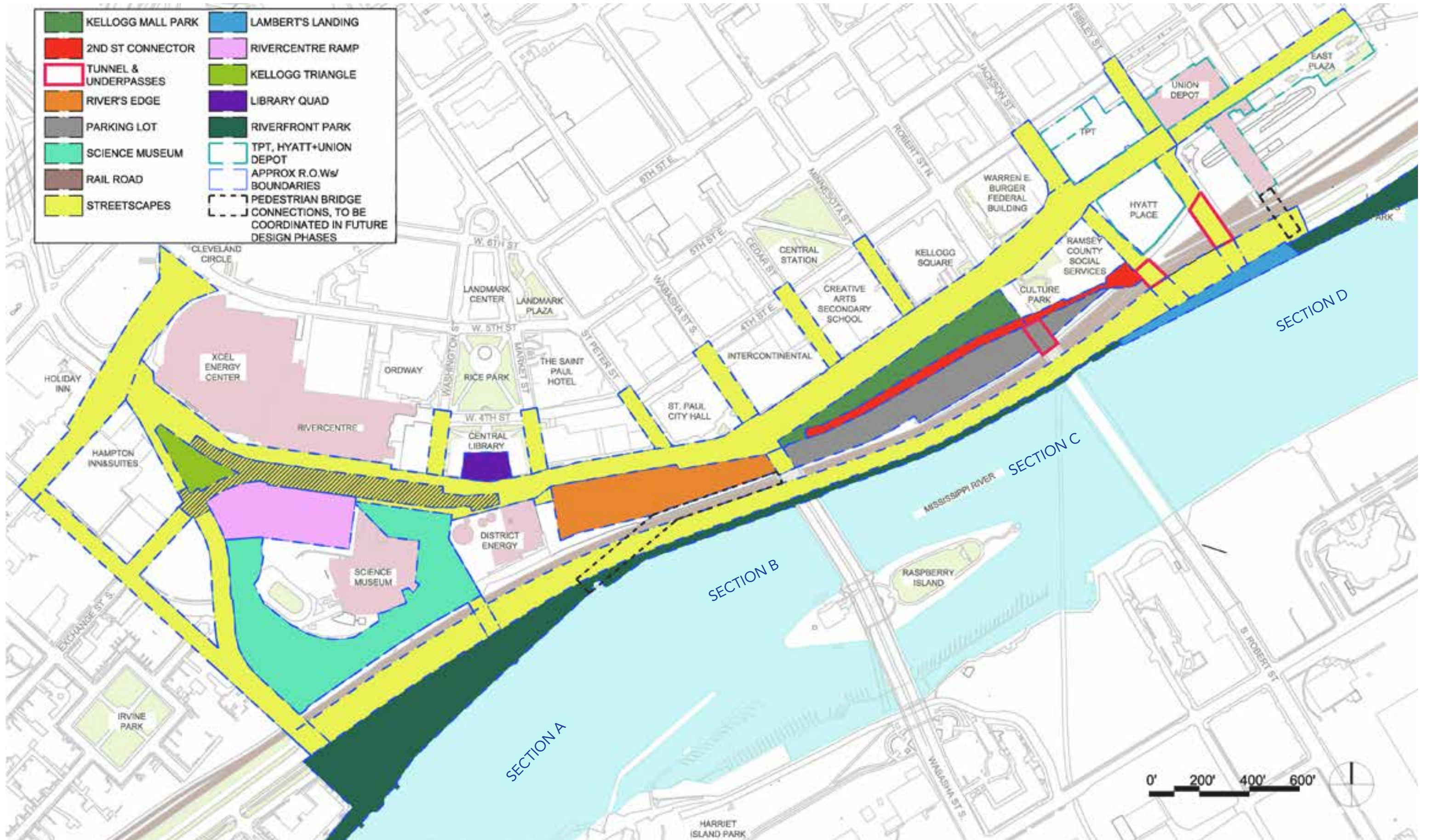


# A LAYERED SITE





# PROJECT FRAMEWORK MAP



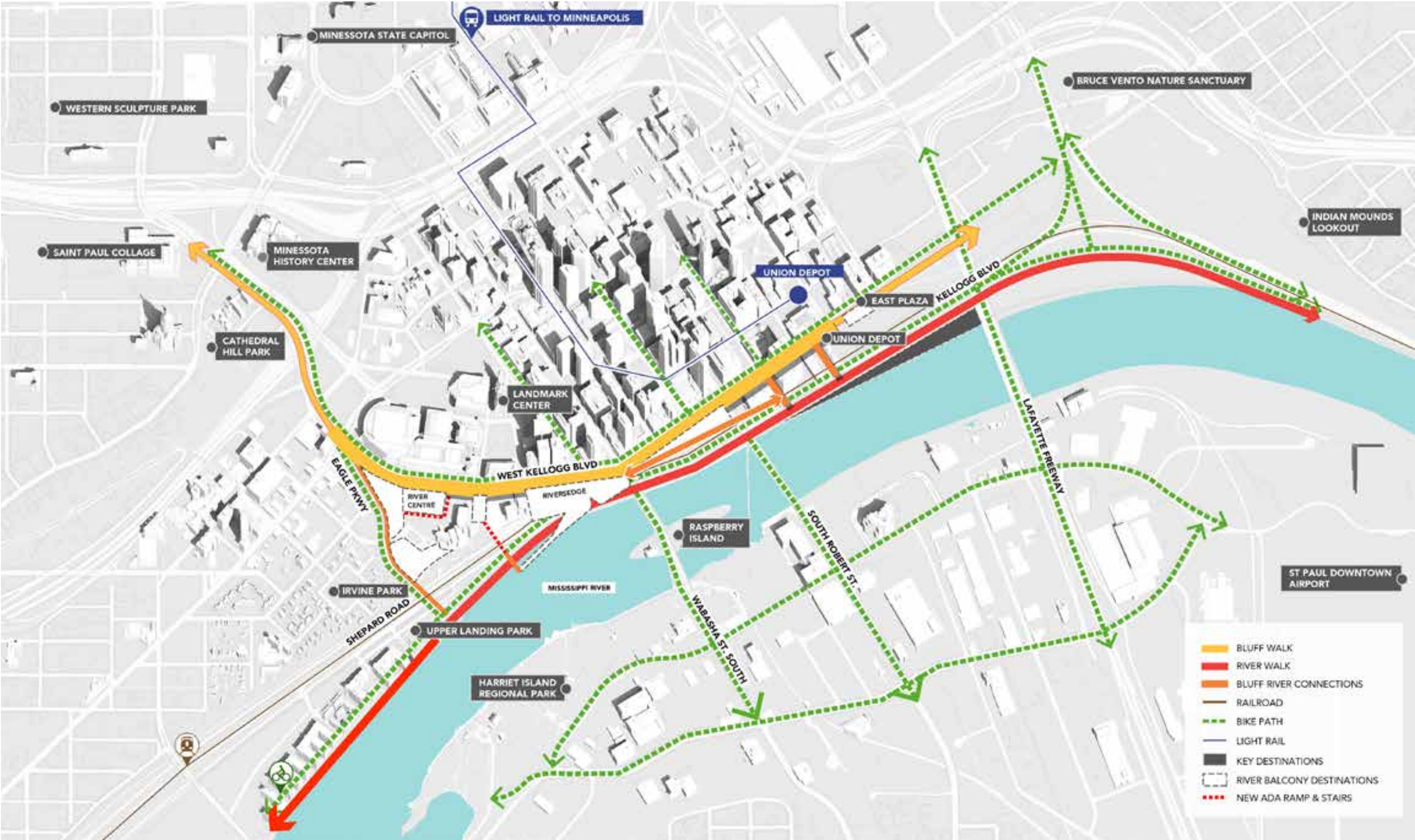


# STAKEHOLDERS

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



# 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 (INTERIM USE)



7. 2ND ST. CONNECTOR



8. LAMBERT'S LANDING

 DEVELOPMENT SITE BY OTHERS

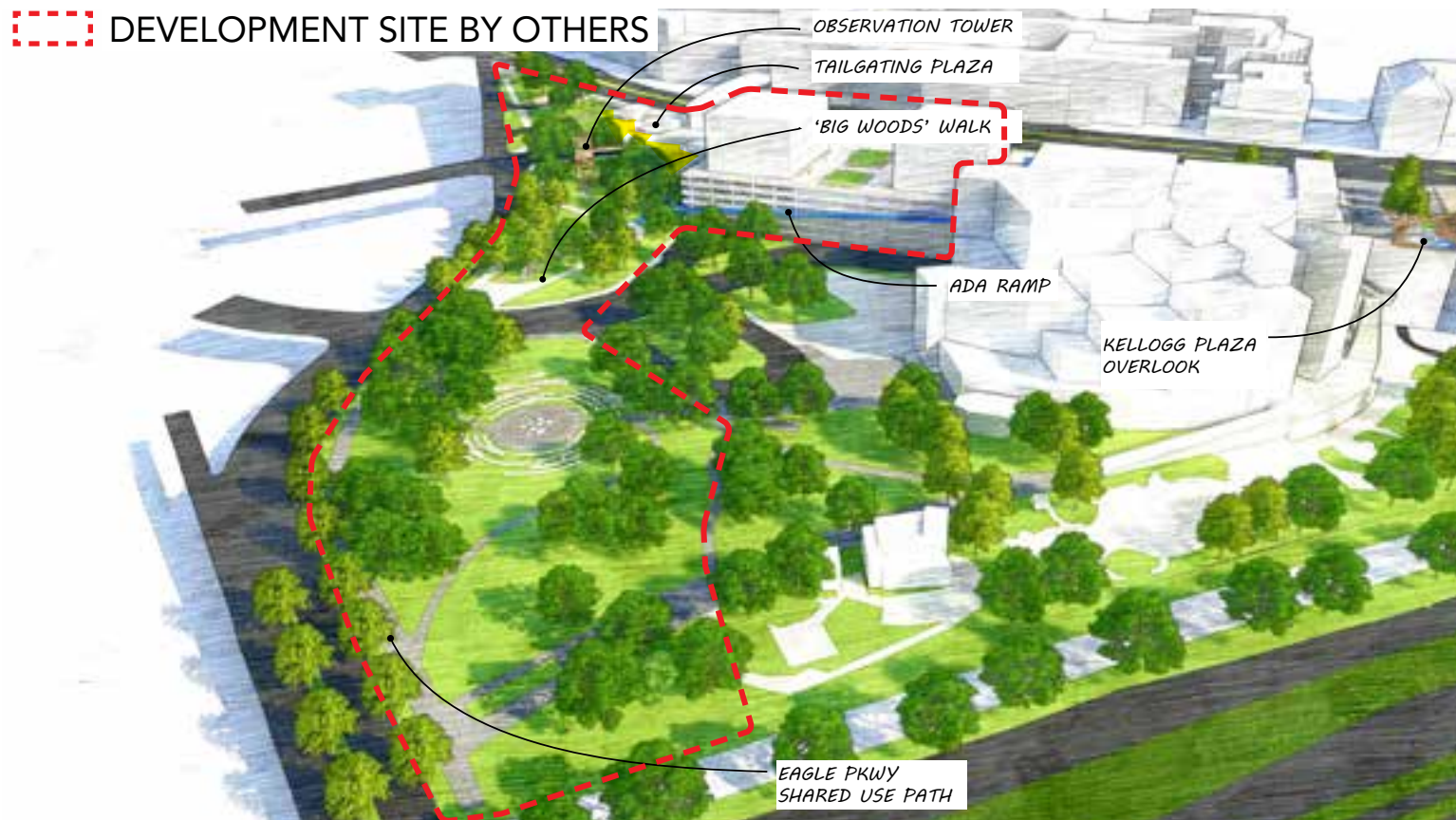
NOTE : Design plans are schematic, and will be developed further in future design phases with community and stakeholders input. Sheet update 1-18-24.



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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



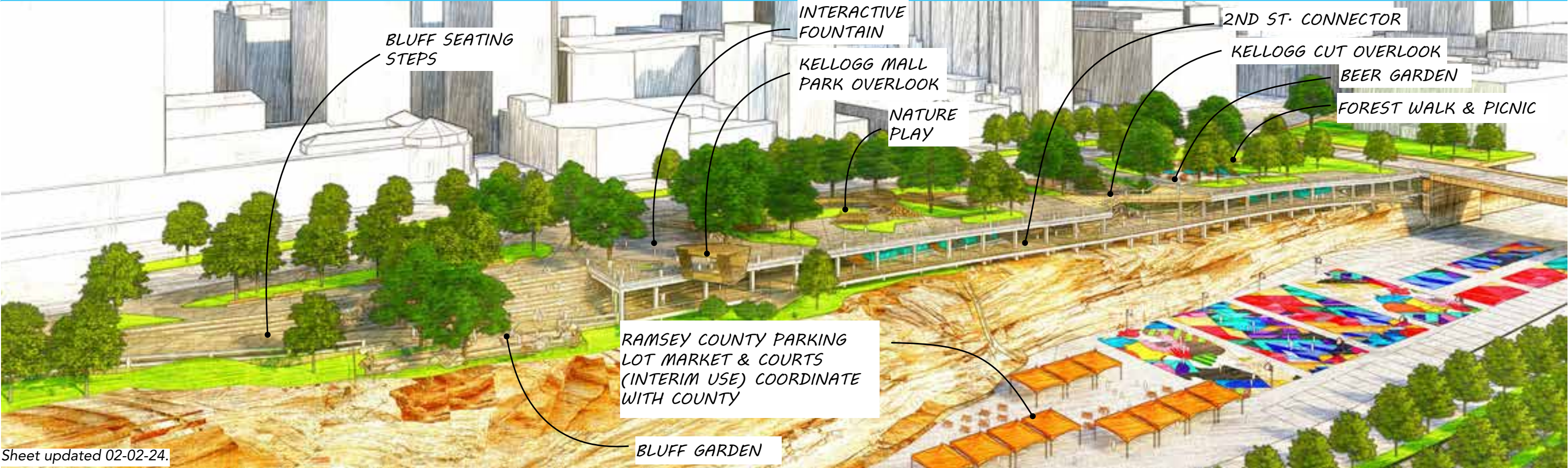


# THE BLUFF WALK



KELLOGG CUT

2ND ST CONNECTOR



Sheet updated 02-02-24.



# LAMBERT'S LANDING





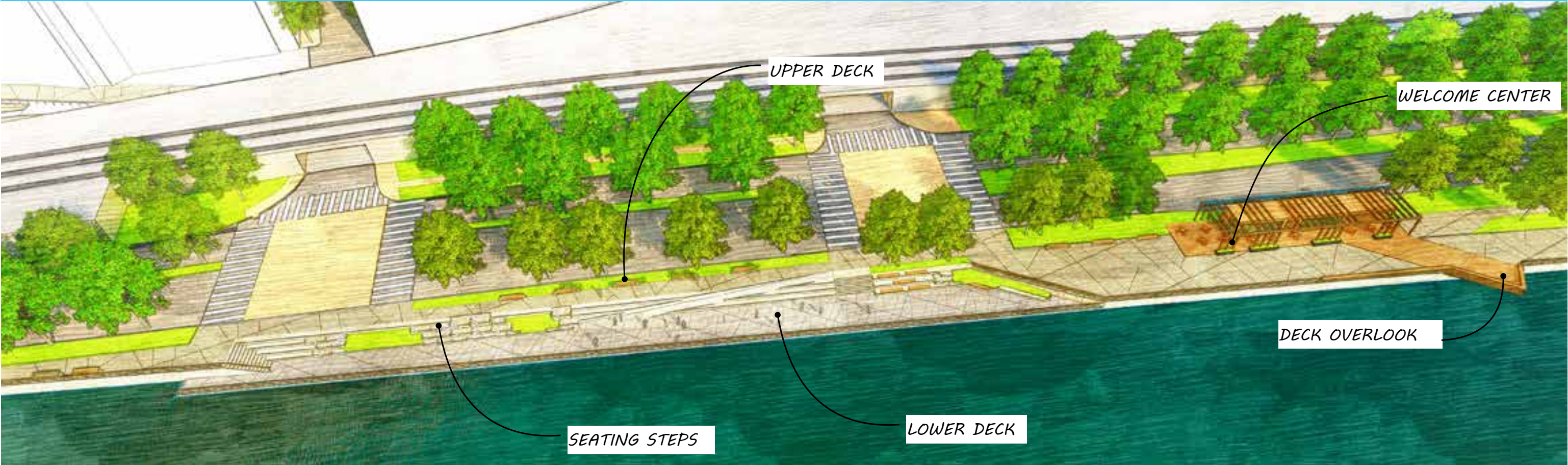
# LAMBERT'S LANDING



WELCOME CENTER



UPPER DECK



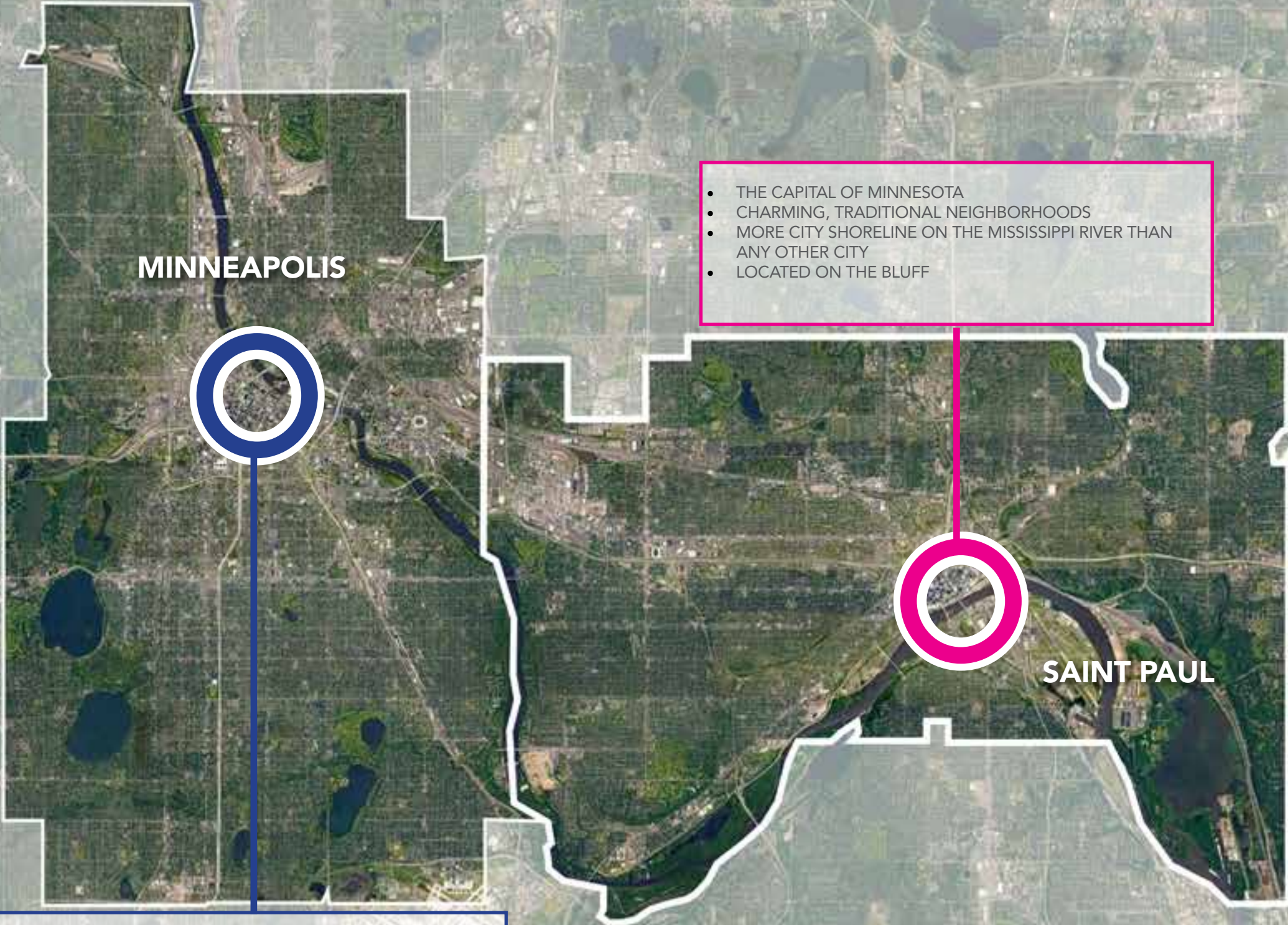


# SITE CONTEXT & ANALYSIS



# 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.

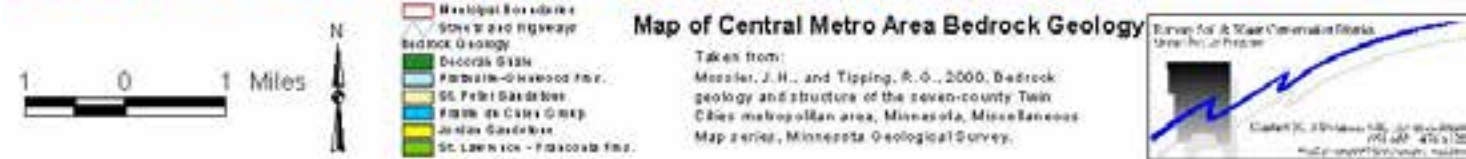
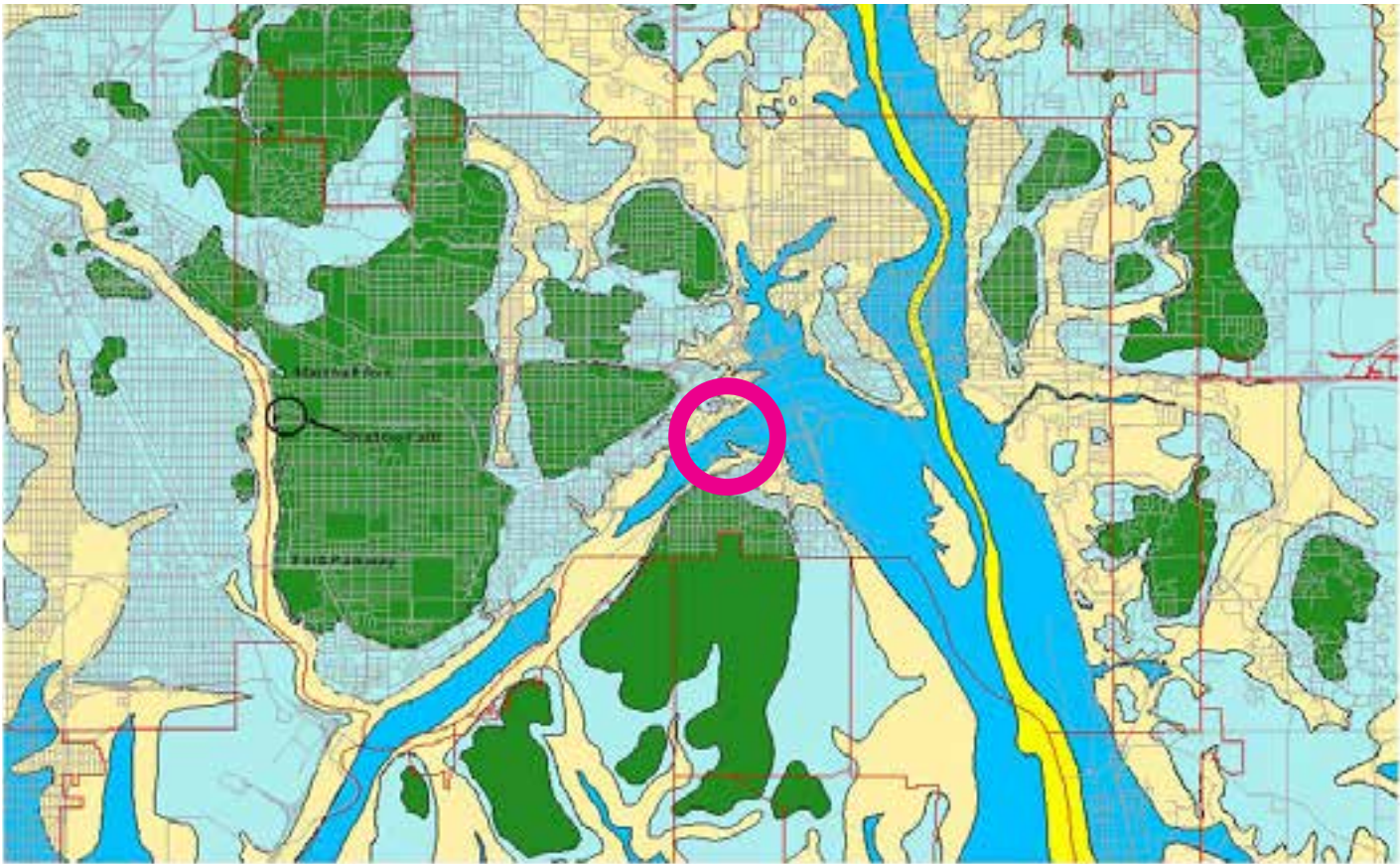




# CITY ON THE BLUFF

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.



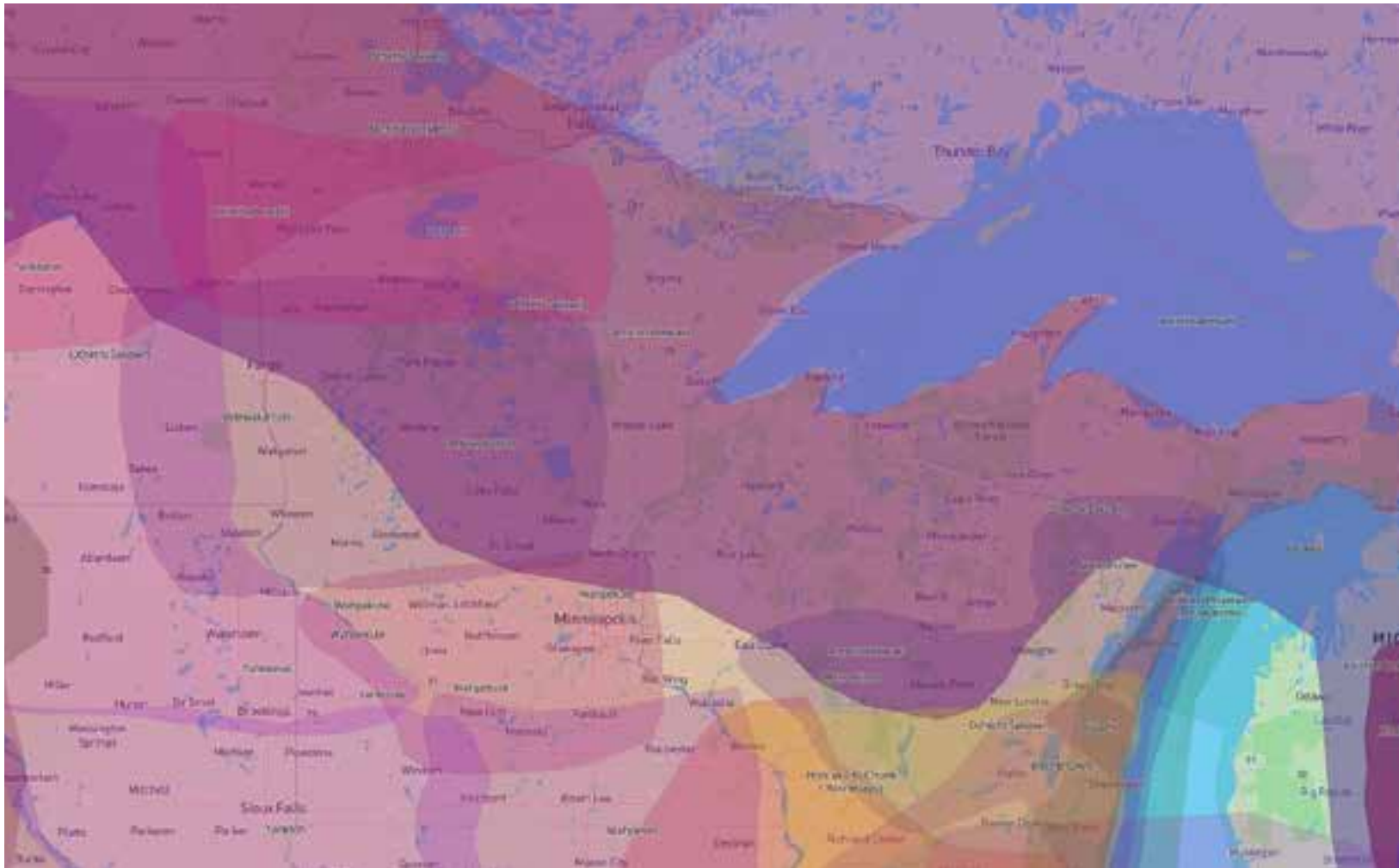


# DAKOTA LAND

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 defunded 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

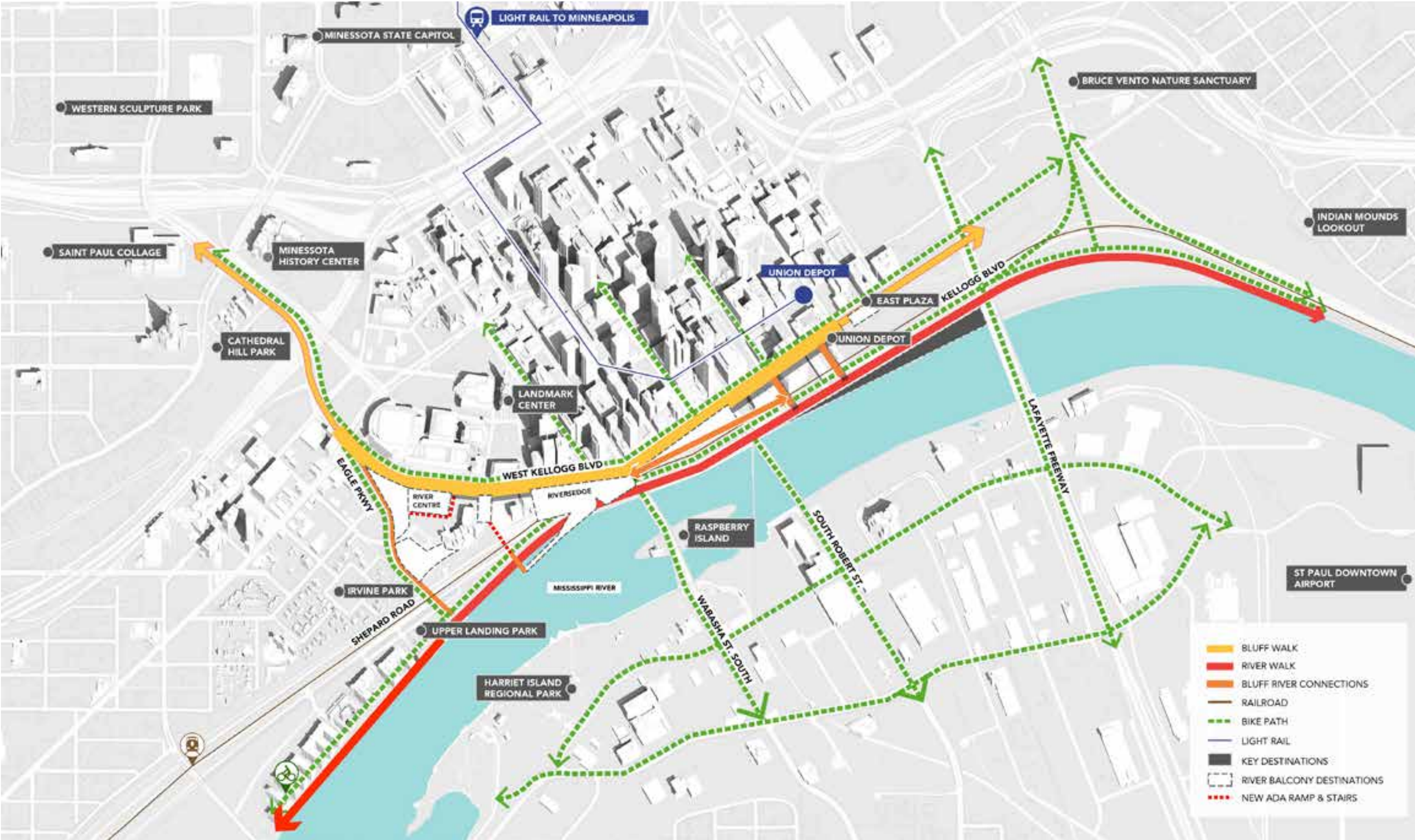


PARK & RECREATION RESOURCES





# A CRITICAL CONNECTION FOR THE CITY



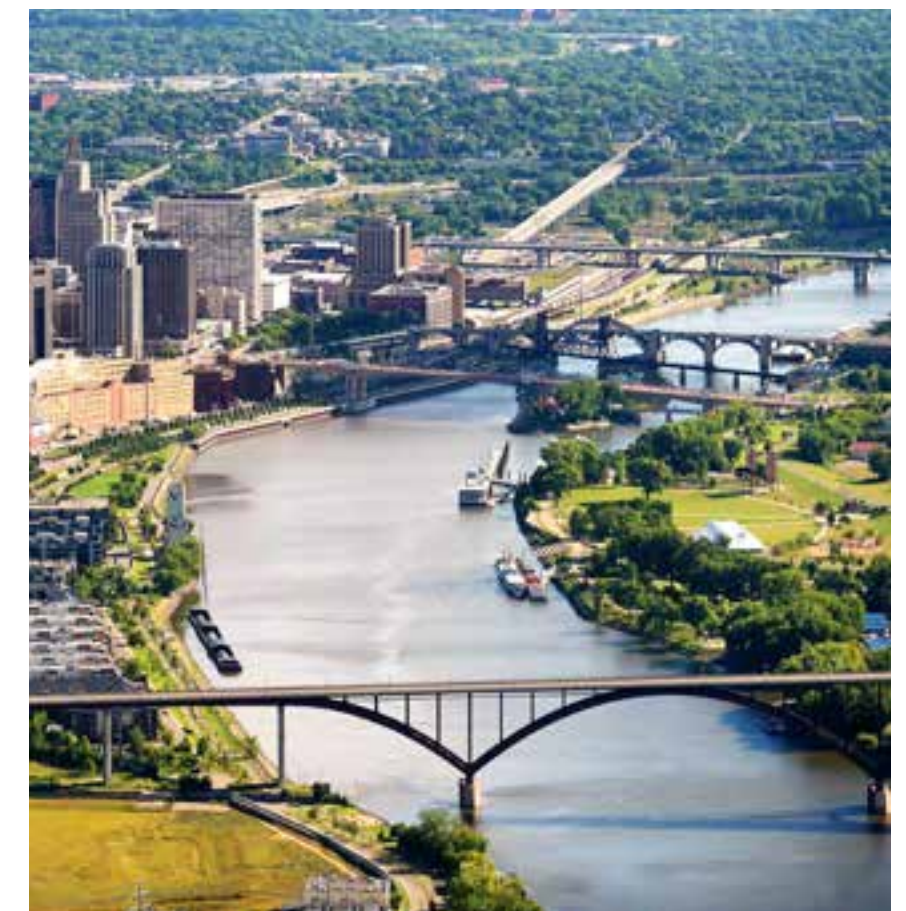


# DESIGN INSPIRATIONS



## 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.





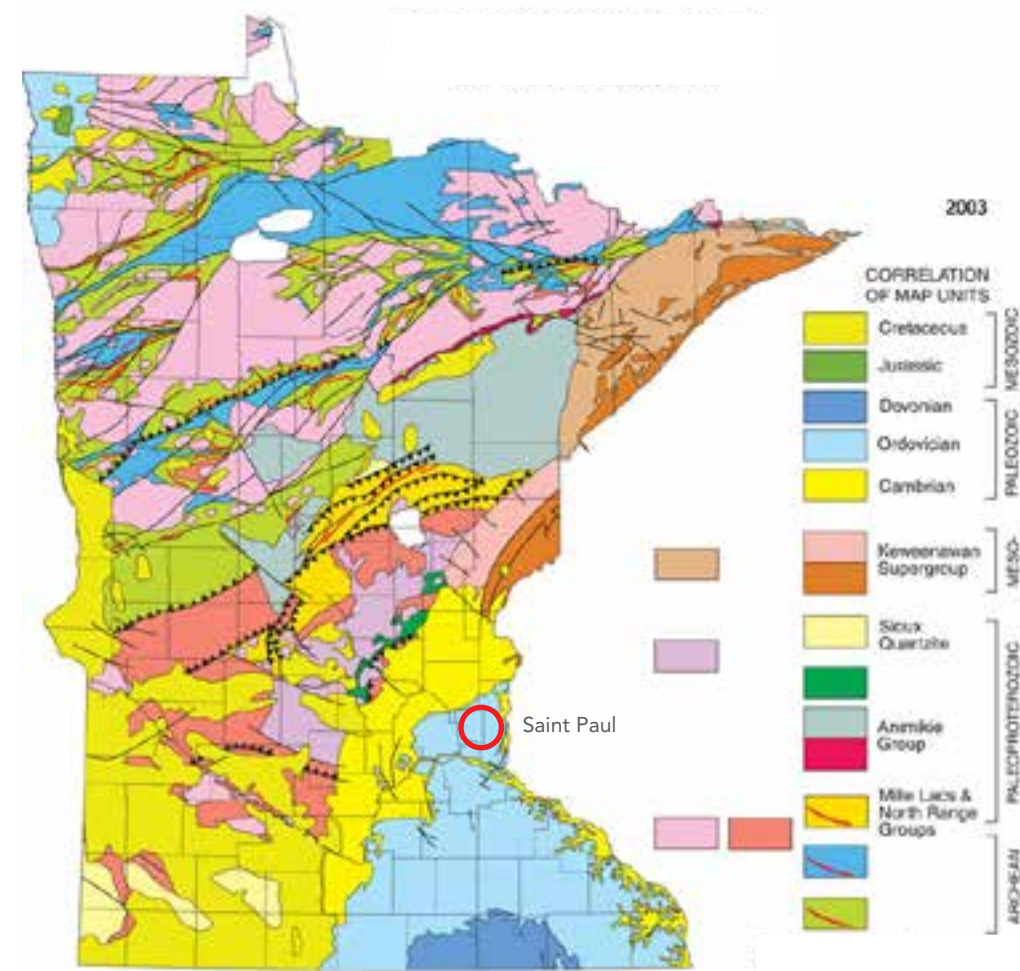
Saint Paul is located at the convergence of the North Central Hardwoods and the Western Corn Belt Plains – where the Big Woods meets the Prairie. These native forest and grassland communities are sources inspiration for both the creation of immersive experiences as well as specific species selection.





## 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

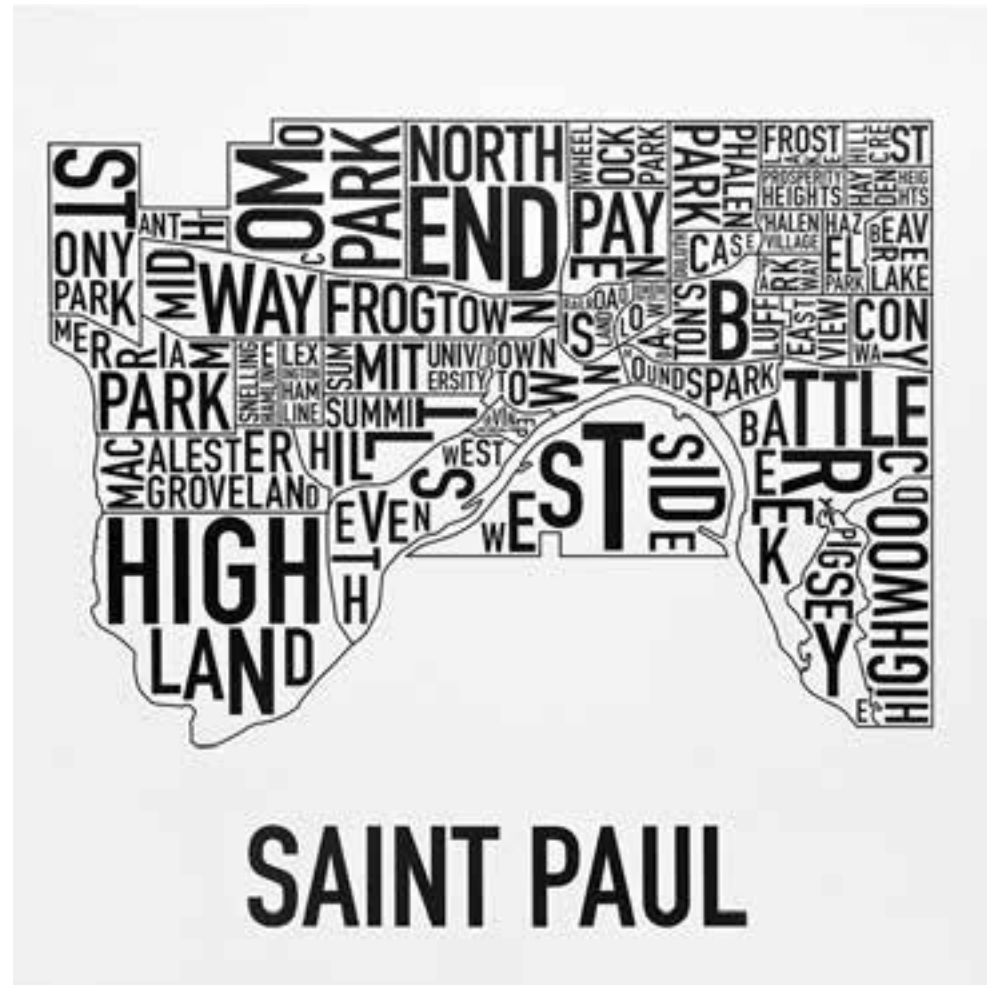
The notion of living with the river and having it intertwined in daily life, culture and tradition is deeply rooted in human history. The River Balcony seeks to be a space that becomes a living repository of the unique, diverse and ever evolving relationships, that people of the Mississippi have with 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.





## COMMUNITIES

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

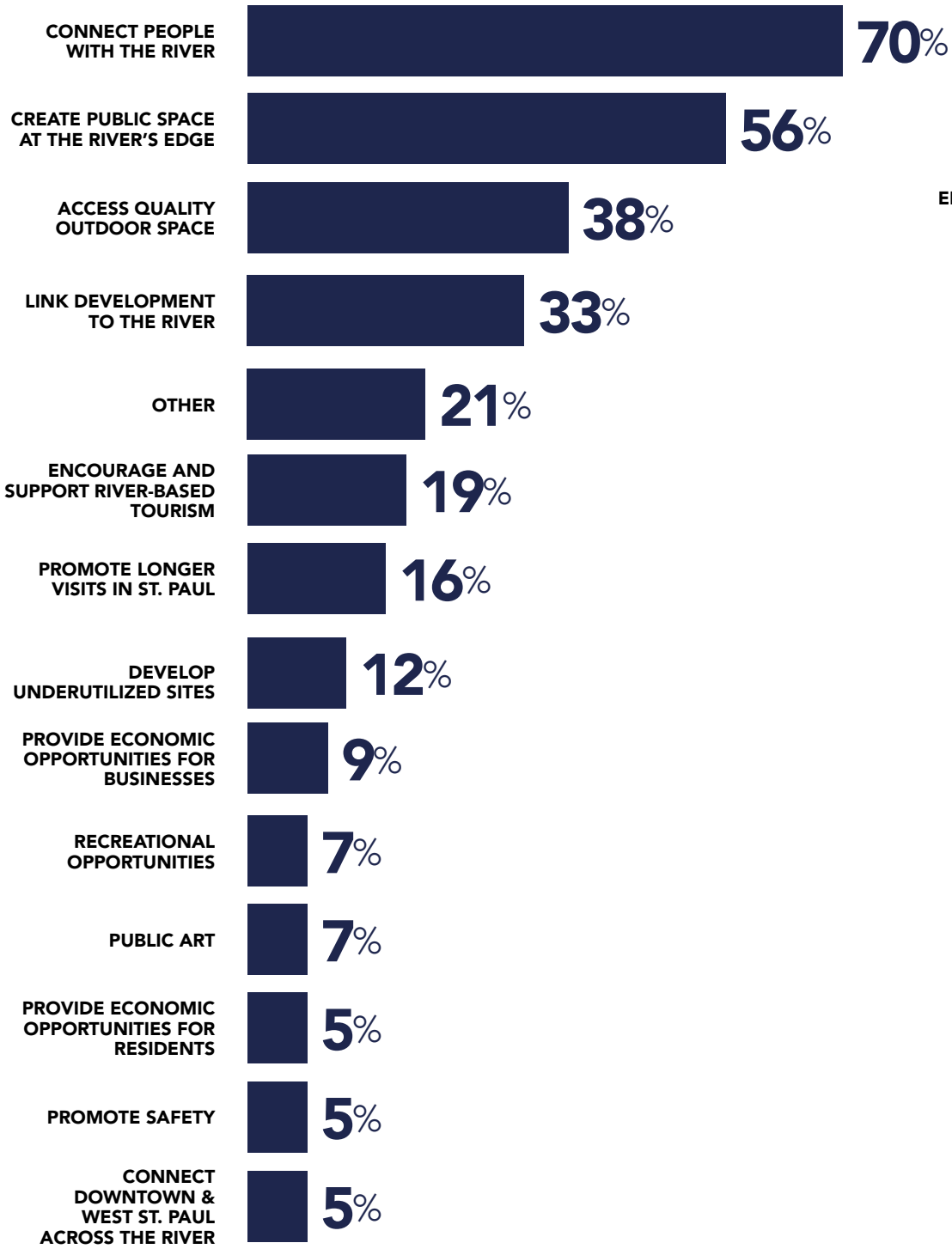
## SURVEY 1

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

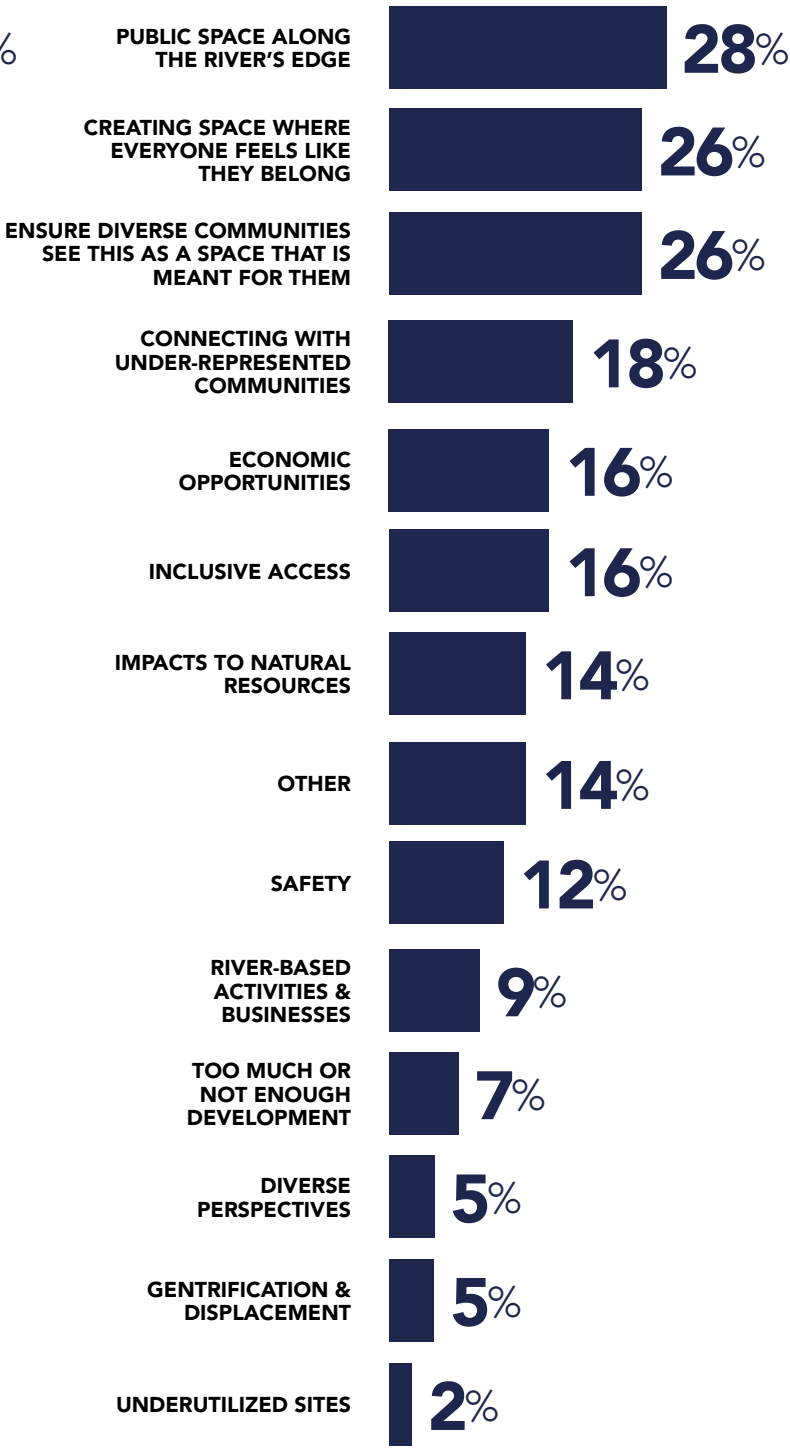
Respondents noted that their top 3 priorities for the River Balcony were connecting people to the Mississippi River, creating public space along the river’s edge and access to quality outdoor space. The top 3 challenges were public space along the river’s edge, creating spaces where everyone feels like 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 1

to be engaged with the planning and design of the River Balcony.

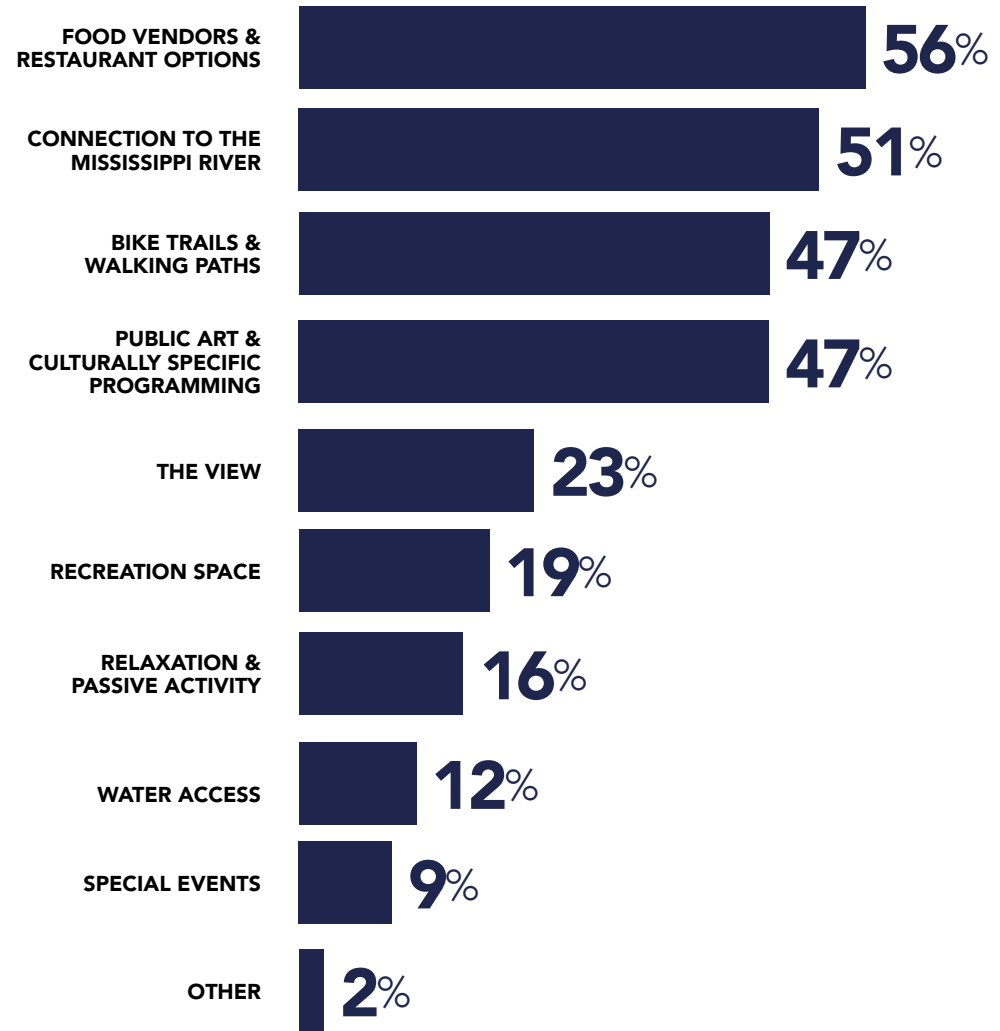
In summarizing the survey results, people want to:

SEE: diverse representation, inclusive public access, beauty, quality & longevity, gathering spaces and amenities, and a focus on landscape and local culture and art;

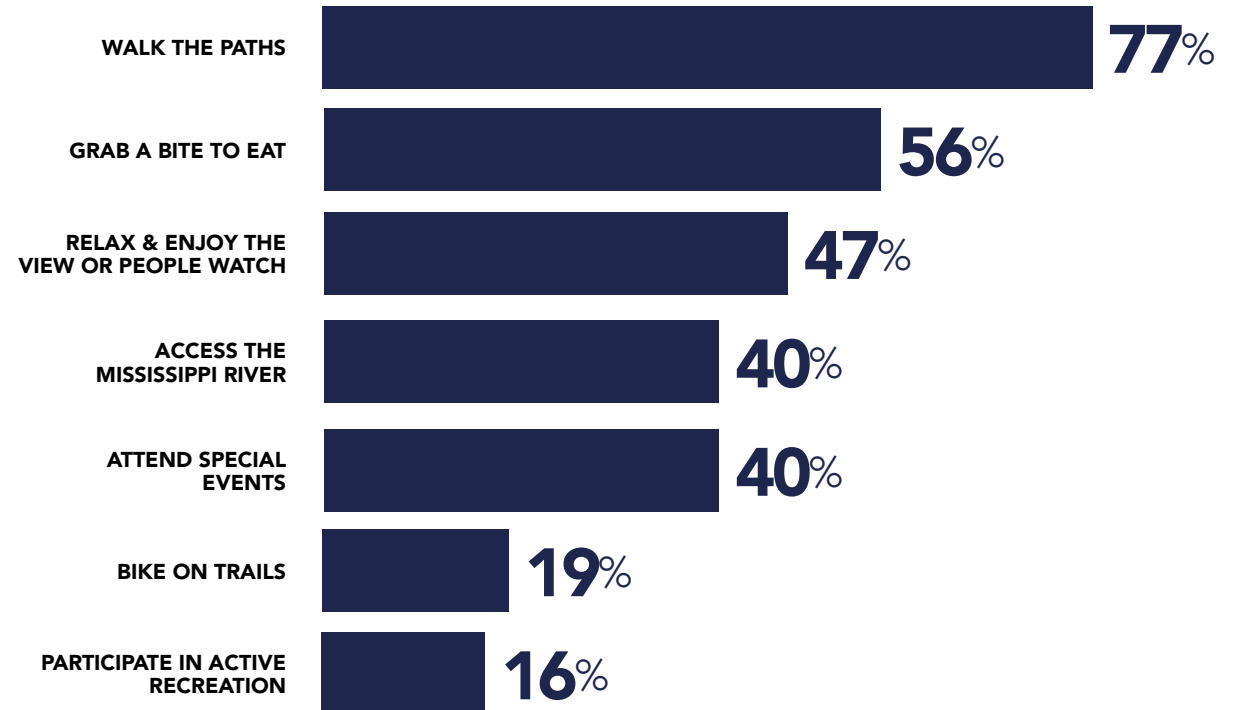
DO: a balance of active and passive activities, community programming, gather and relax, eat and drink, bike and walk, and focus on the river and the views;

FEEL: a connection to the river, to other parts of the city and to the people, a space meant for and owned by the public, with a focus on sense of belonging.

### Q3 What would most attract you?



## Q4 Top 3 Uses



## Q5 What is missing?





# DIGITAL SURVEY

## SURVEY 2

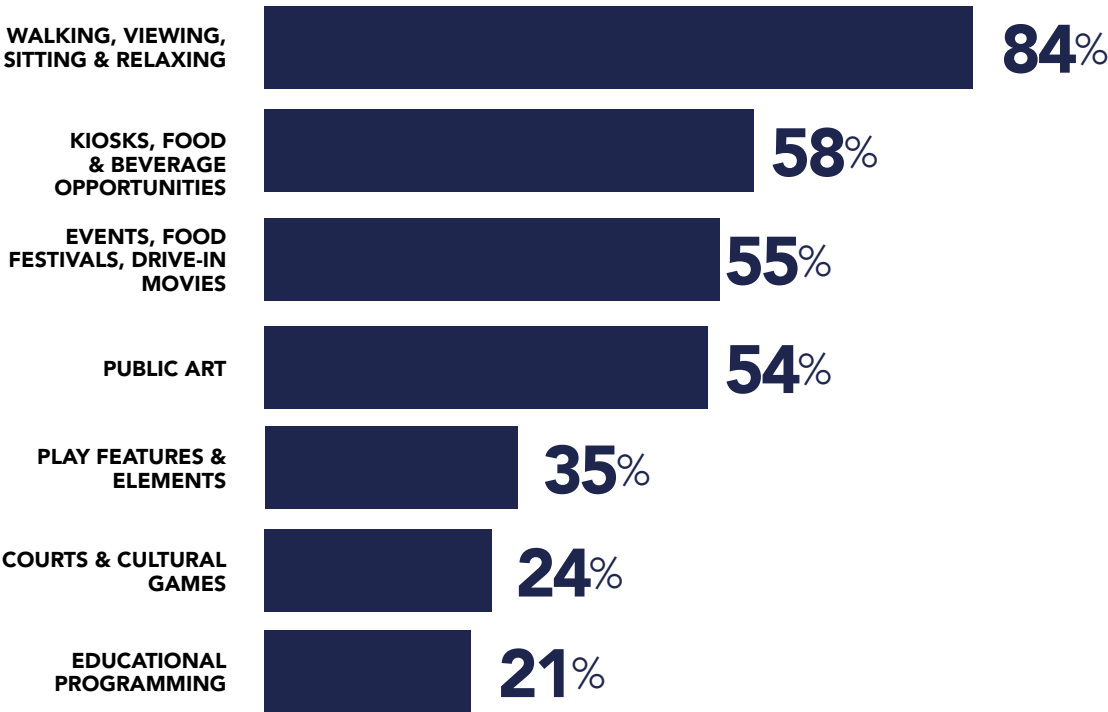
A second digital public survey was provided on the project website after the February public meeting and was taken by over 250 participants. Most (80%) of respondents noted that in looking at the design, they felt a stronger connection with the Mississippi River than they do today. Feedback related to 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.

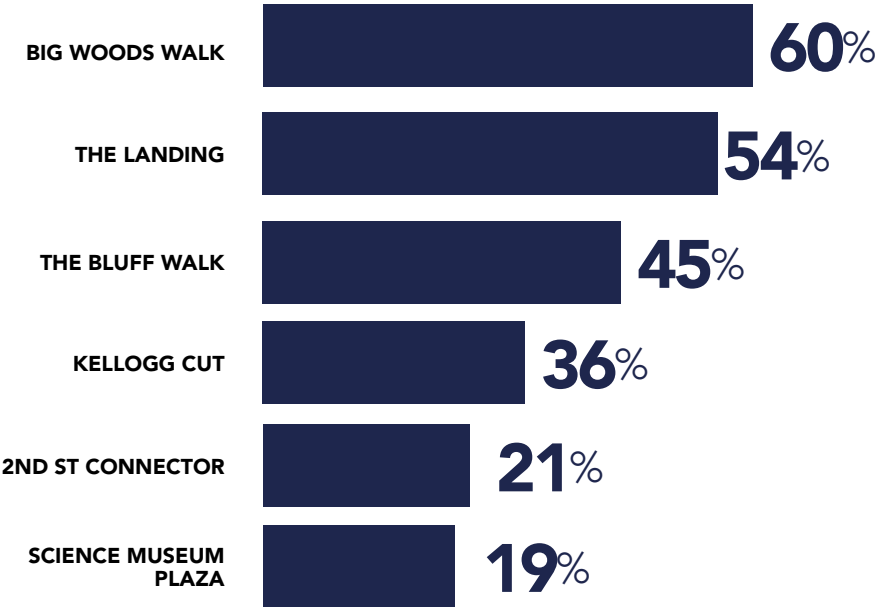
**Q1** Looking at the design, do you feel a stronger connection to the River?



**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.?**





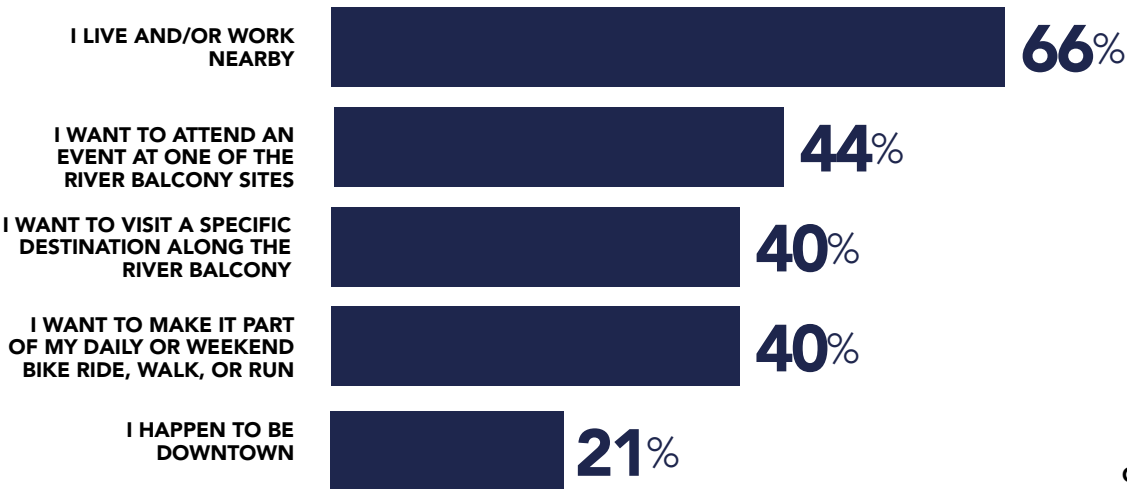
# DIGITAL SURVEY

## SURVEY 3

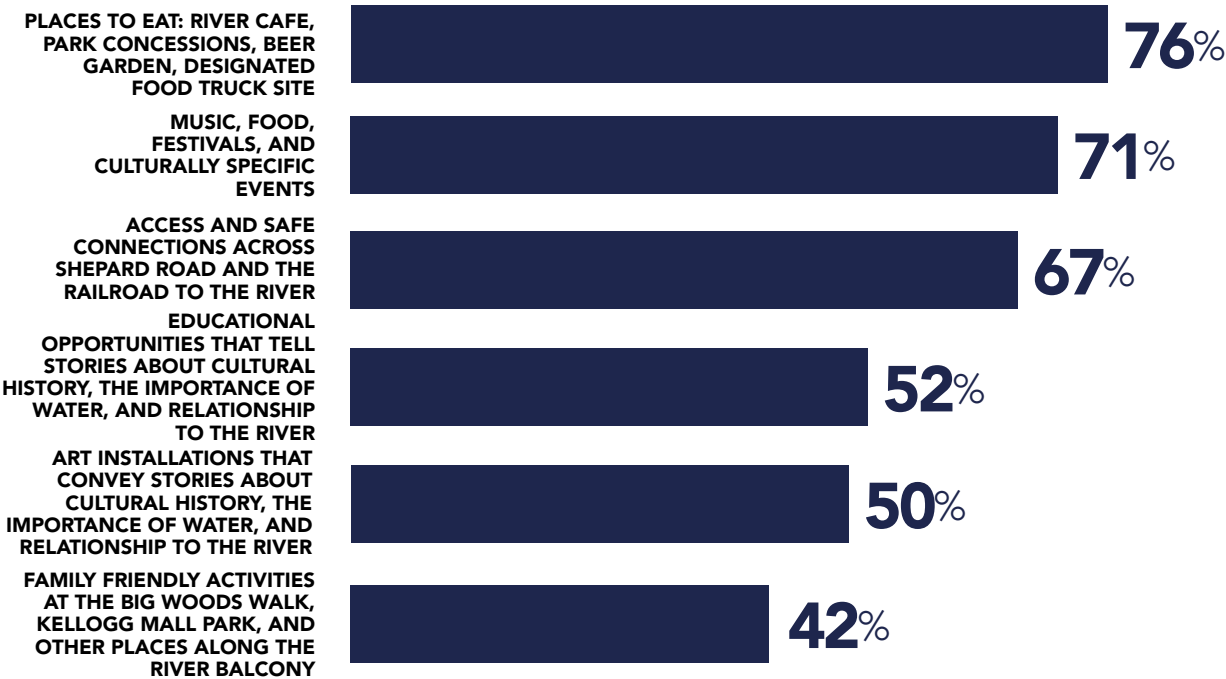
This public survey was intended to gather feedback on how community members would like to see this space activated through programming and events. There were 363 respondents. Most individuals taking the survey responded that they would visit the River Balcony because they live or work nearby. Almost 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.

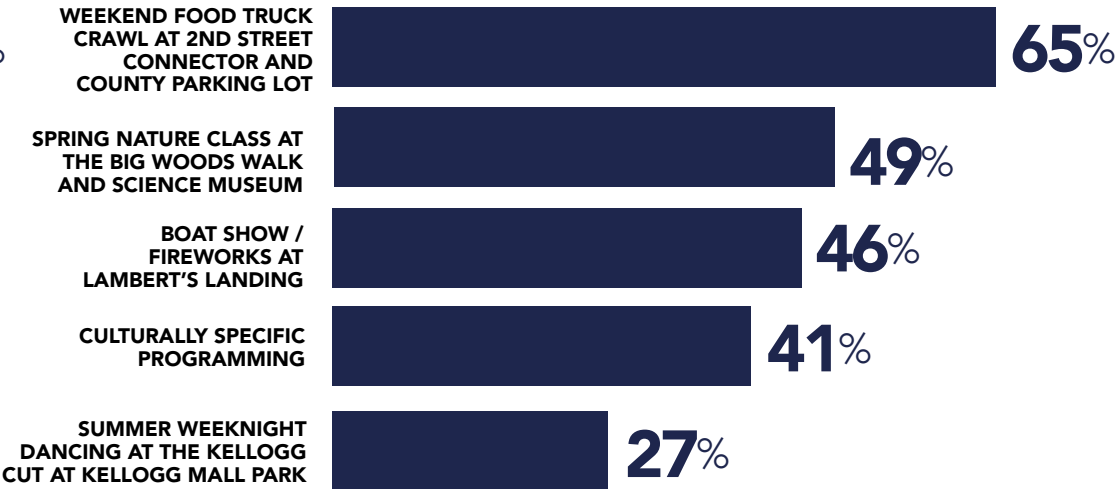
### Q1 What will bring you to the River Balcony?



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



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





# 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.

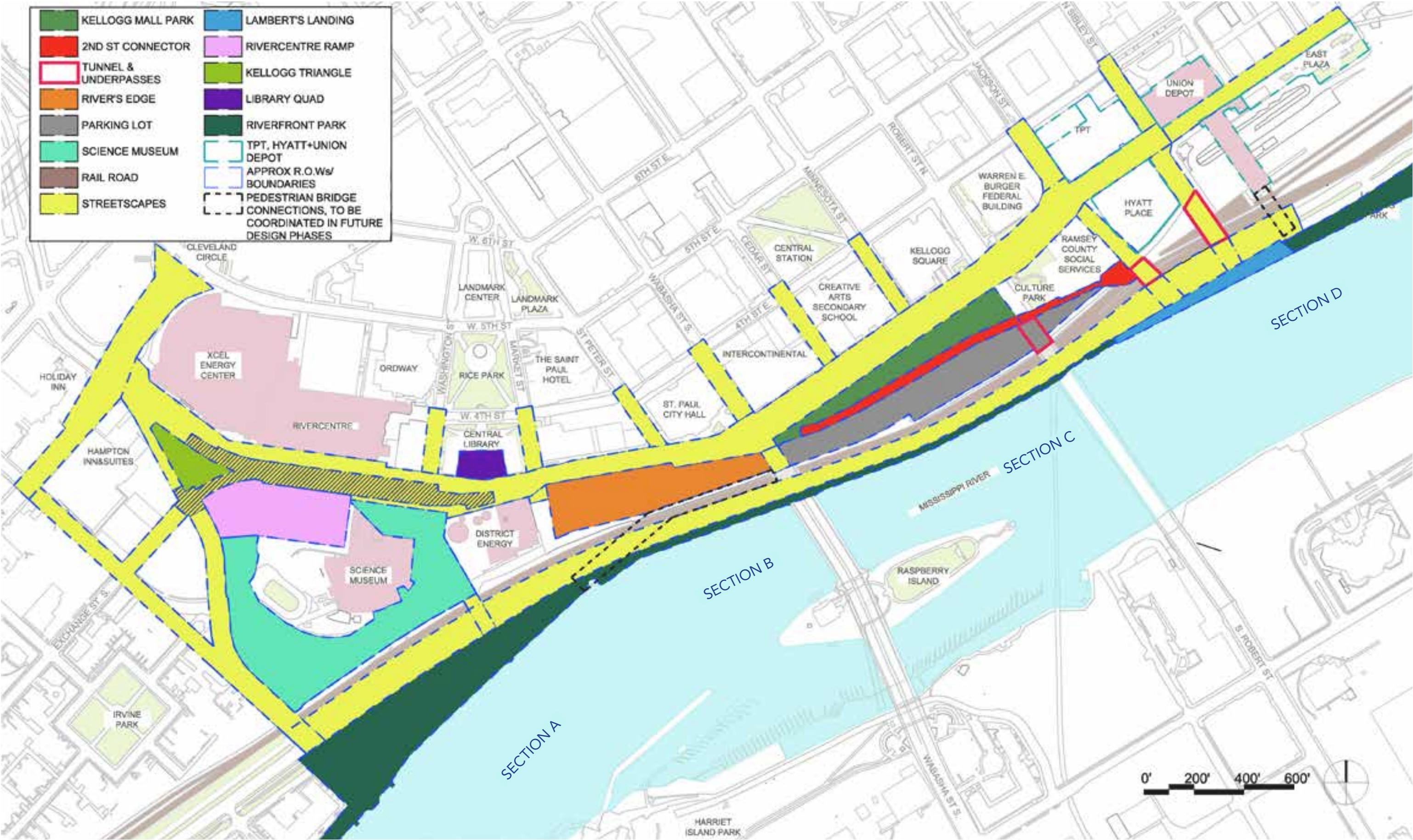
The framework chapter defines the River Balcony site by identifying all of the pieces along with relevant stakeholders who will participate in determining the physical footprint, alignment, character, programming and operations of the River Balcony as a new public destination.

# 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



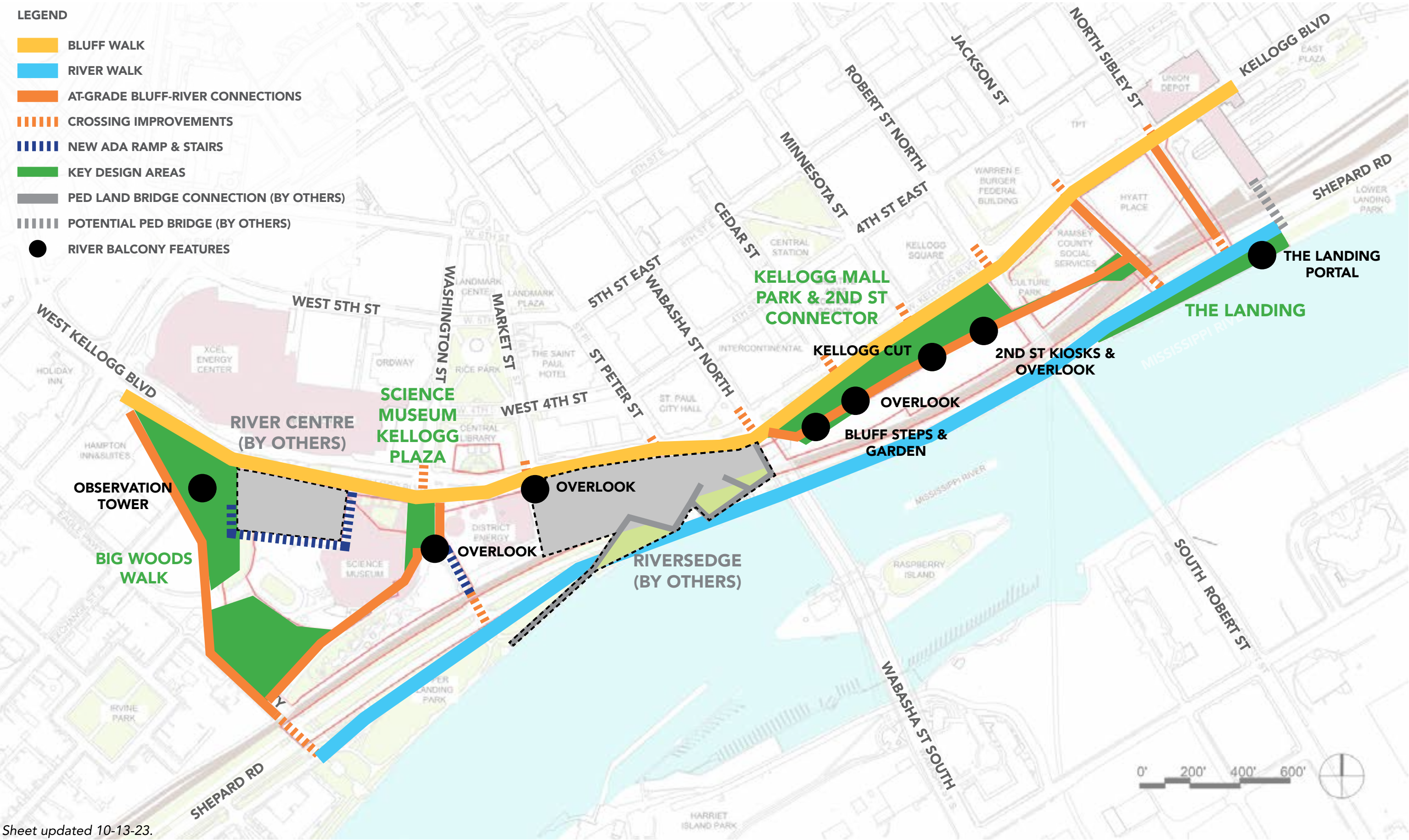


# STAKEHOLDERS

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



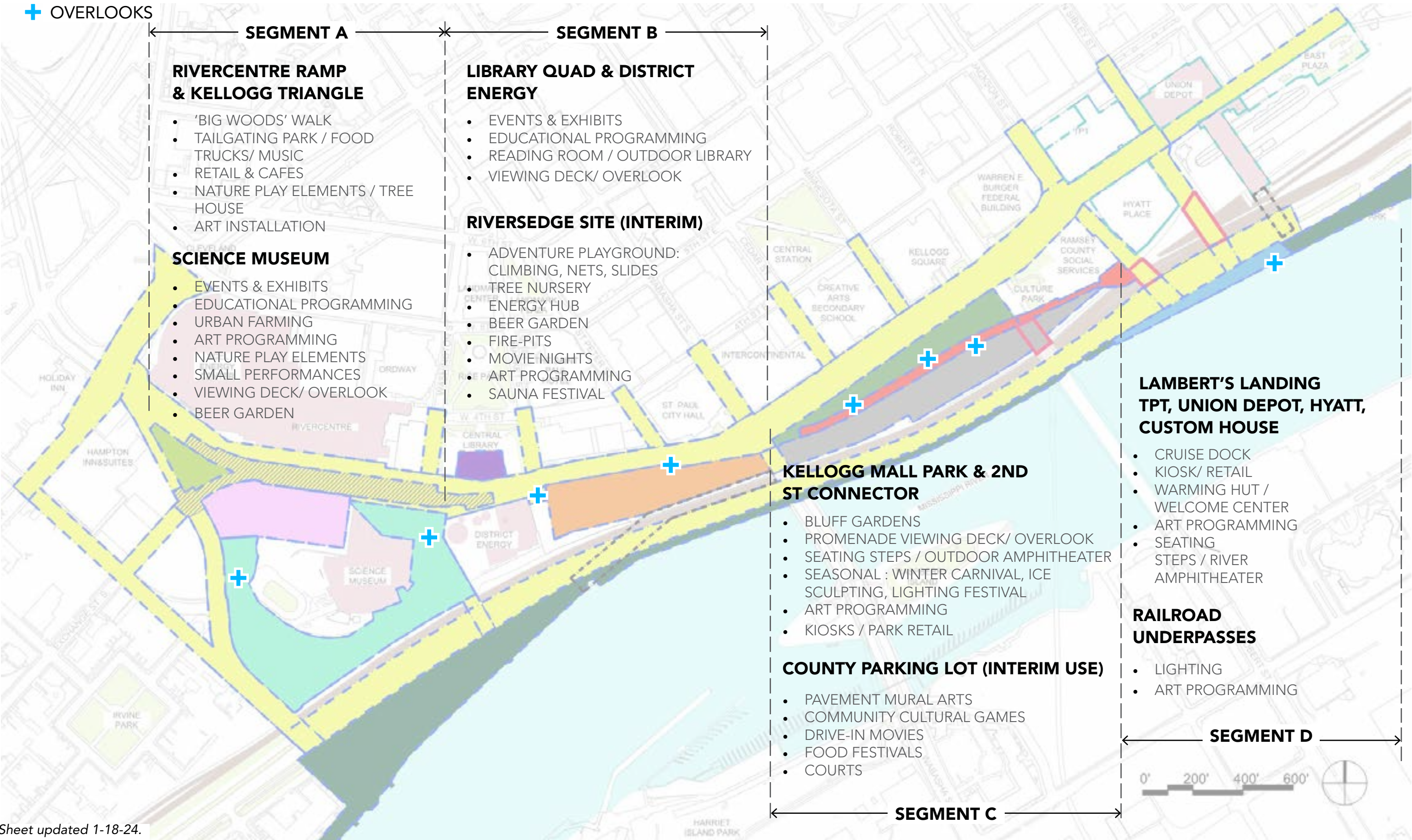
# PROJECT MAP



Sheet updated 10-13-23.



# PROGRAM FRAMEWORK



Sheet updated 1-18-24.



# INTERIM USE





WINTER USE





# ARTS & EDUCATION



Art Installations



Performances



Exhibitions



Mississippi River Education



Outdoor Classroom



# PARK ACTIVATION & RETAIL





# RIVER BALCONY DESIGN





**MISSISSIPPI**



**RIVER LORE**



**COMMUNITY**



**BLUFF**



**ECOREGIONS**

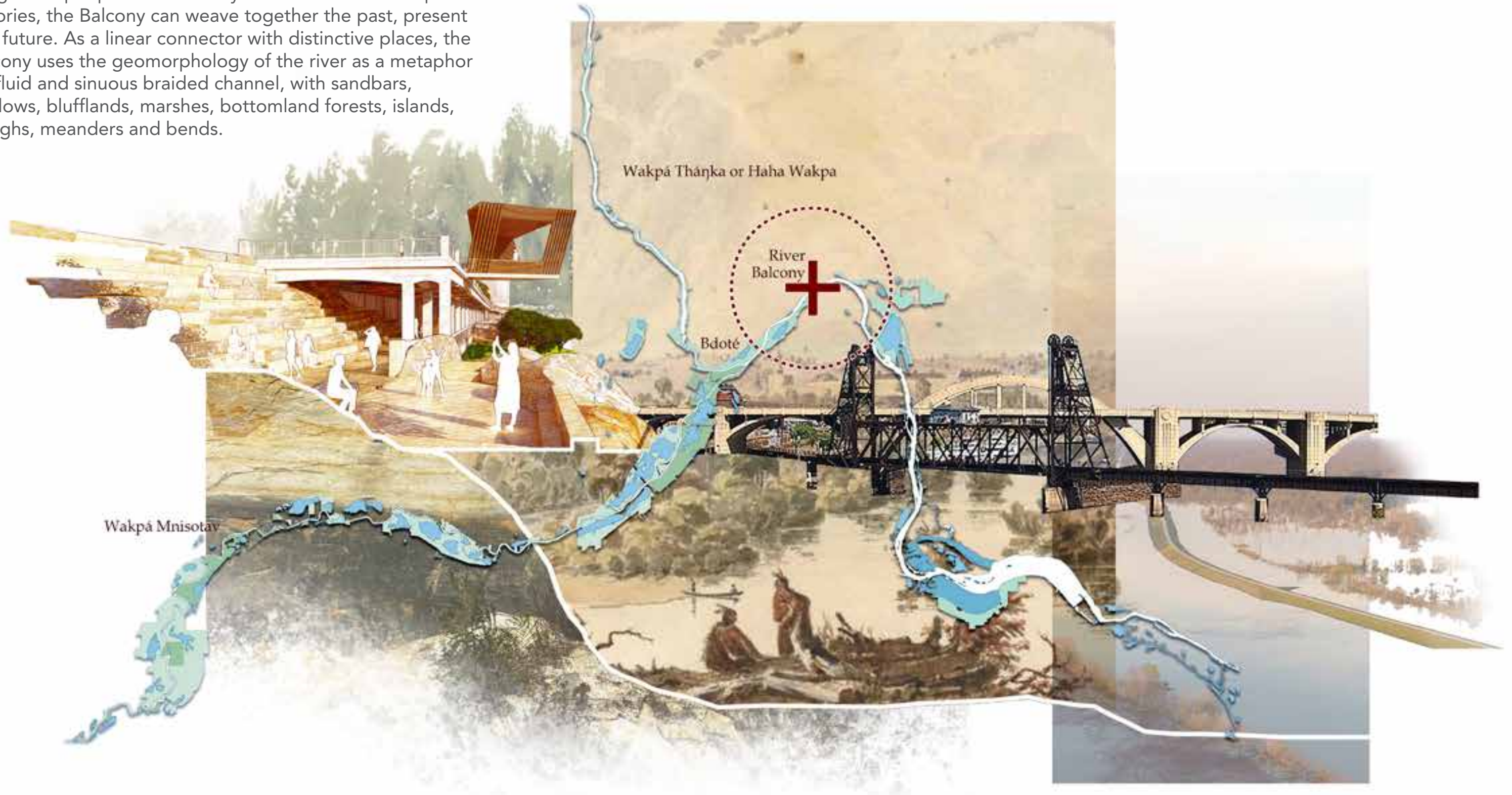


**ACTIVATION**



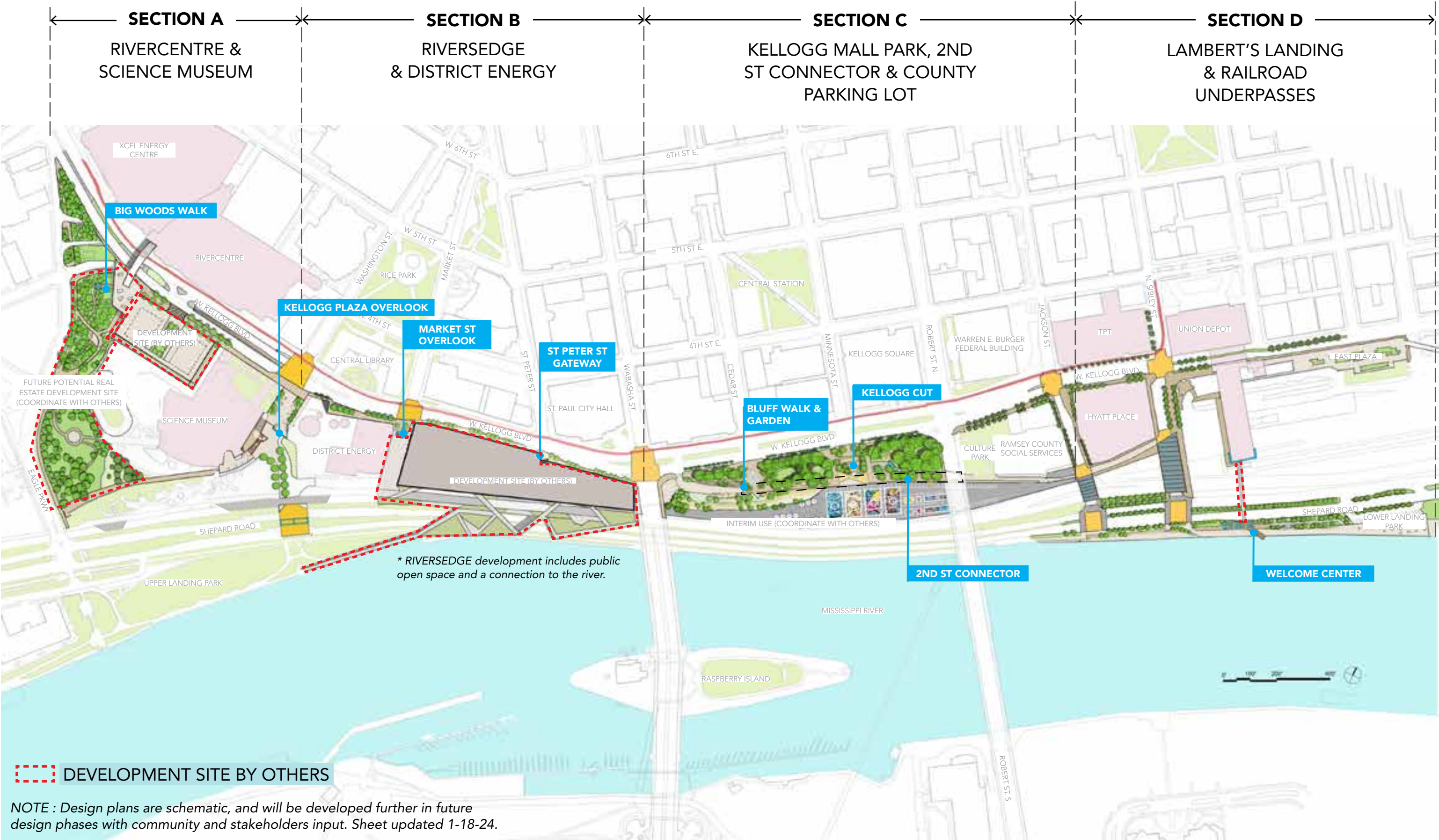
# A LAYERED SITE

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.



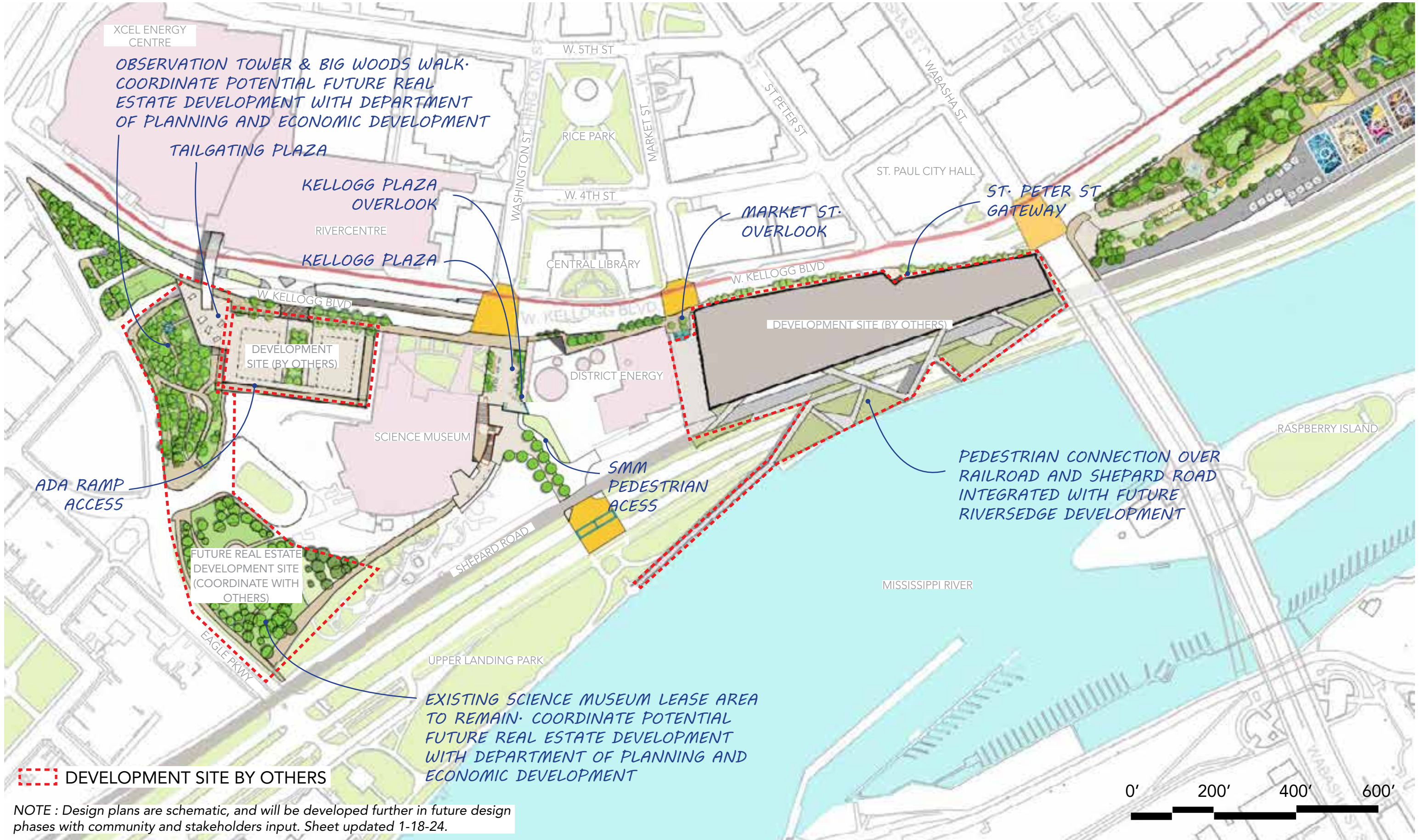


# OVERALL SITE PLAN





# SITE PLAN - WEST (SECTIONS A & B)





# SITE PLAN - EAST (SECTIONS C & D)

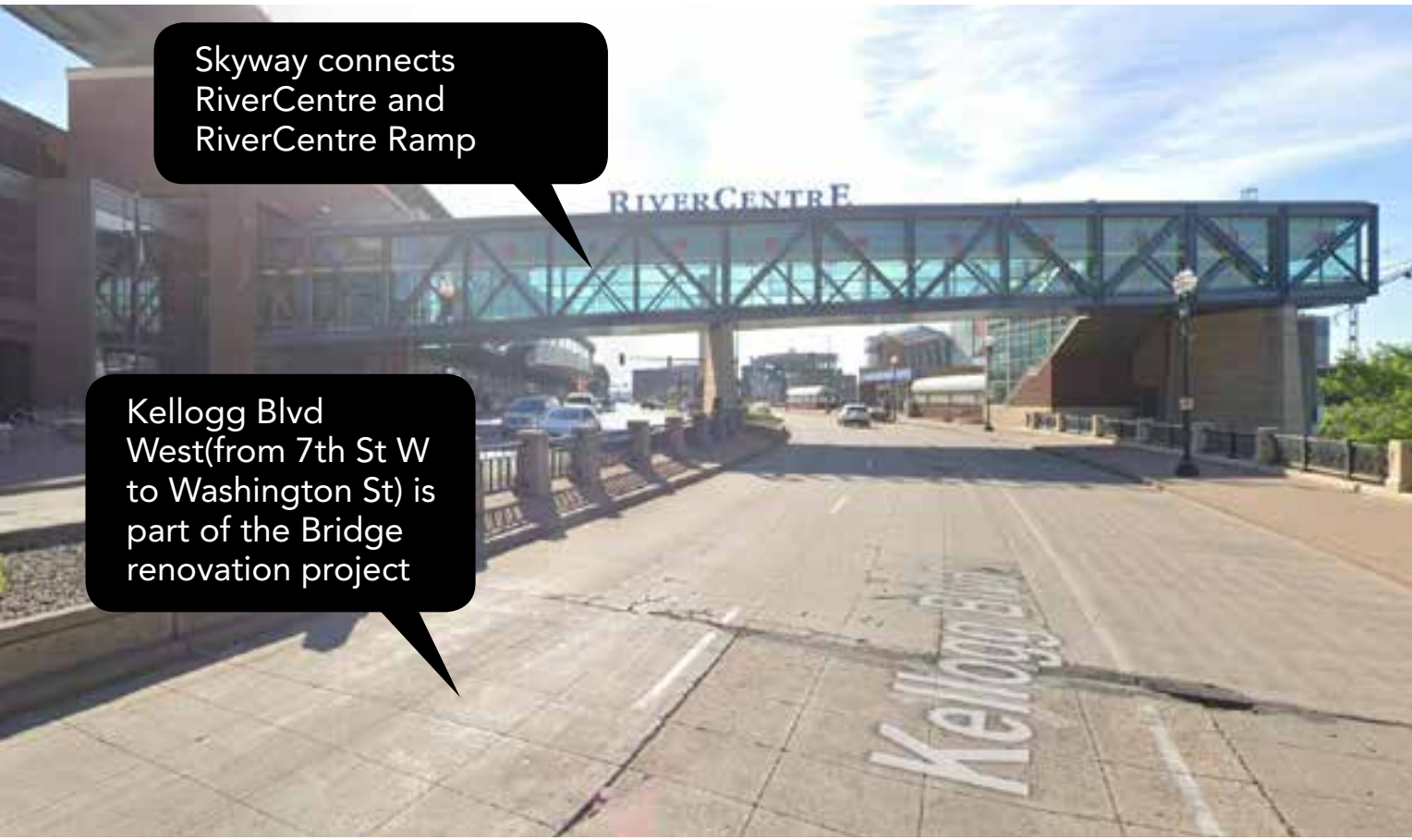
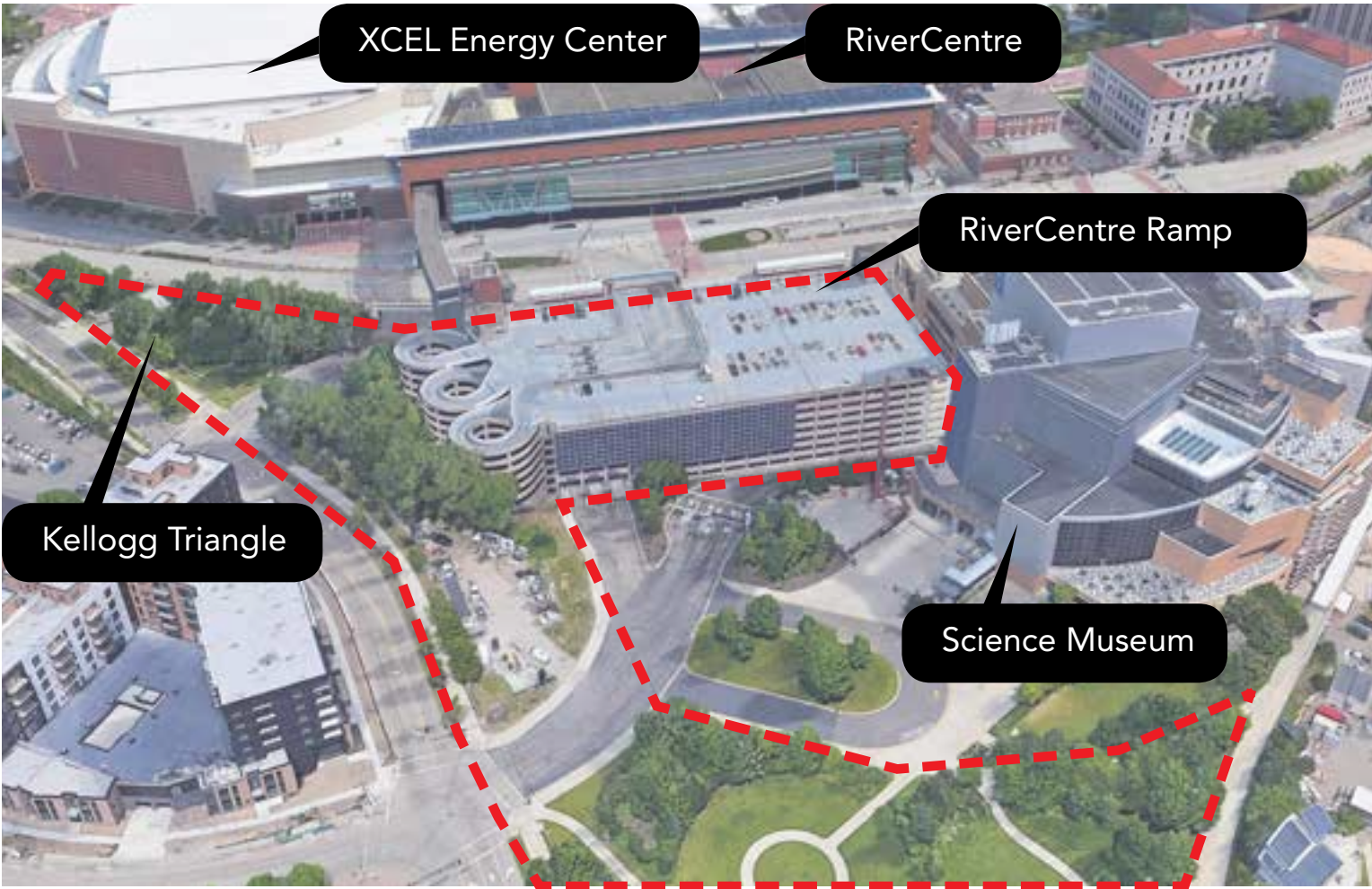
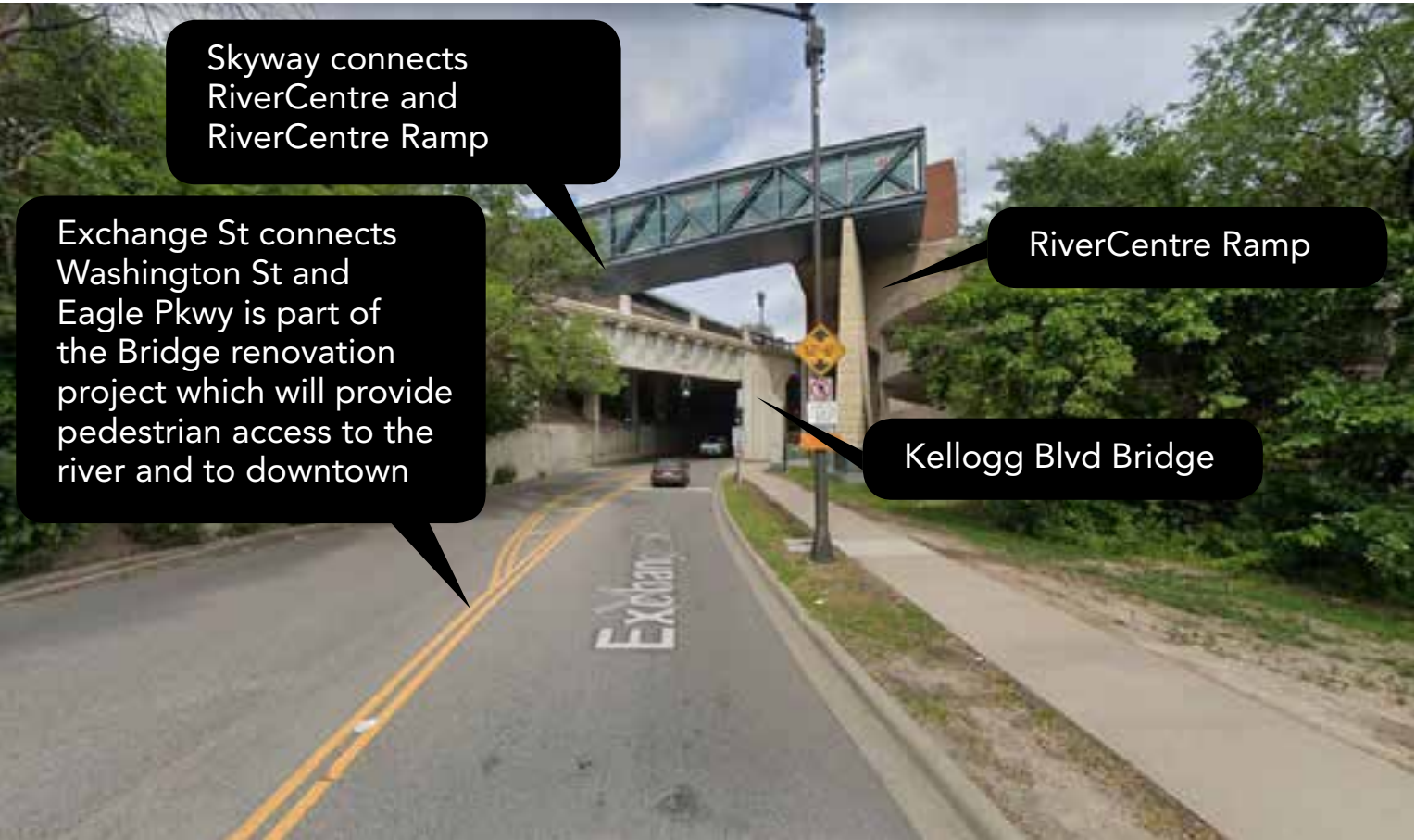
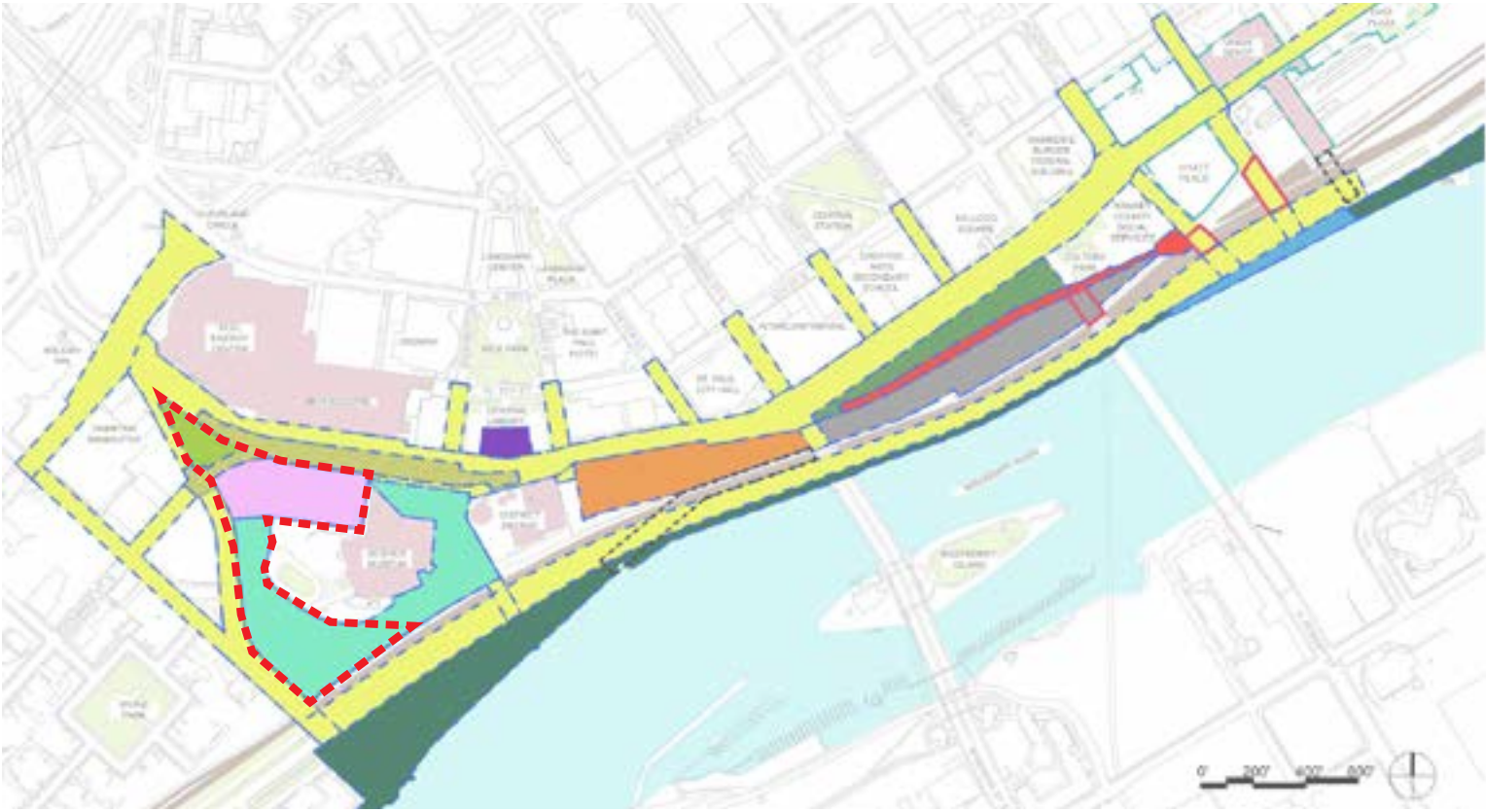




# SECTION A RIVERCENTRE + SCIENCE MUSEUM



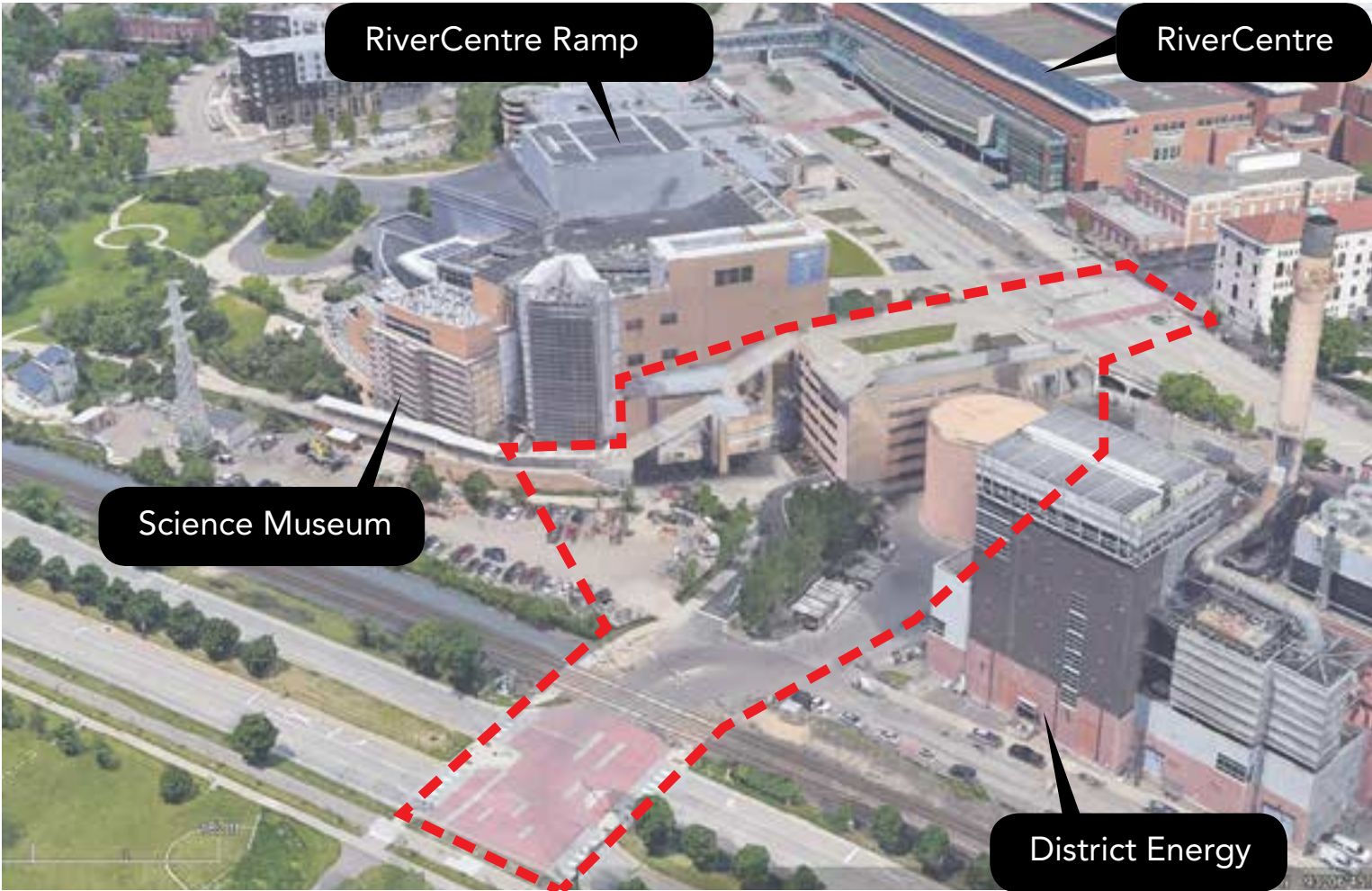
# LOCATION & EXISTING CONDITIONS





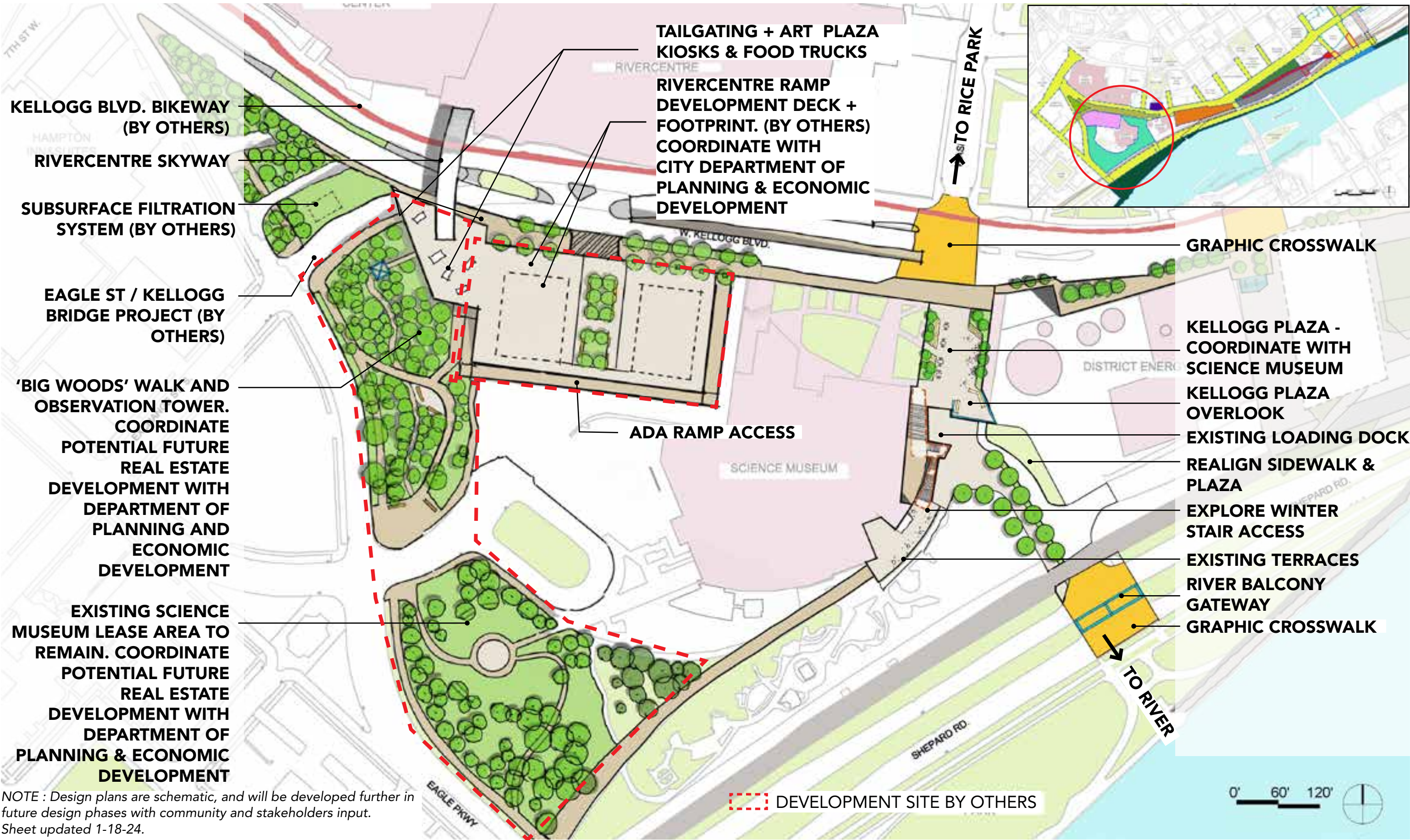
# LOCATION & EXISTING CONDITIONS

SECTION A: RIVER CENTRE +SCIENCE MUSEUM





SITE PLAN

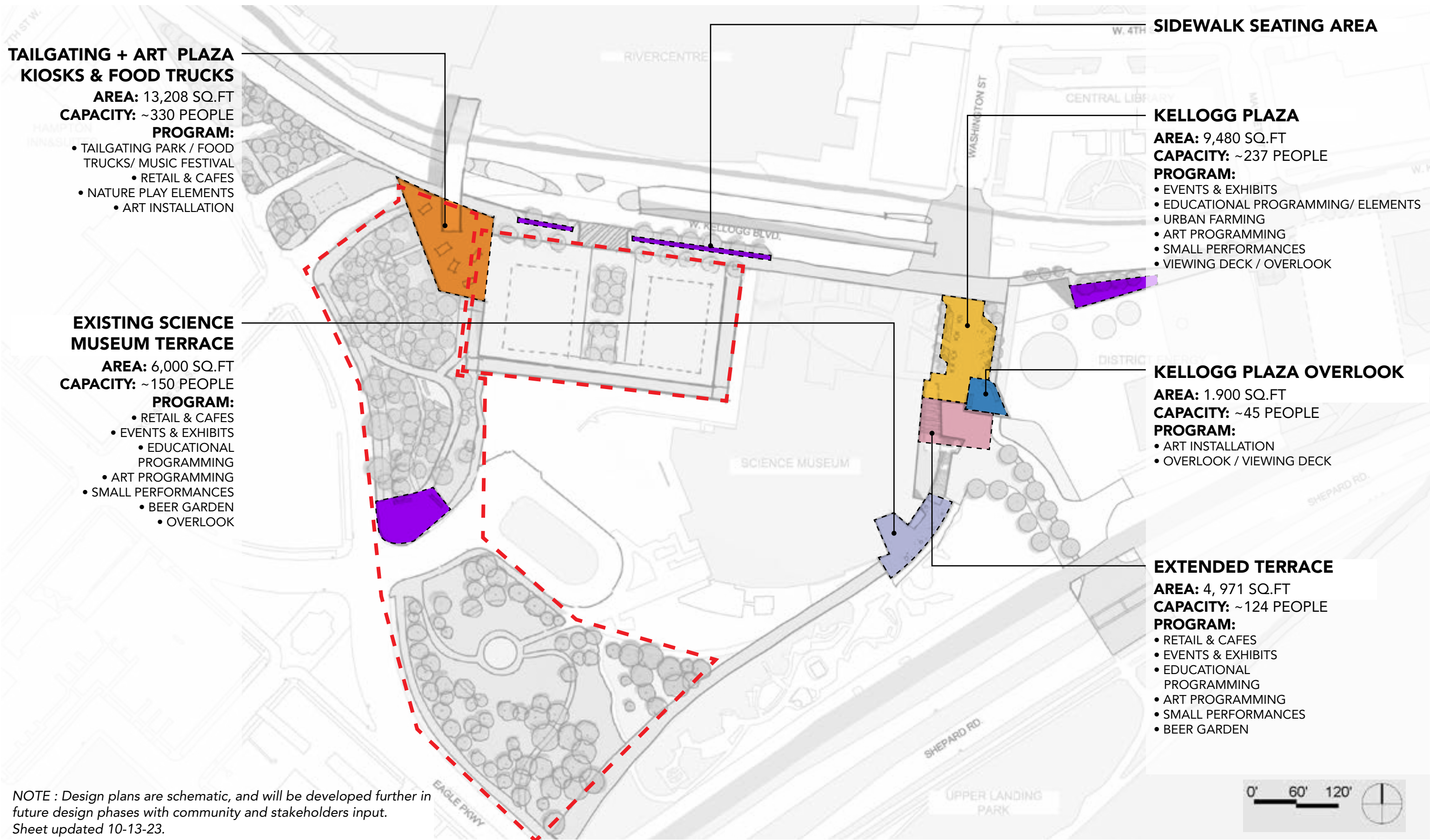




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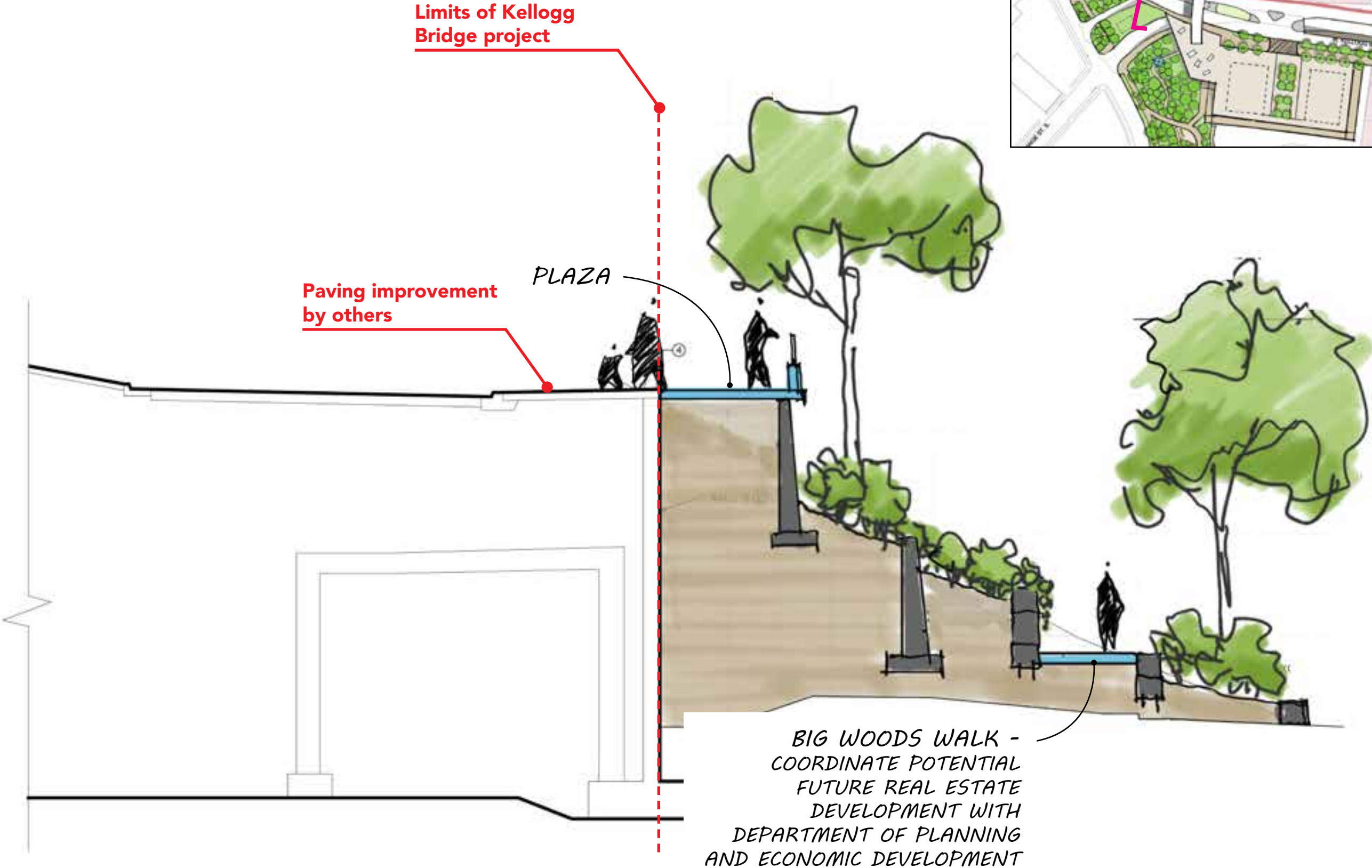
# PROGRAM DIAGRAM





# KELLOGG BRIDGE PROJECT - SECTION BB OVERLAY

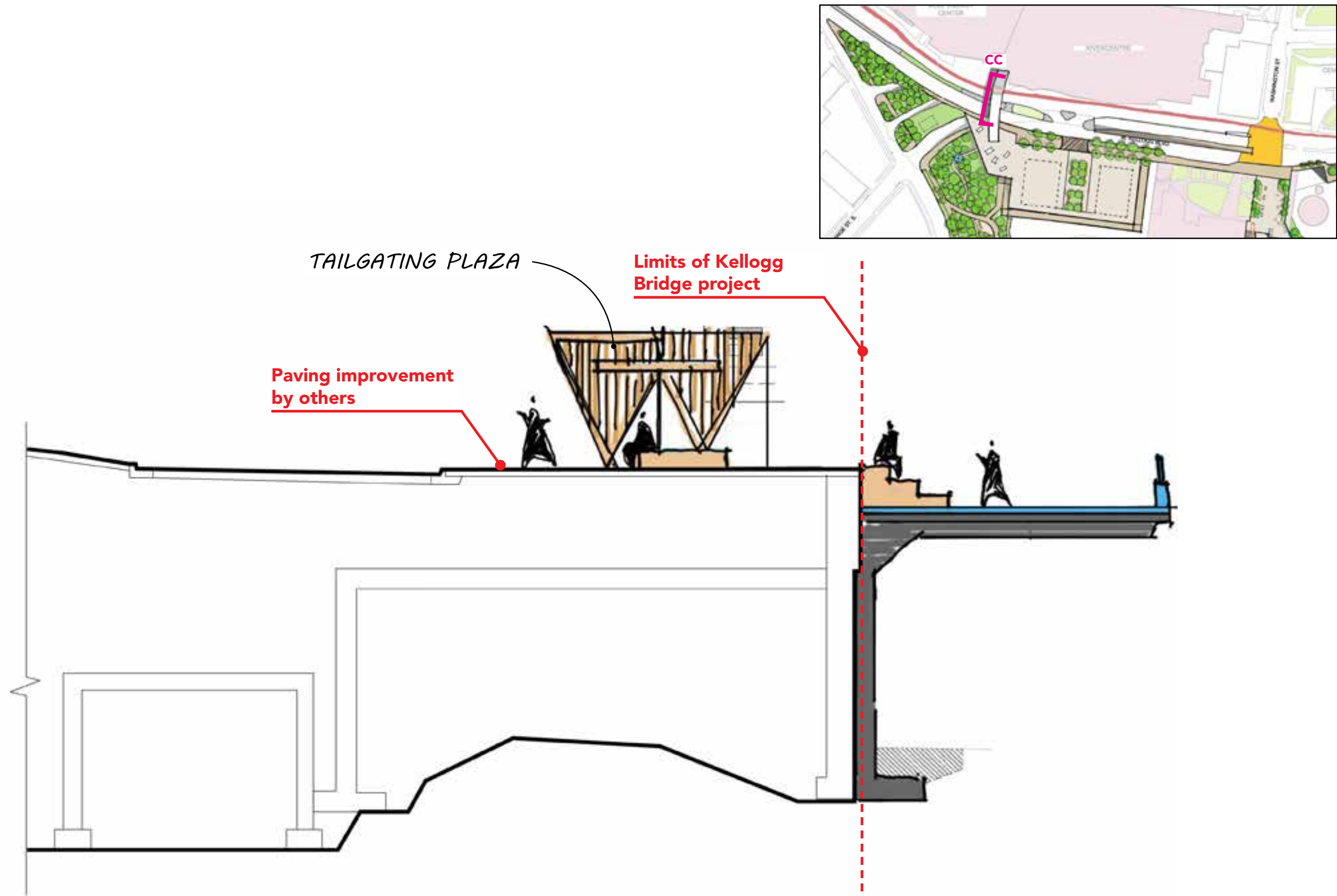
SECTION A: RIVER CENTRE +SCIENCE MUSEUM





# KELLOGG BRIDGE PROJECT - SECTION CC OVERLAY

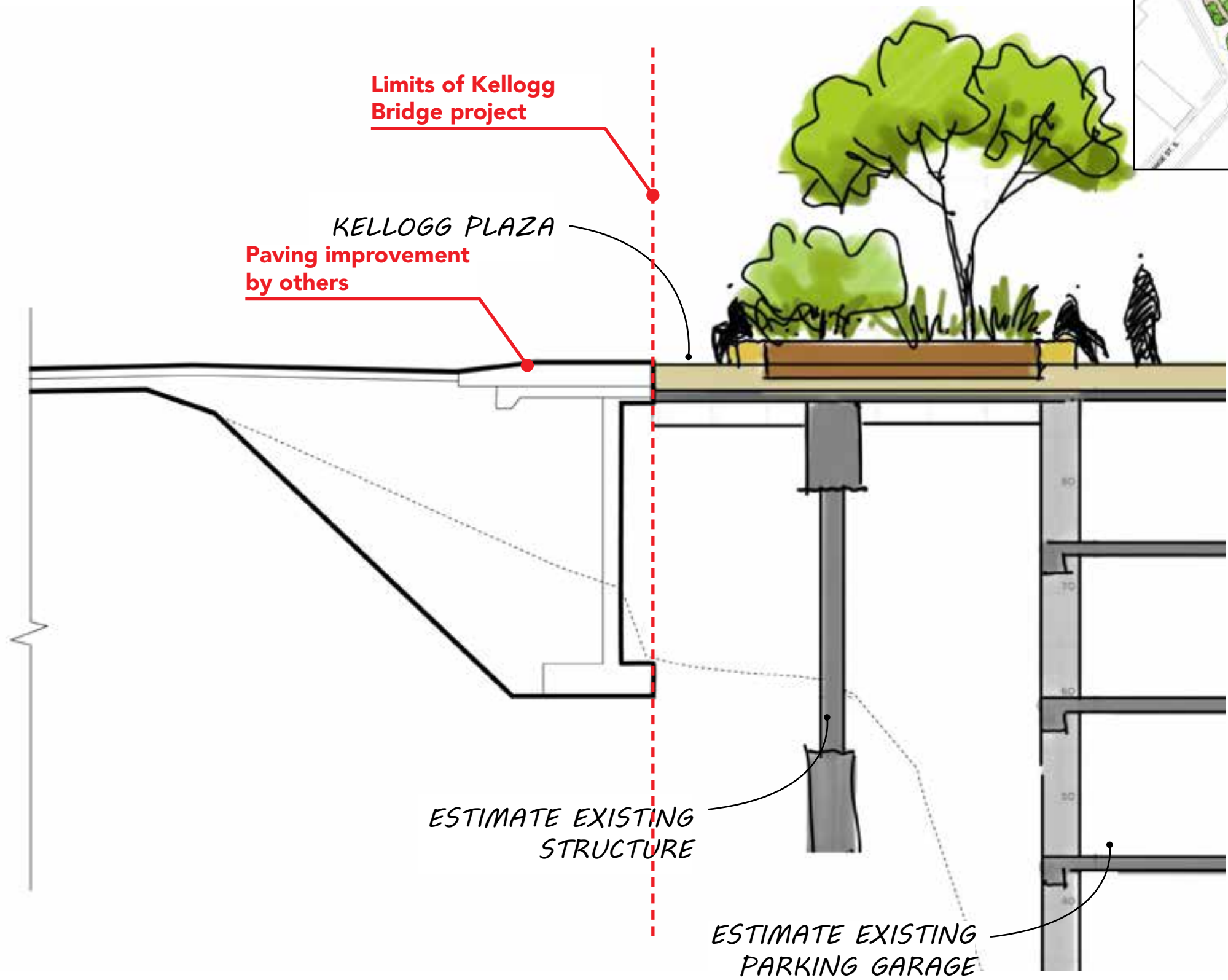
SECTION A: RIVER CENTRE +SCIENCE MUSEUM





# KELLOGG BRIDGE PROJECT - SECTION LL OVERLAY

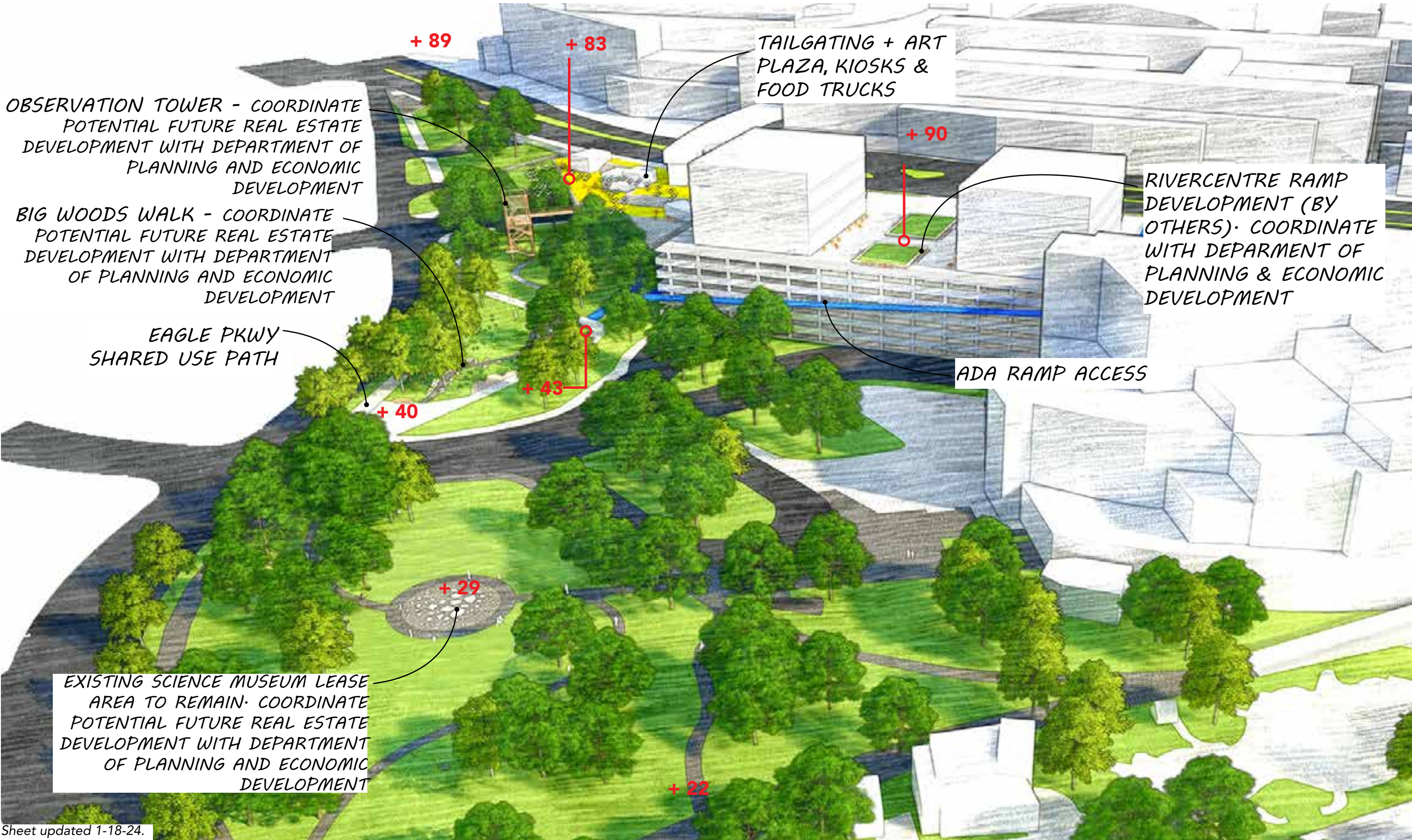
SECTION A: RIVER CENTRE +SCIENCE MUSEUM





# RIVERCENTRE RAMP & SMM AERIAL

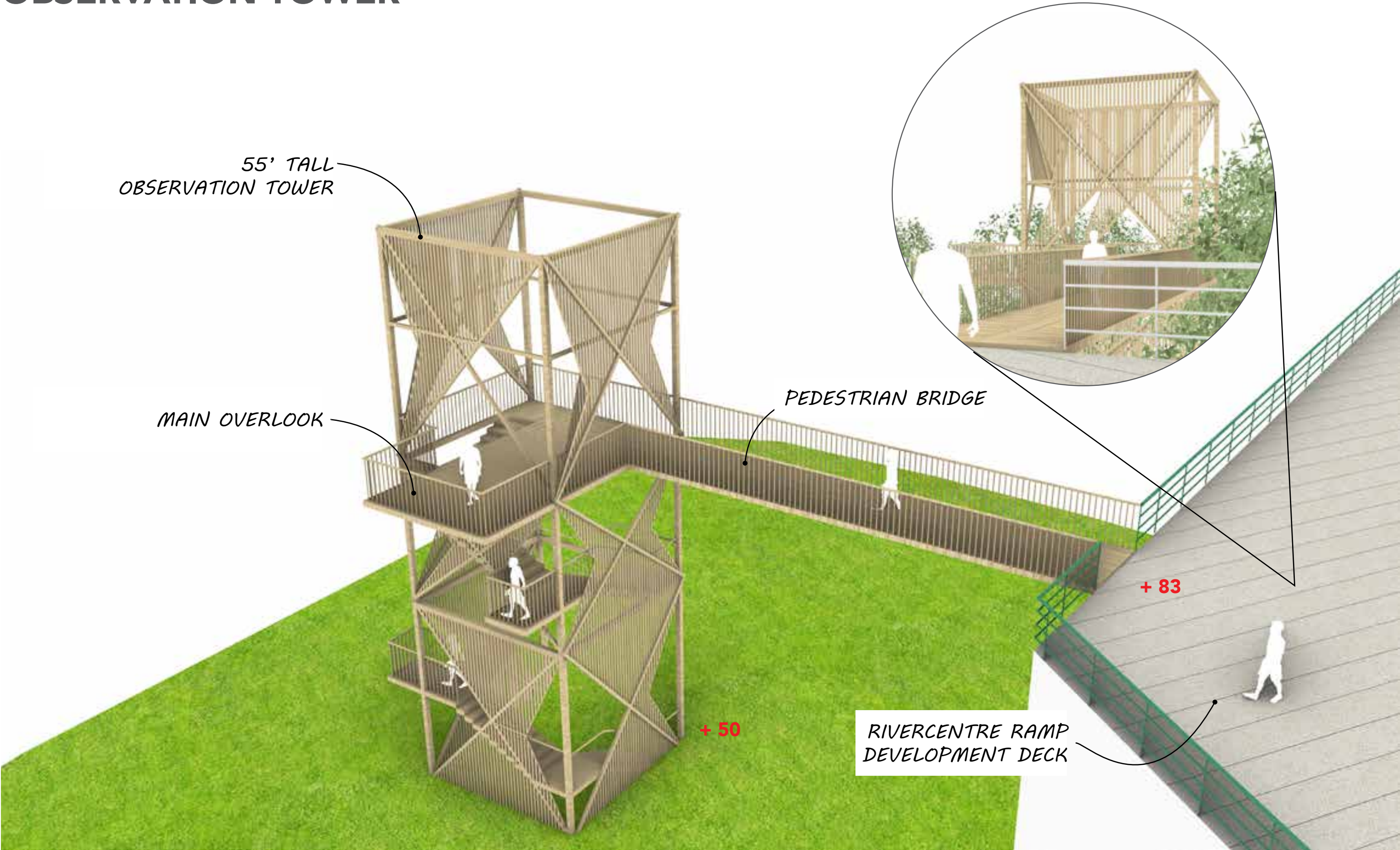
SECTION A: RIVER CENTRE +SCIENCE MUSEUM





# OBSERVATION TOWER

SECTION A: RIVER CENTRE +SCIENCE MUSEUM



55' TALL  
OBSERVATION TOWER

MAIN OVERLOOK

PEDESTRIAN BRIDGE

+ 50

+ 83

RIVERCENTRE RAMP  
DEVELOPMENT DECK



# OBSERVATION TOWER VIEW TOWARDS RIVER

SECTION A: RIVER CENTRE +SCIENCE MUSEUM









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# REFERENCE IMAGES



Forest Pavilion, Thailand



University Campus Park Umea, Sweden



Strandskogen Arninge Ullna, Sweden



Taopu Central Park, China



The High Line, New York



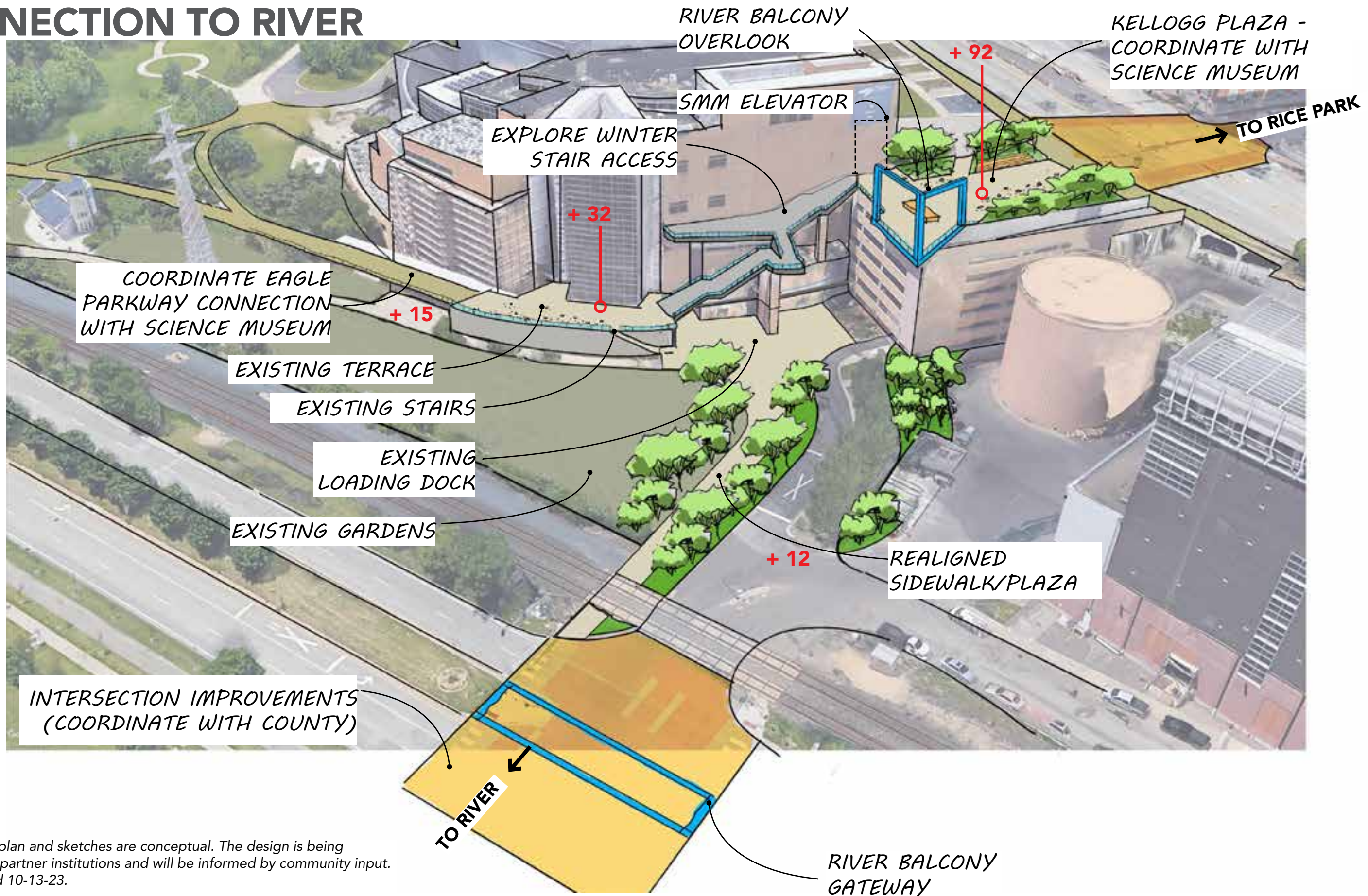
# EXISTING SCIENCE MUSEUM CONNECTION TO RIVER

SECTION A: RIVER CENTRE + SCIENCE MUSEUM





# PROPOSED SCIENCE MUSEUM CONNECTION TO RIVER

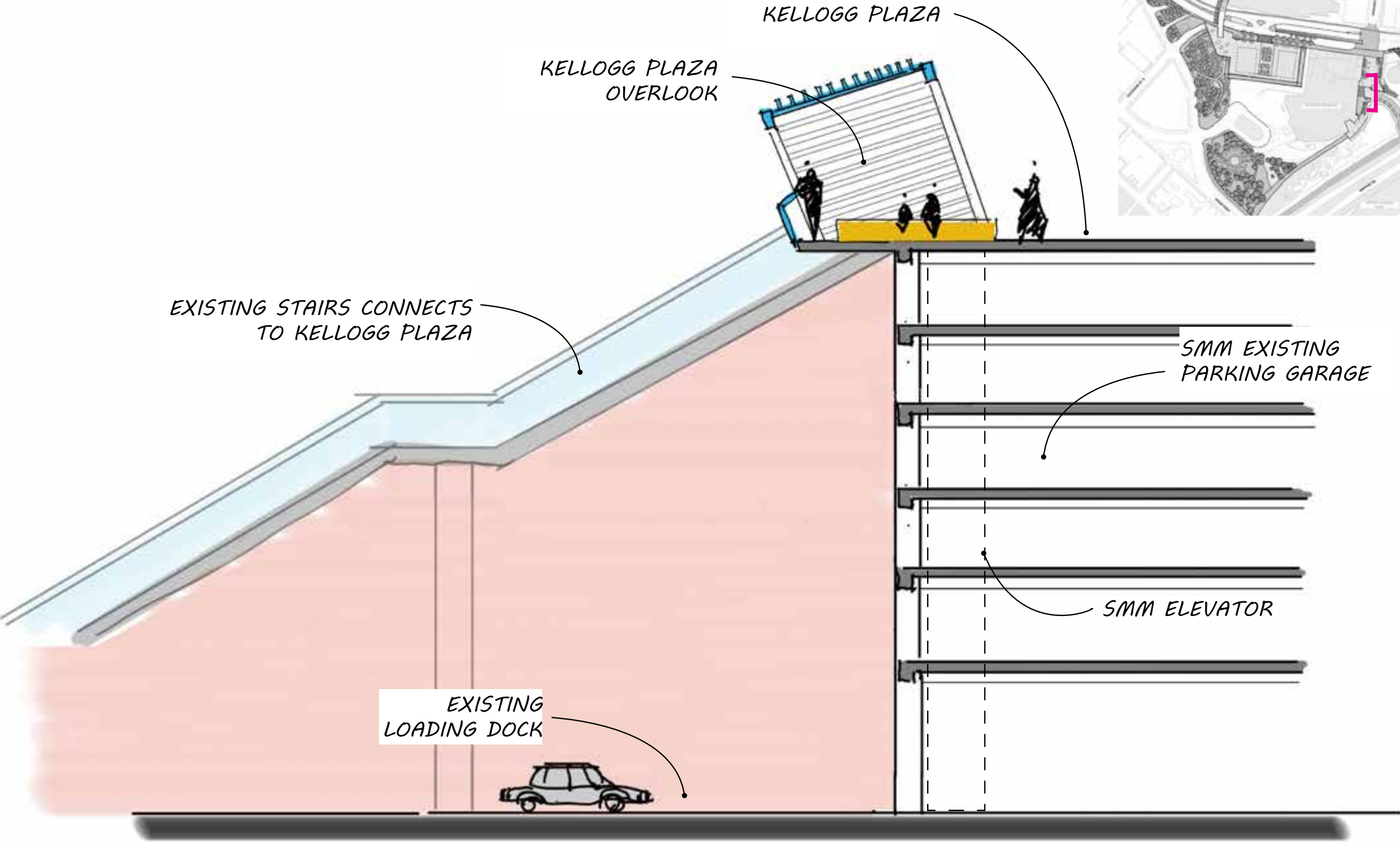


NOTE : Initial plan and sketches are conceptual. The design is being explored with partner institutions and will be informed by community input. Sheet updated 10-13-23.



# SECTION AT KELLOGG PLAZA OVERLOOK

SECTION A: RIVER CENTRE + SCIENCE MUSEUM



Sheet updated 10-13-23.



# KELLOGG PLAZA OVERLOOK

SECTION A: RIVER CENTRE +SCIENCE MUSEUM





REFERENCE IMAGES

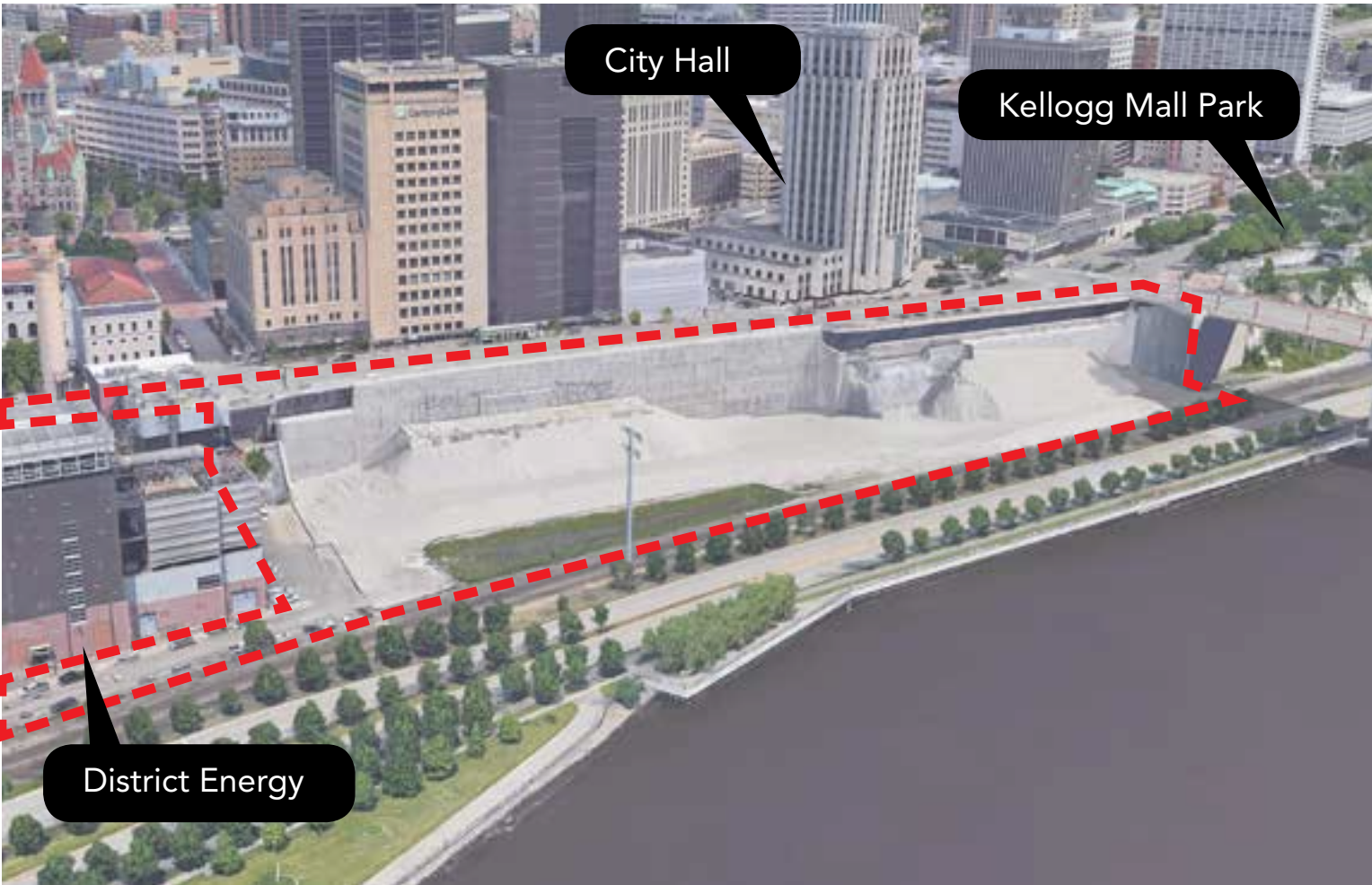
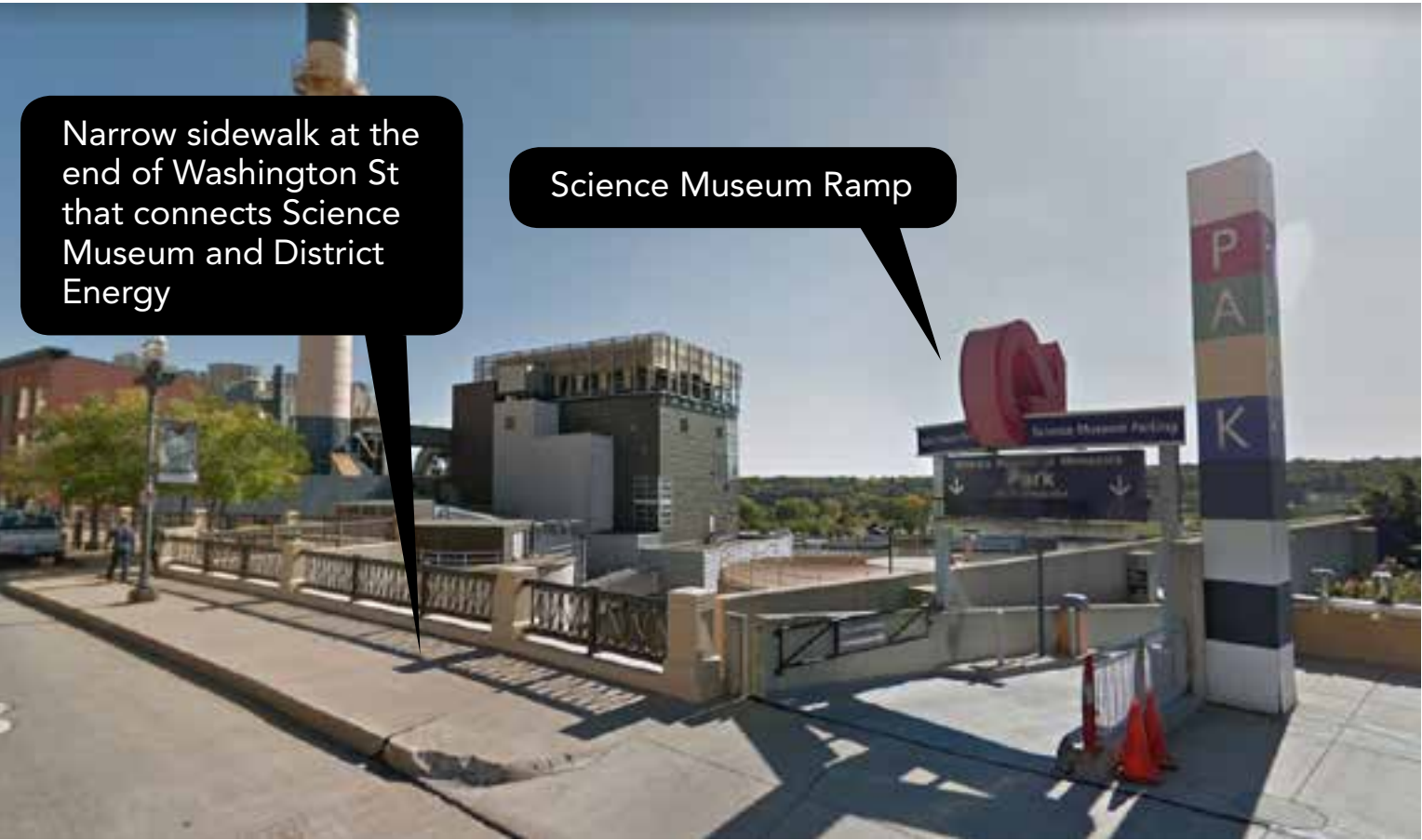




# SECTION B RIVERSEDGE + DISTRICT ENERGY

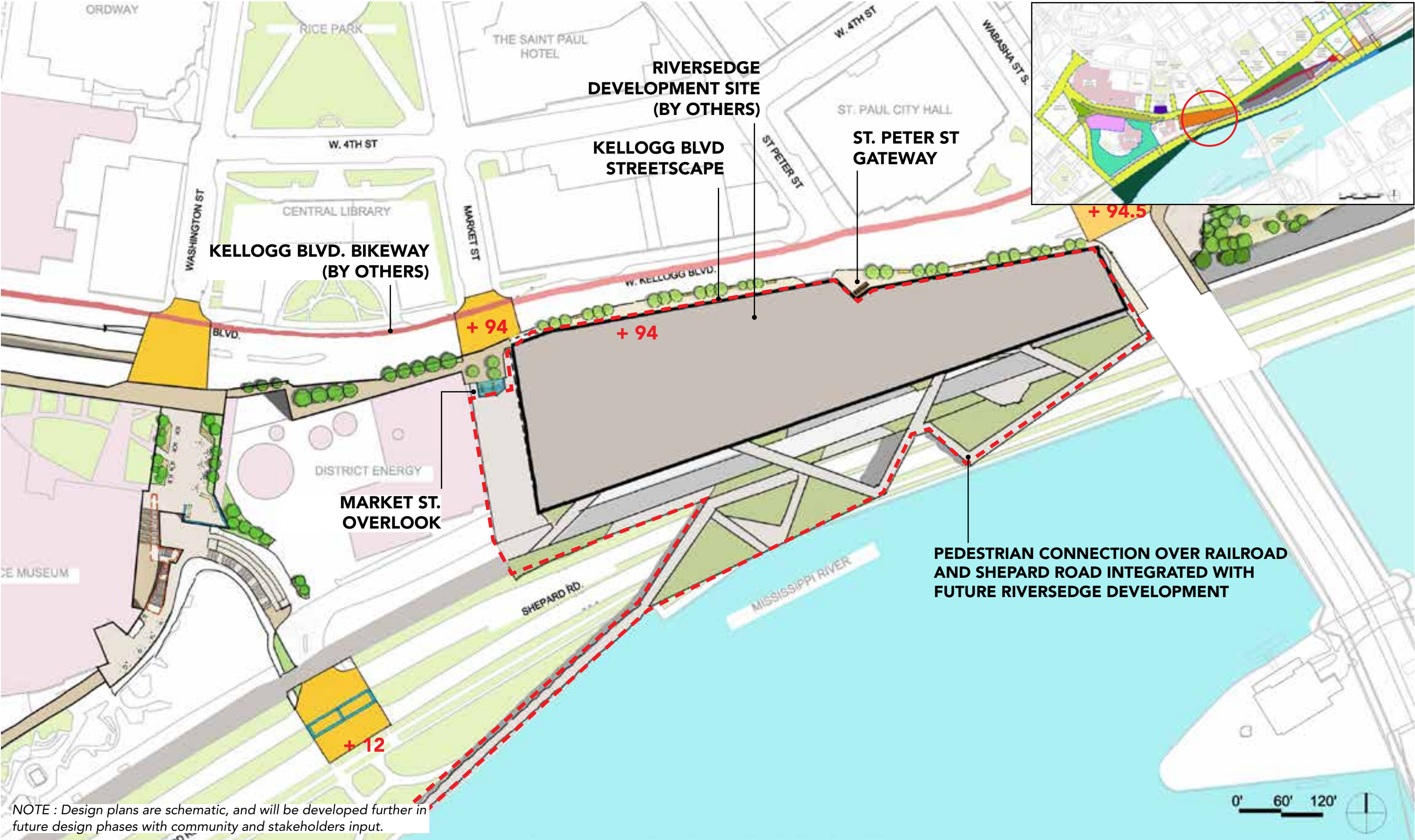


# LOCATION & EXISTING CONDITIONS





SITE PLAN

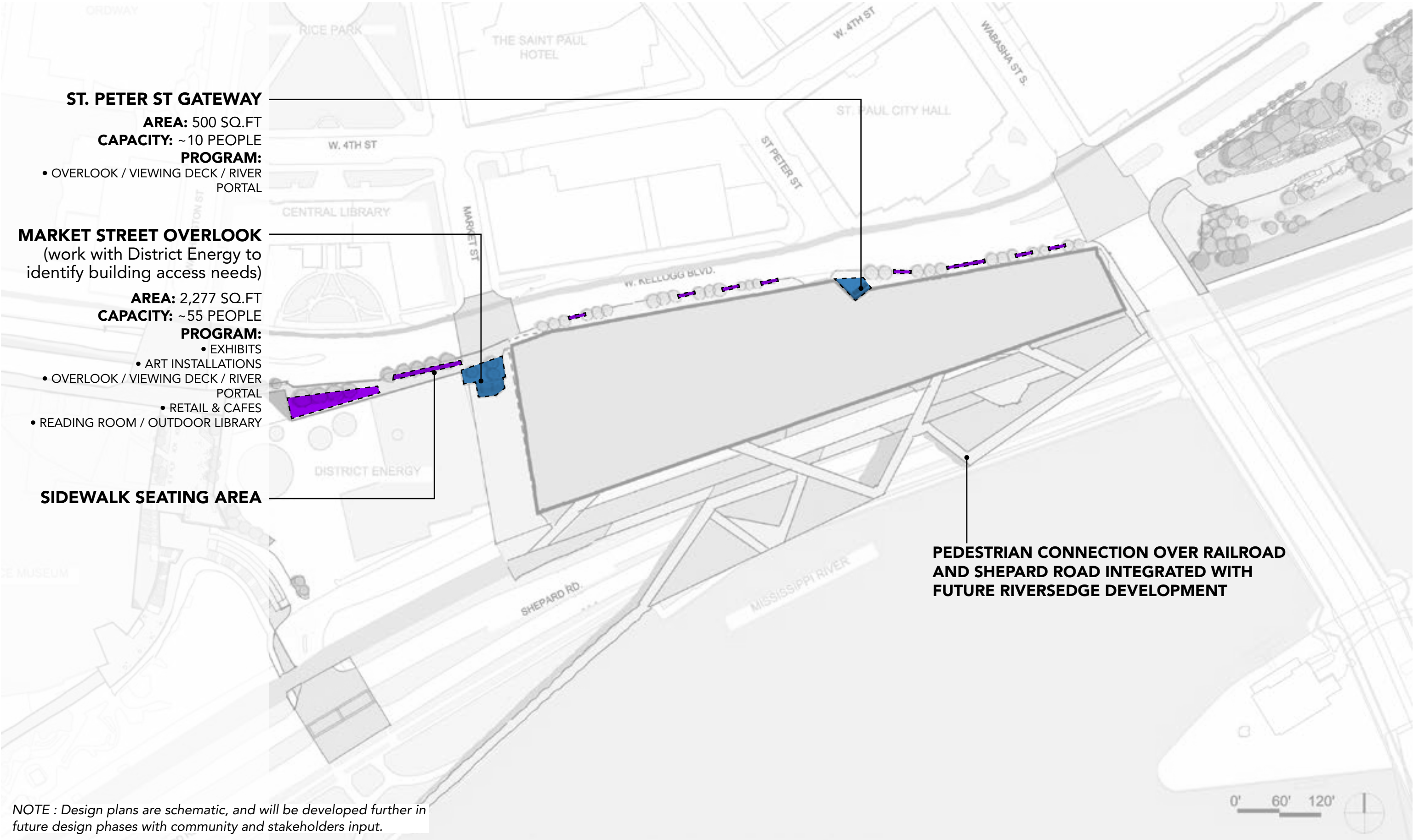




SITE PLAN

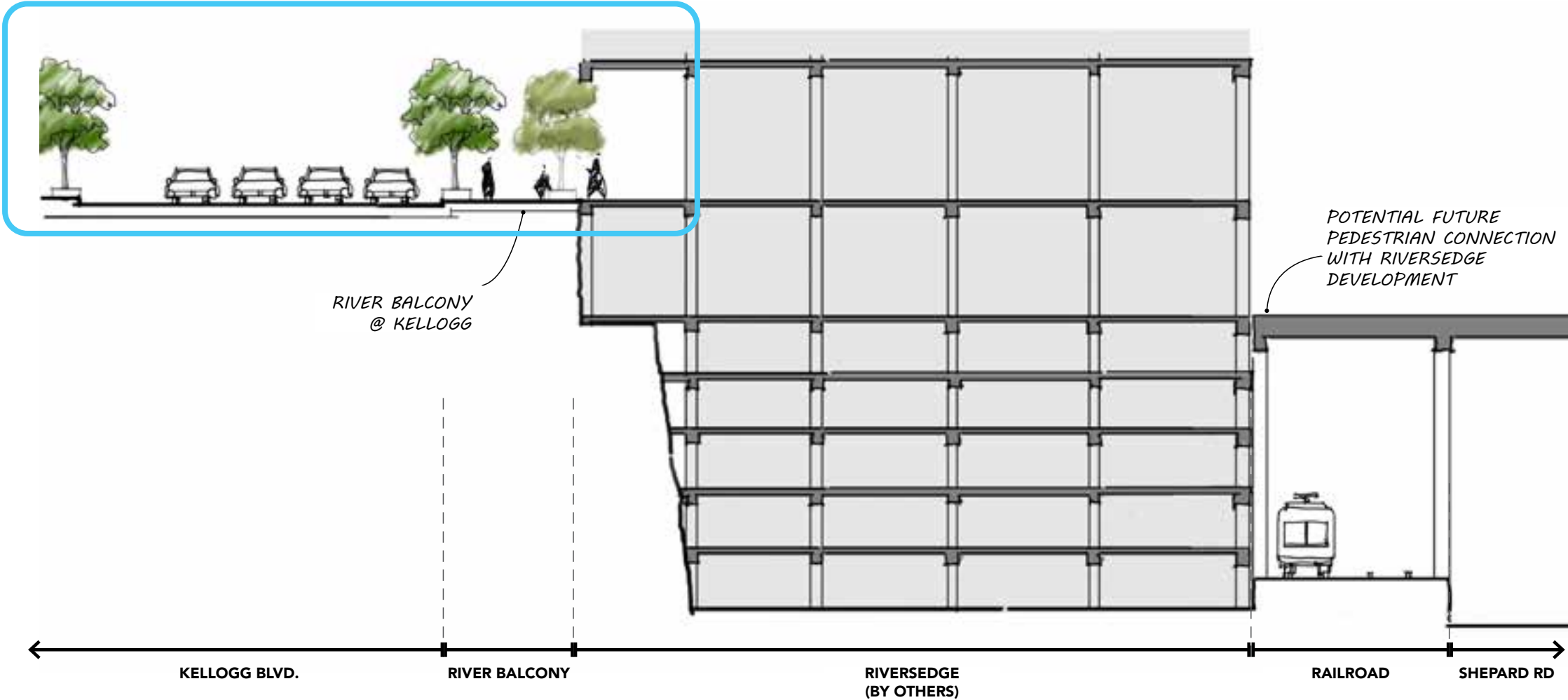
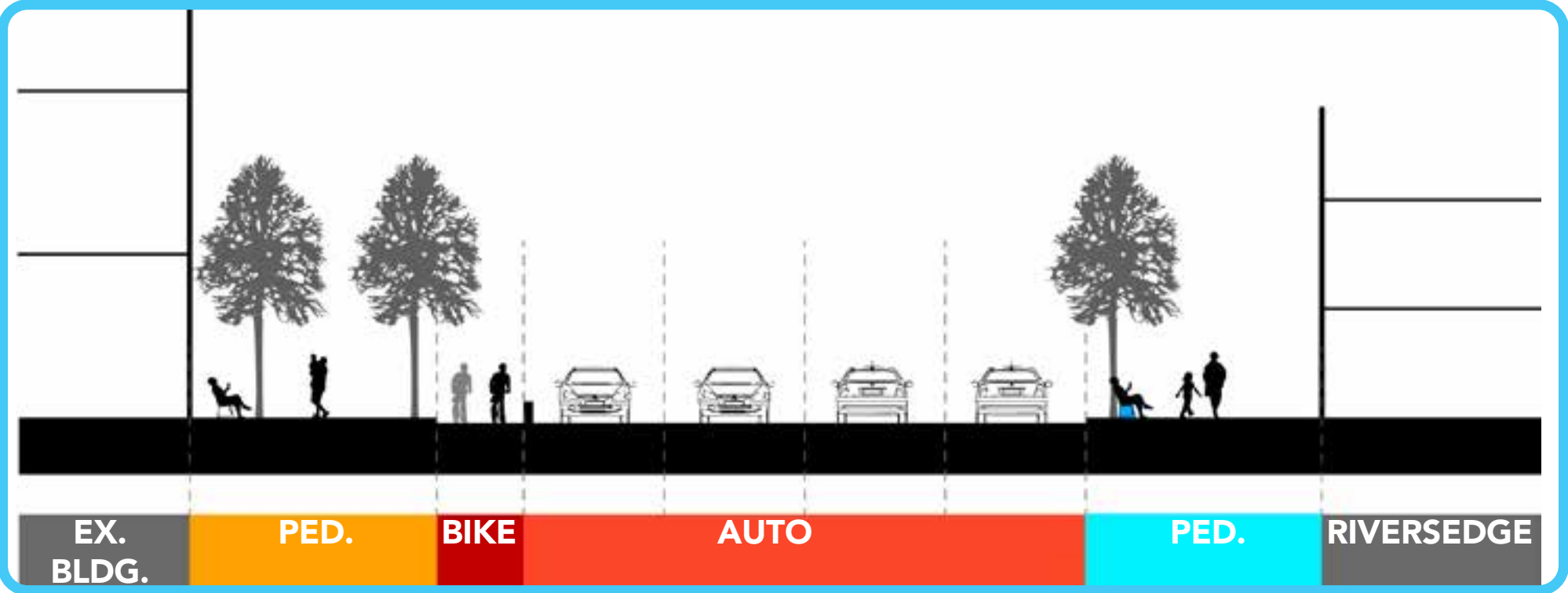








# KELLOGG BLVD. SECTION

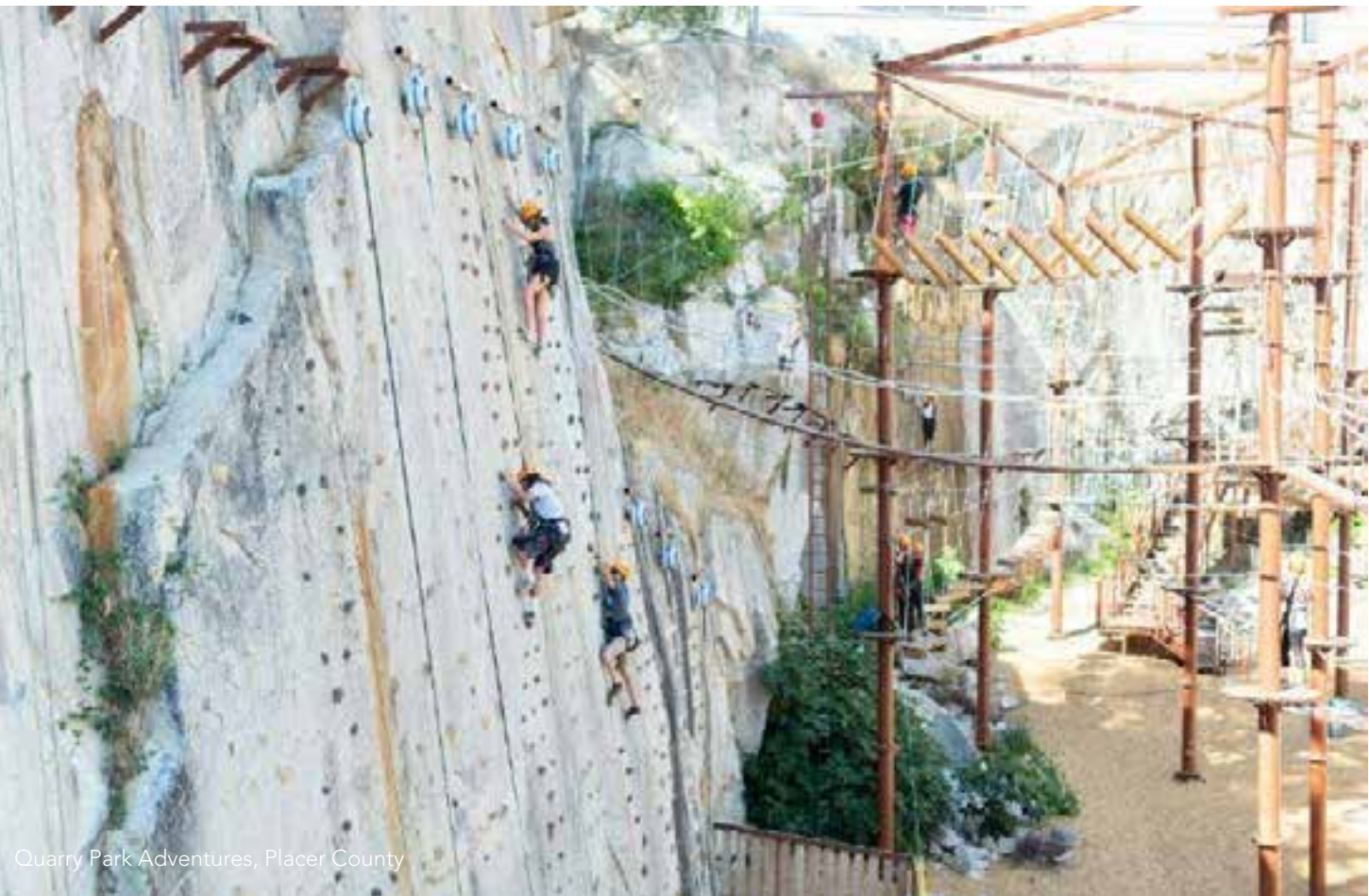








# REFERENCE IMAGES - PROGRAM





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



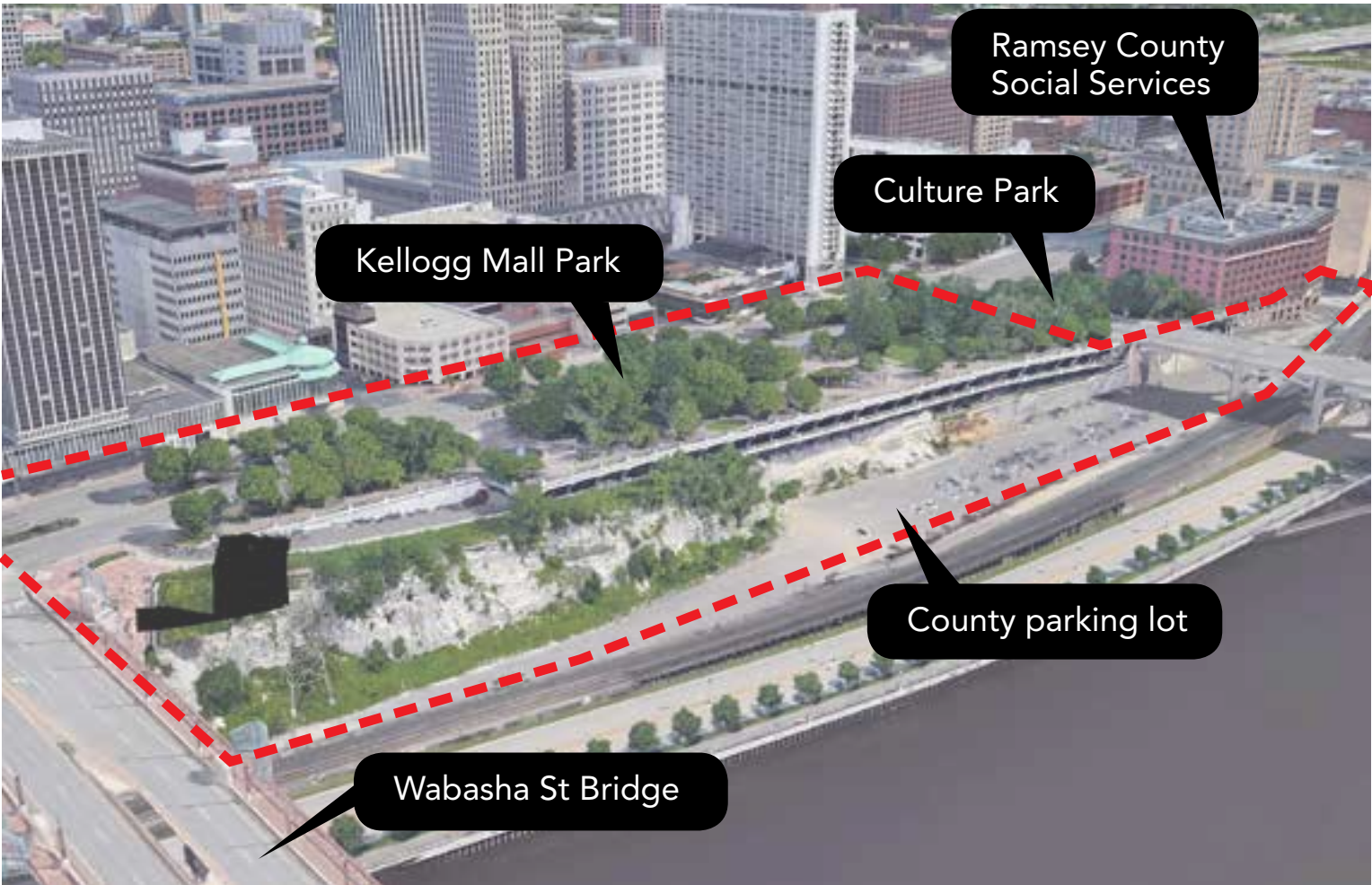
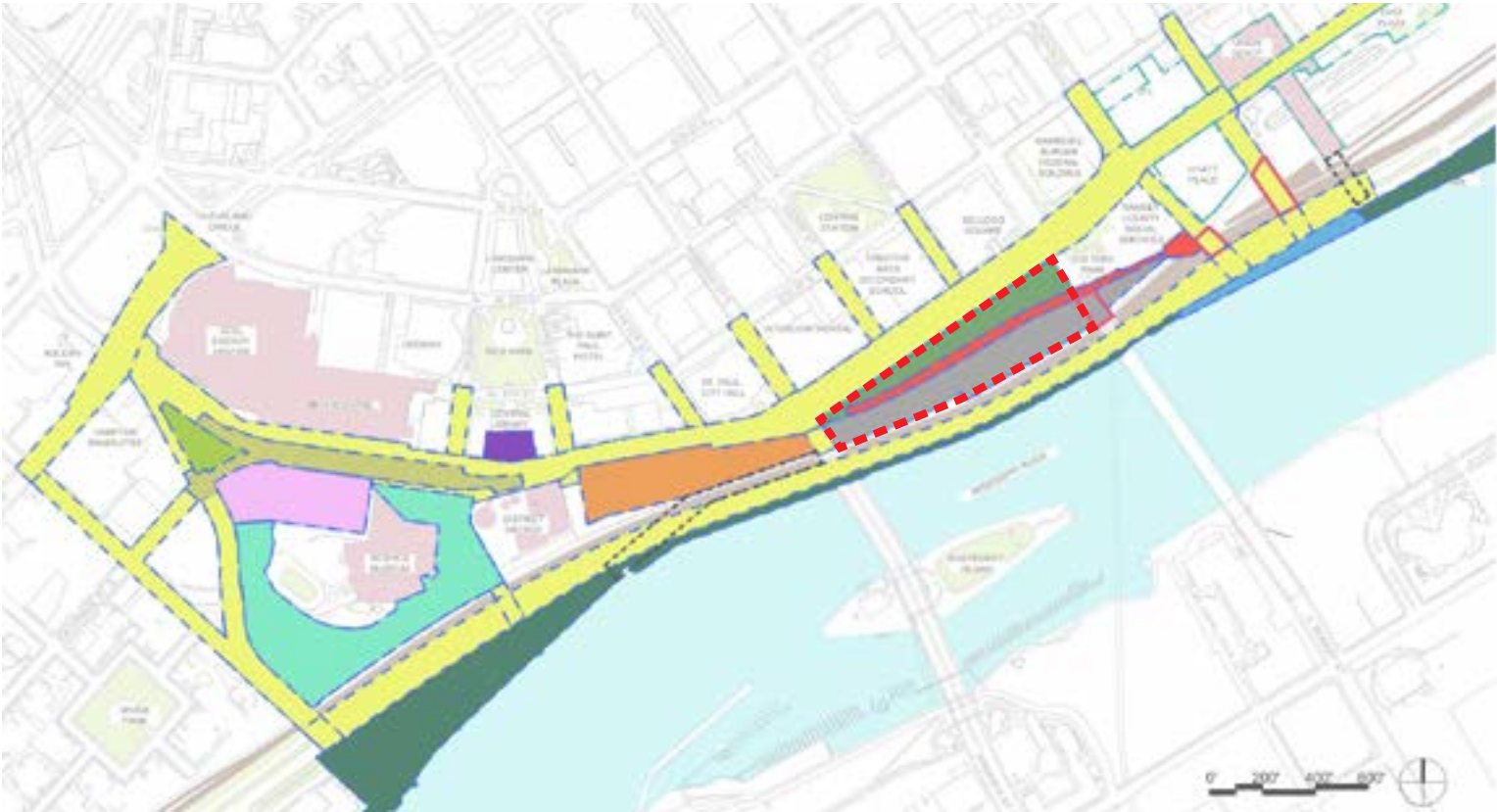
Kendall Square, Cambridge



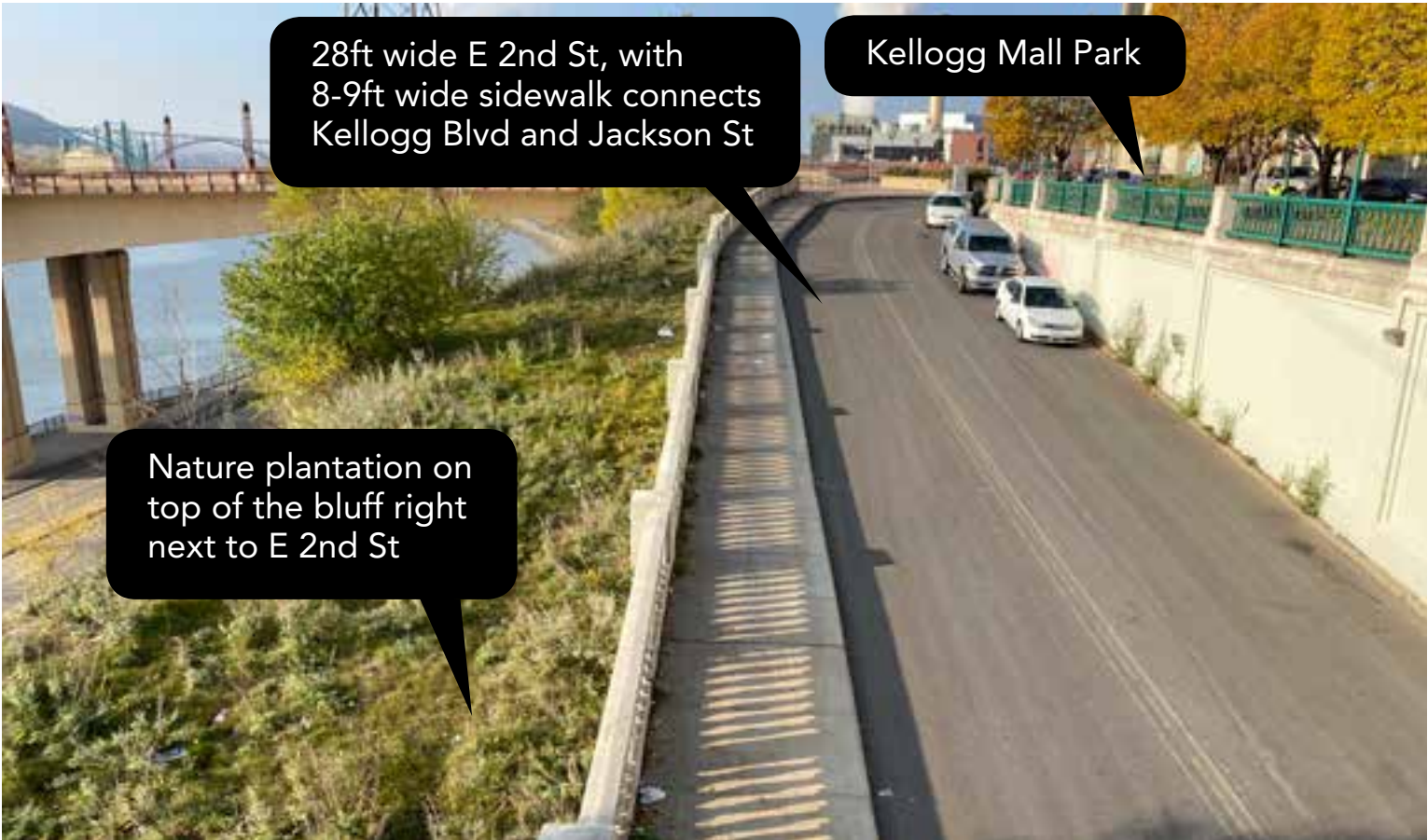
**SECTION C**  
**KELLOGG MALL PARK, 2ND ST CONNECTOR &  
COUNTY PARKING LOT**



# LOCATION & EXISTING CONDITIONS



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

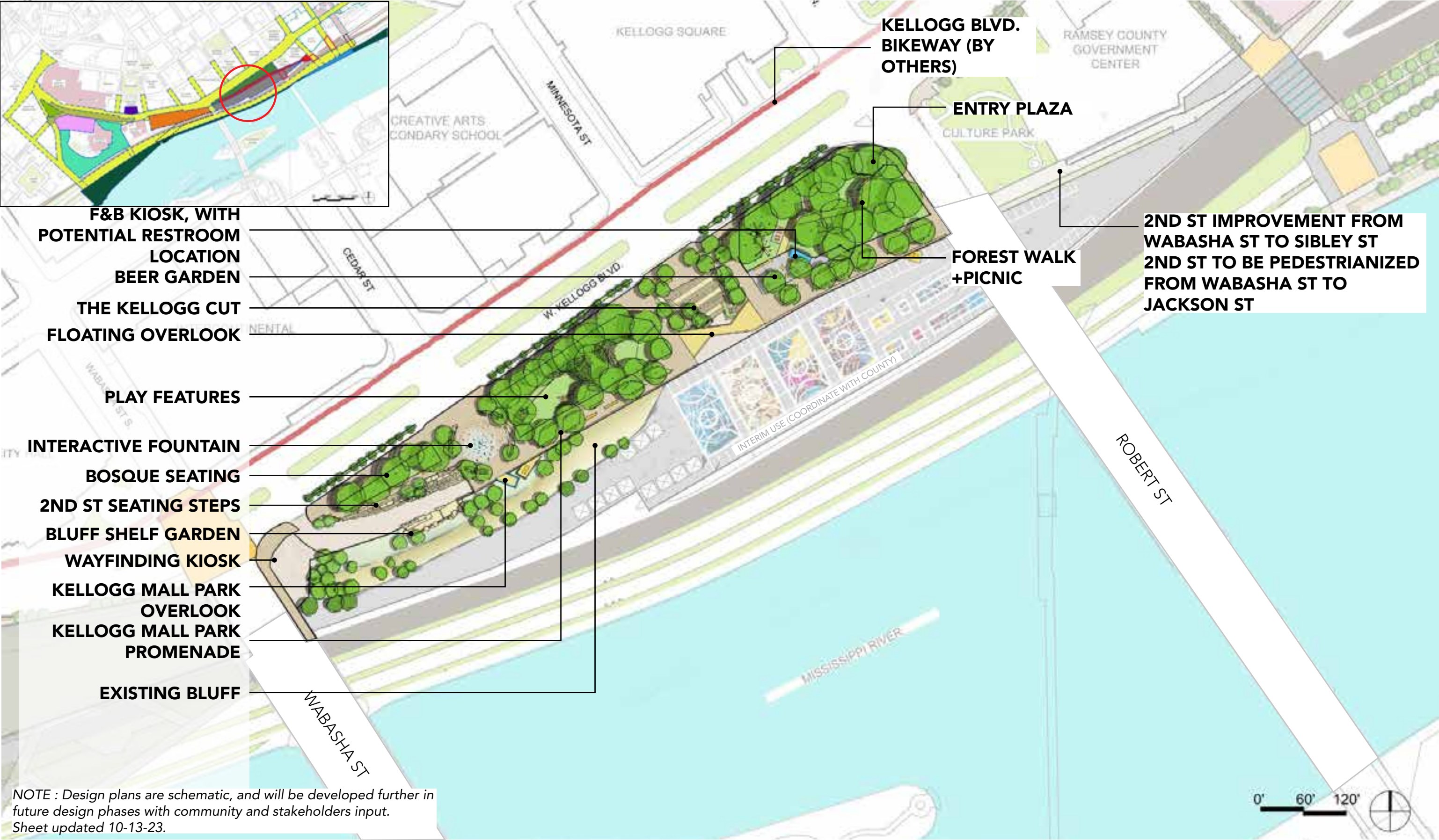




# SITE PLAN

## KELLOGG MALL PARK (PARK UPPER LEVEL)

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





# SITE PLAN

## KELLOGG MALL PARK (PARK UPPER LEVEL)

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

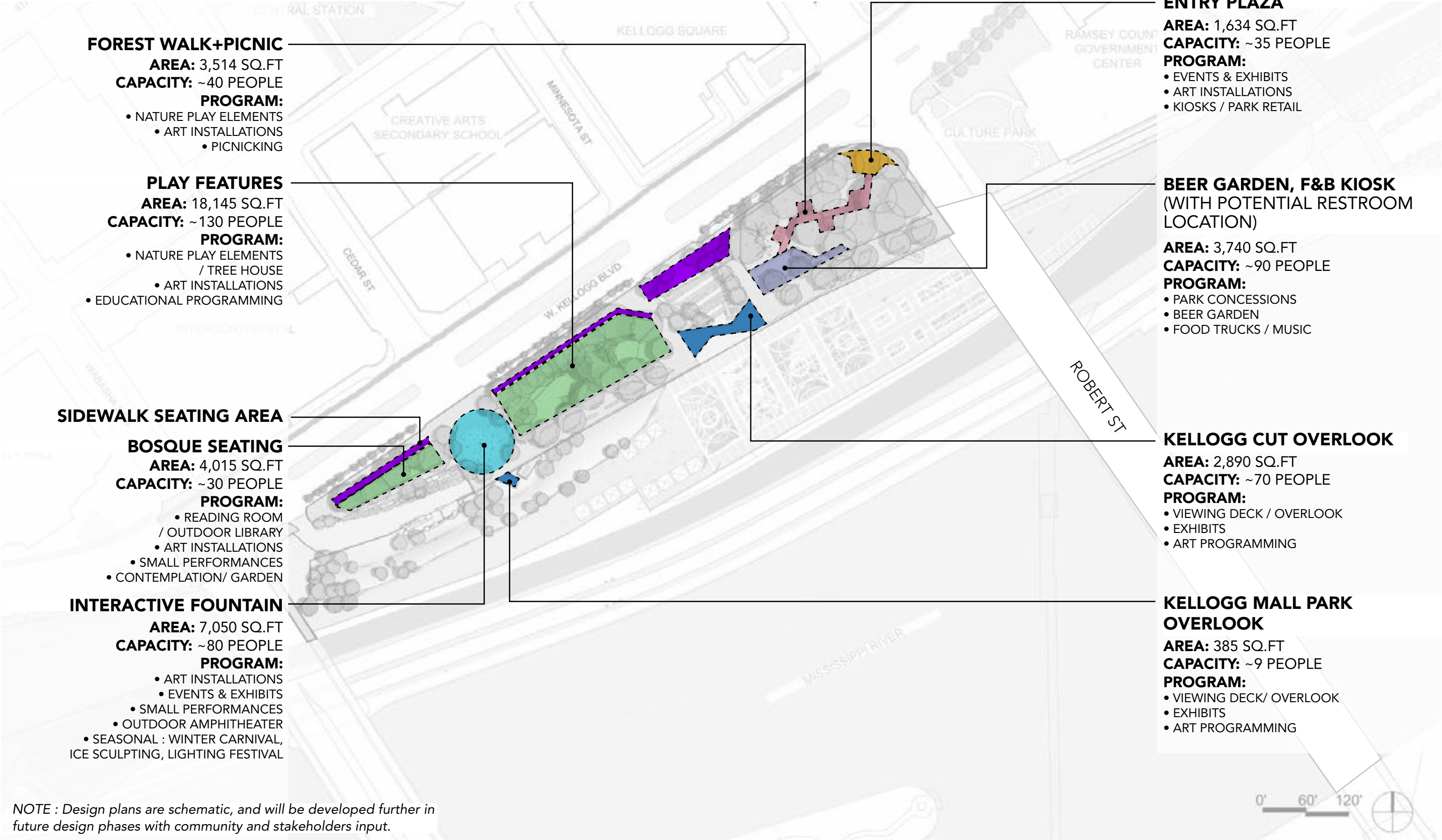




# PROGRAM DIAGRAM

## KELLOGG MALL PARK (PARK UPPER LEVEL)

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





PARK FEATURES

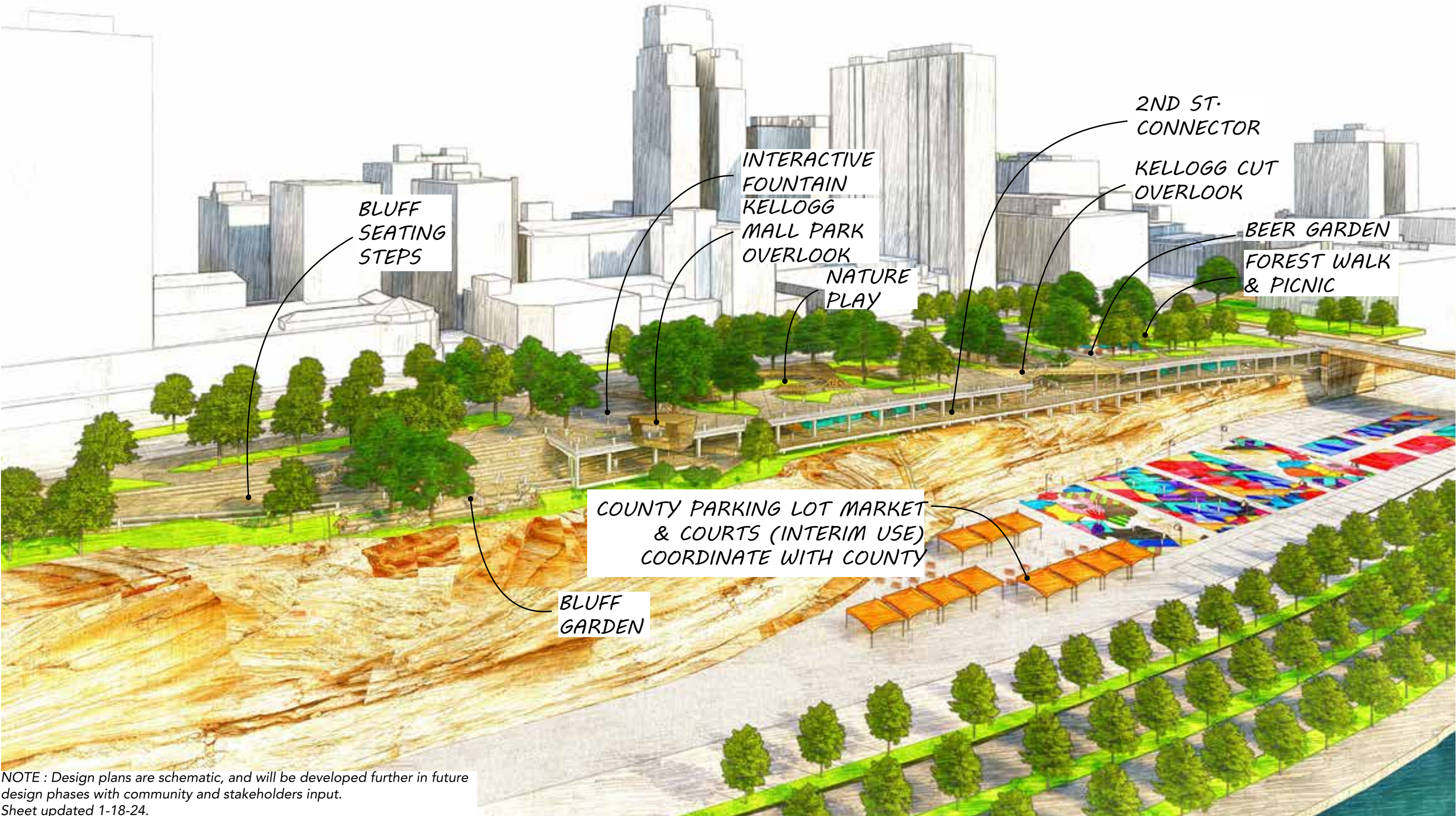
SECTION C: KELLOGG MALL PARK , 2ND ST CONNECTOR & COUNTY PARKING LOT





# 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



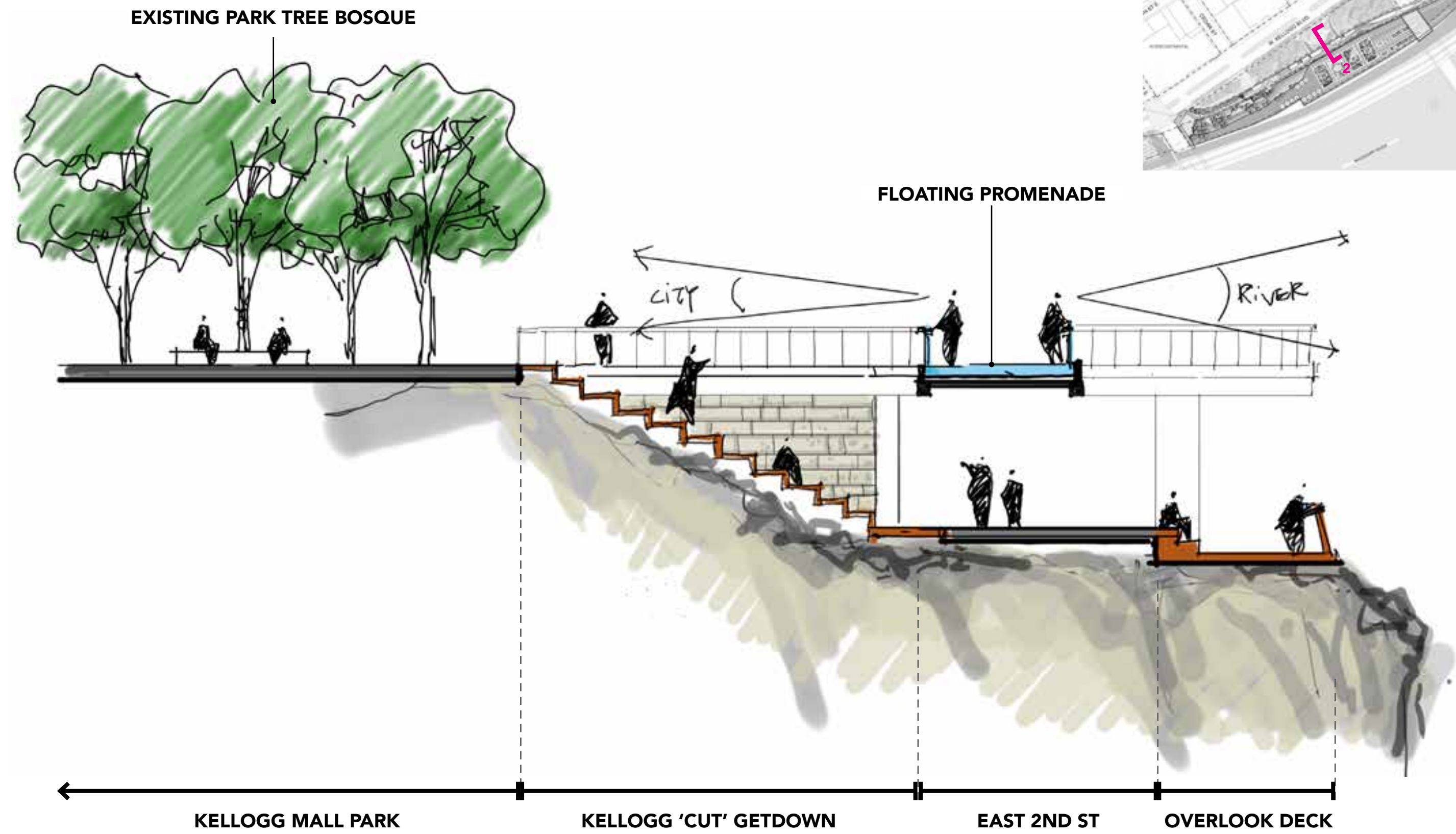






# SECTION AT KELLOGG CUT

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



WaterColor, Walton County



Domino Park, Brooklyn



Barangaroo Reserve, Sydney



Quiltoea Shalalá Overlook, Ecuador



Metropolitan Museum, New York



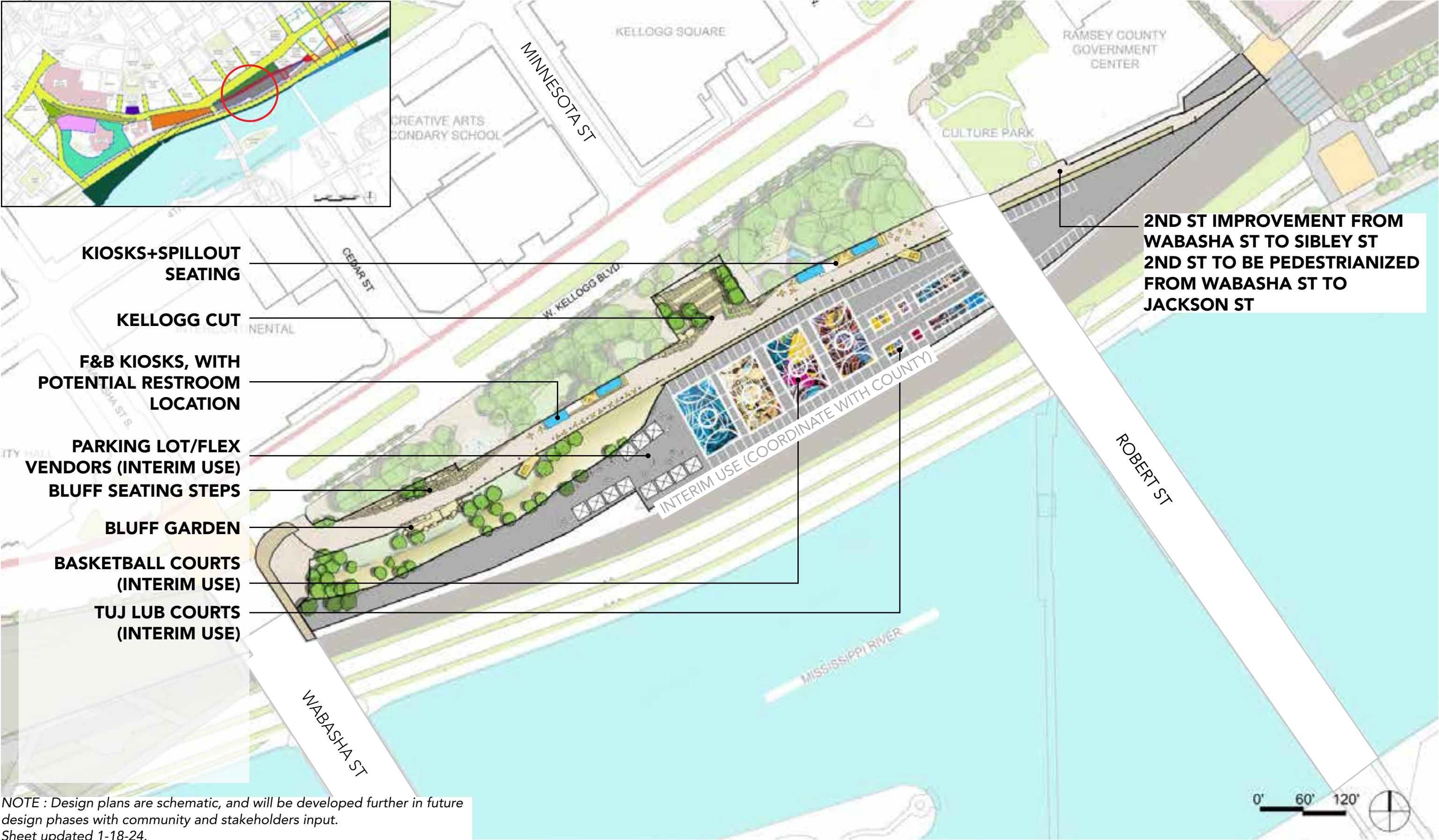
Westmoreland Park, Portland



# 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

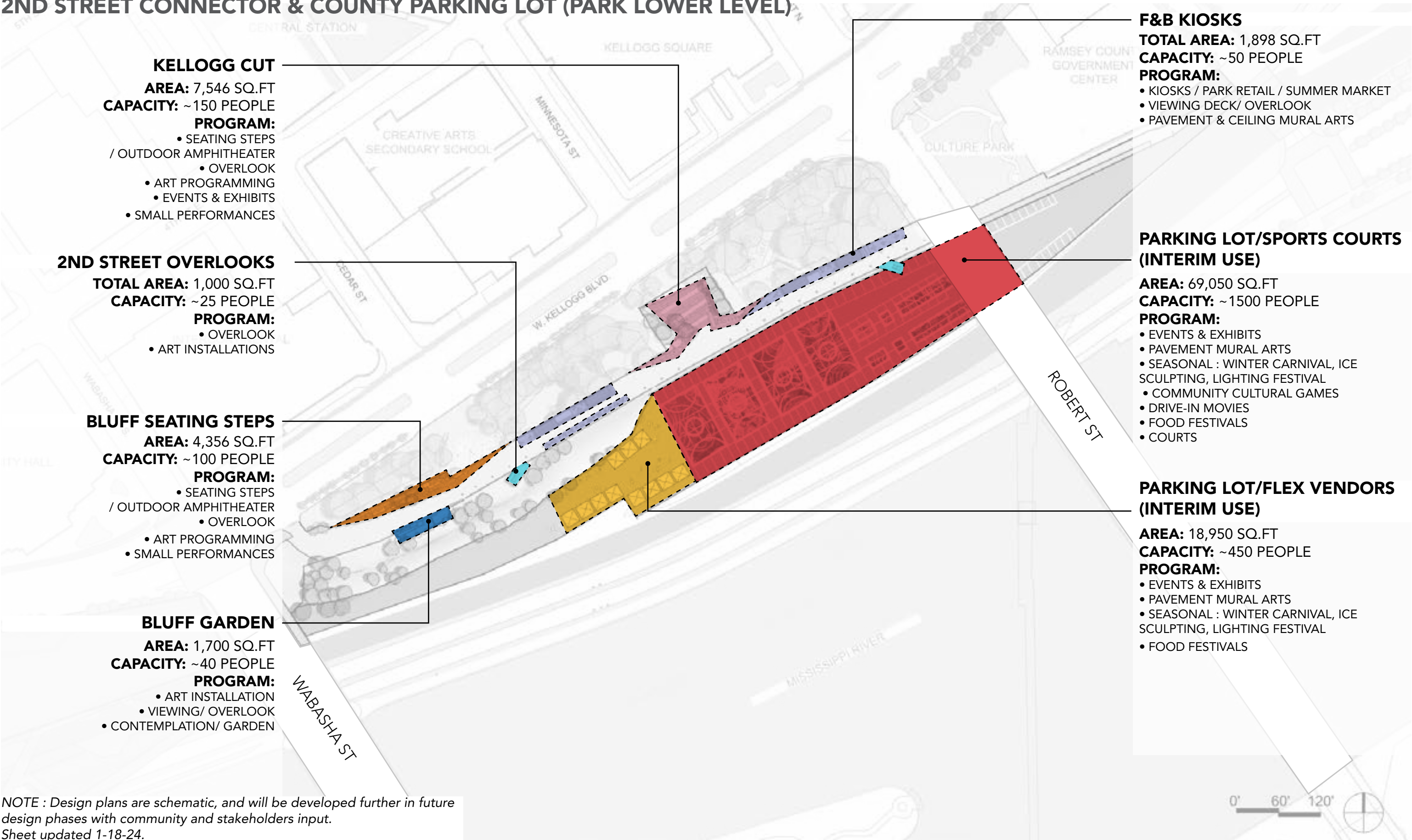




# PROGRAM DIAGRAM

## 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









REFERENCE IMAGES





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



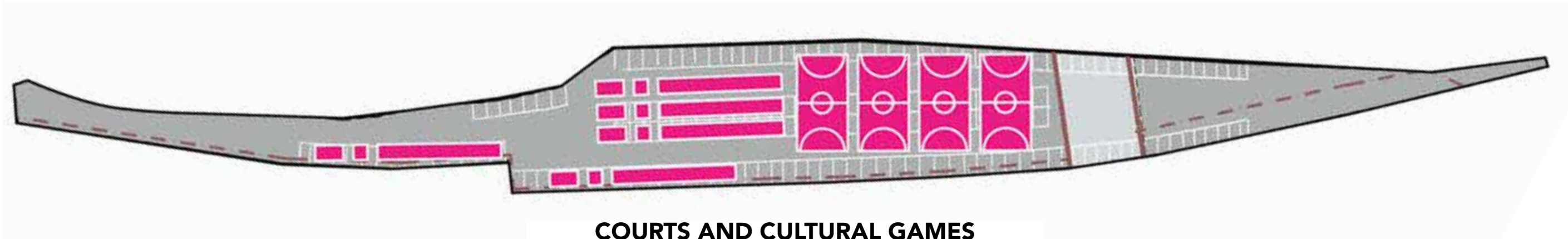
# COUNTY PARKING LOT (INTERIM USE)

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



NOTE : Design plans are schematic, and will be coordinated with County.  
Sheet updated 1-18-24.





**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

NOTE : Design plans are schematic, and will be coordinated with County.  
Sheet updated 1-18-24.



# REFERENCE IMAGES - PARKING LOT (INTERIM USE)

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



Artwork by Ta-coumba T. Aiken



The Underline, Miami



The Science Center Plaza, Cambridge



Stanton Street Basketball Courts, New York



Fuj Lub Courts, Keller Regional Park, MN



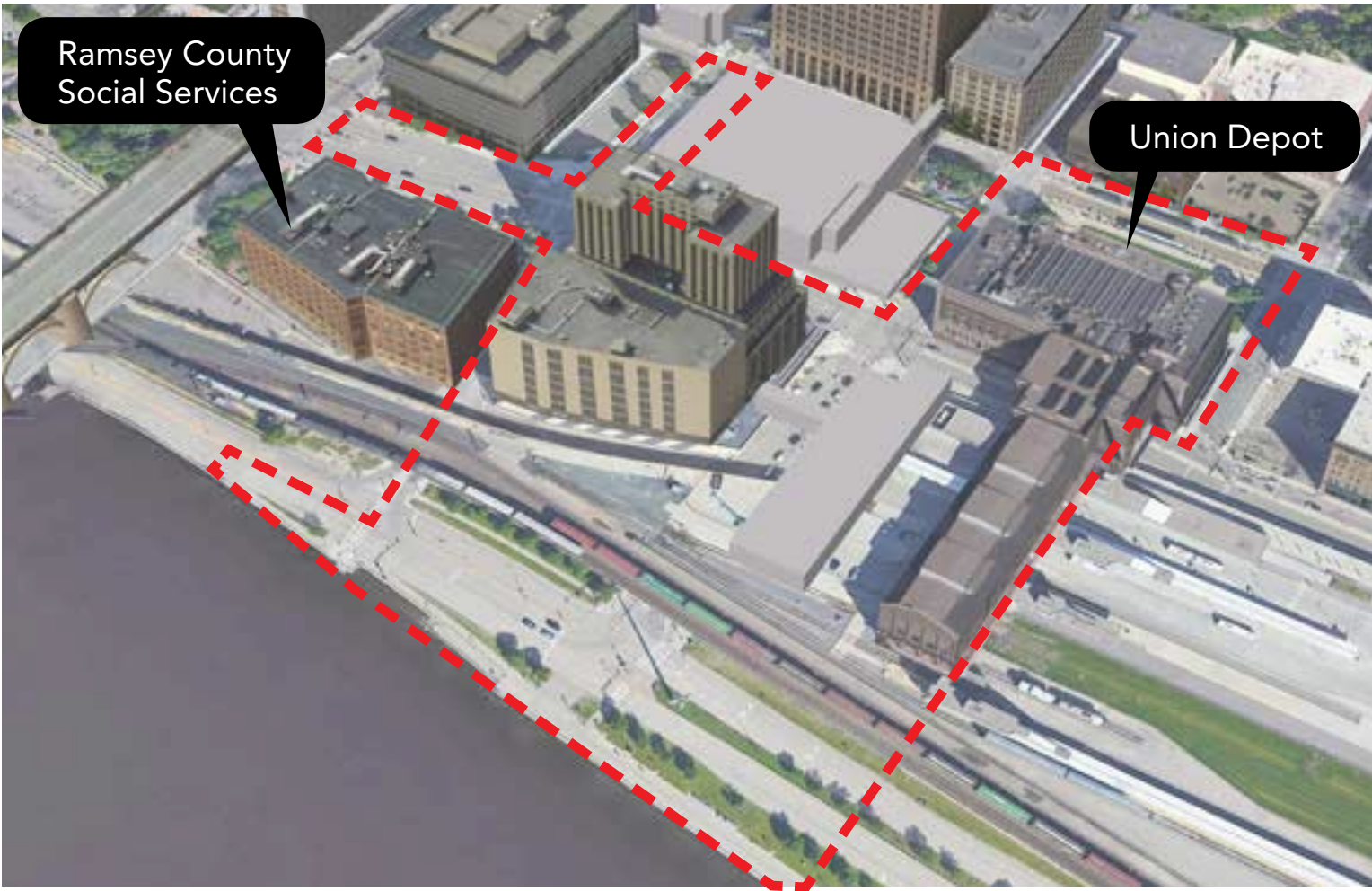
Smorgasburg, New York



# SECTION D LAMBERT'S LANDING & RAILROAD UNDERPASSES

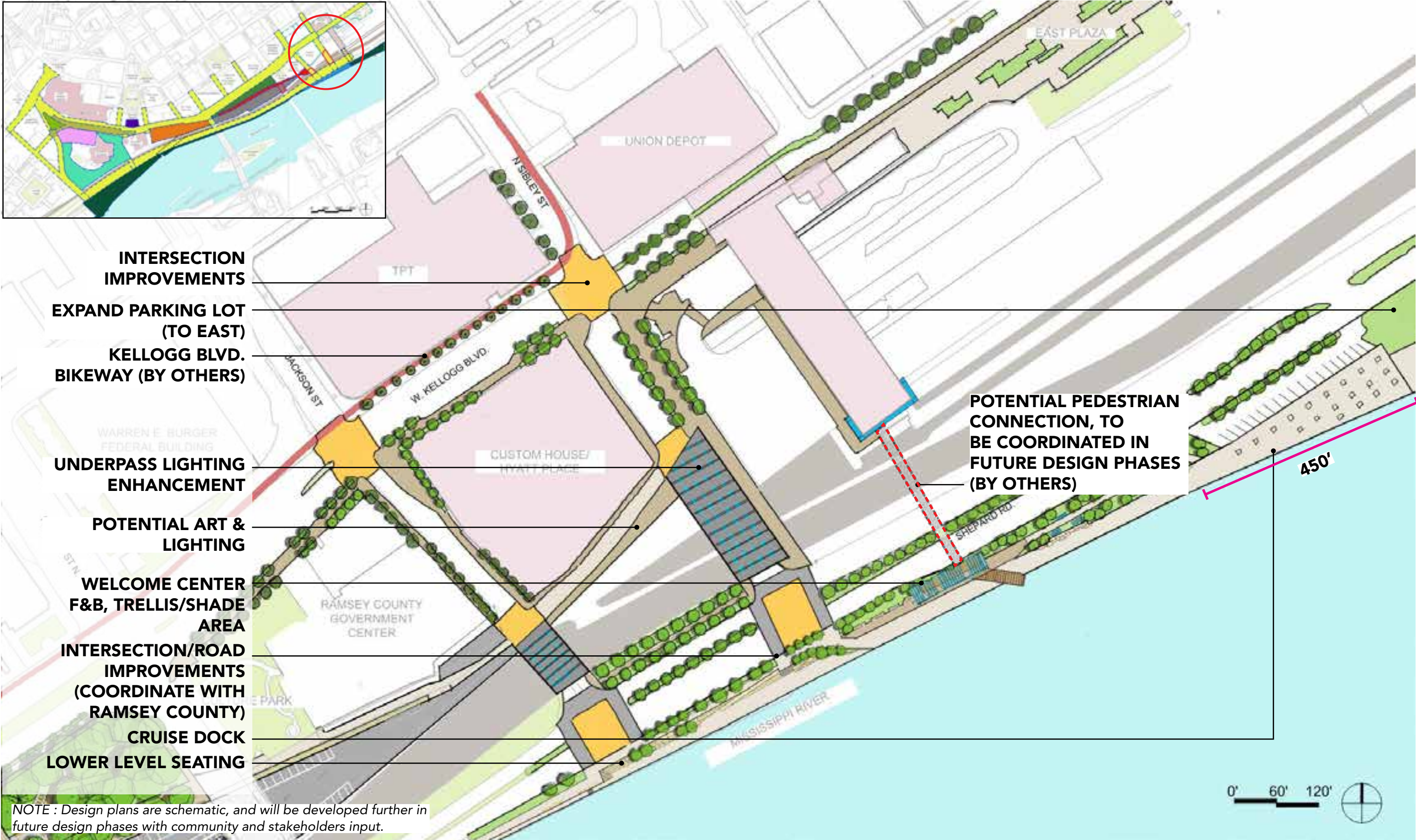


# LOCATION & EXISTING CONDITIONS

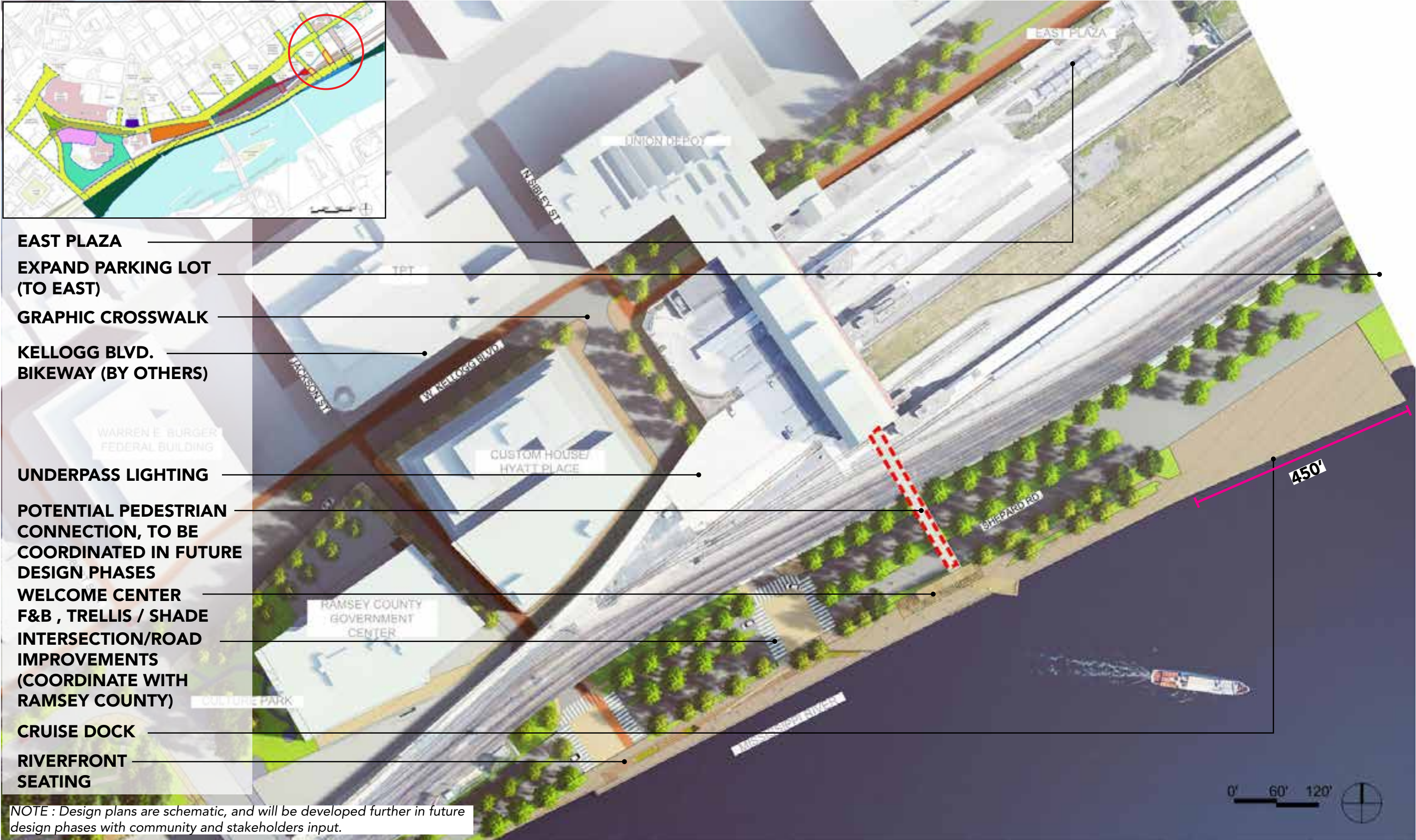




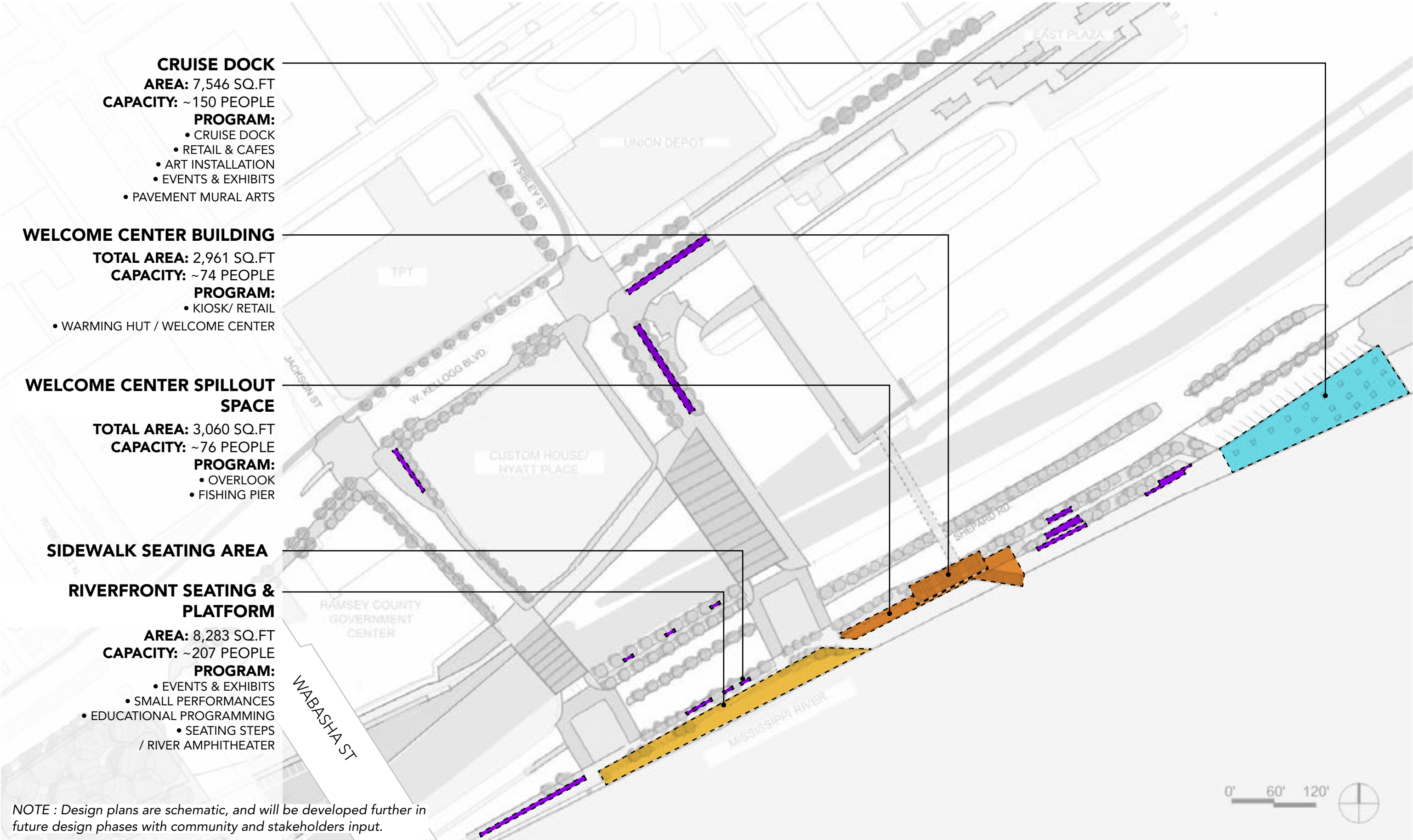
# SITE PLAN



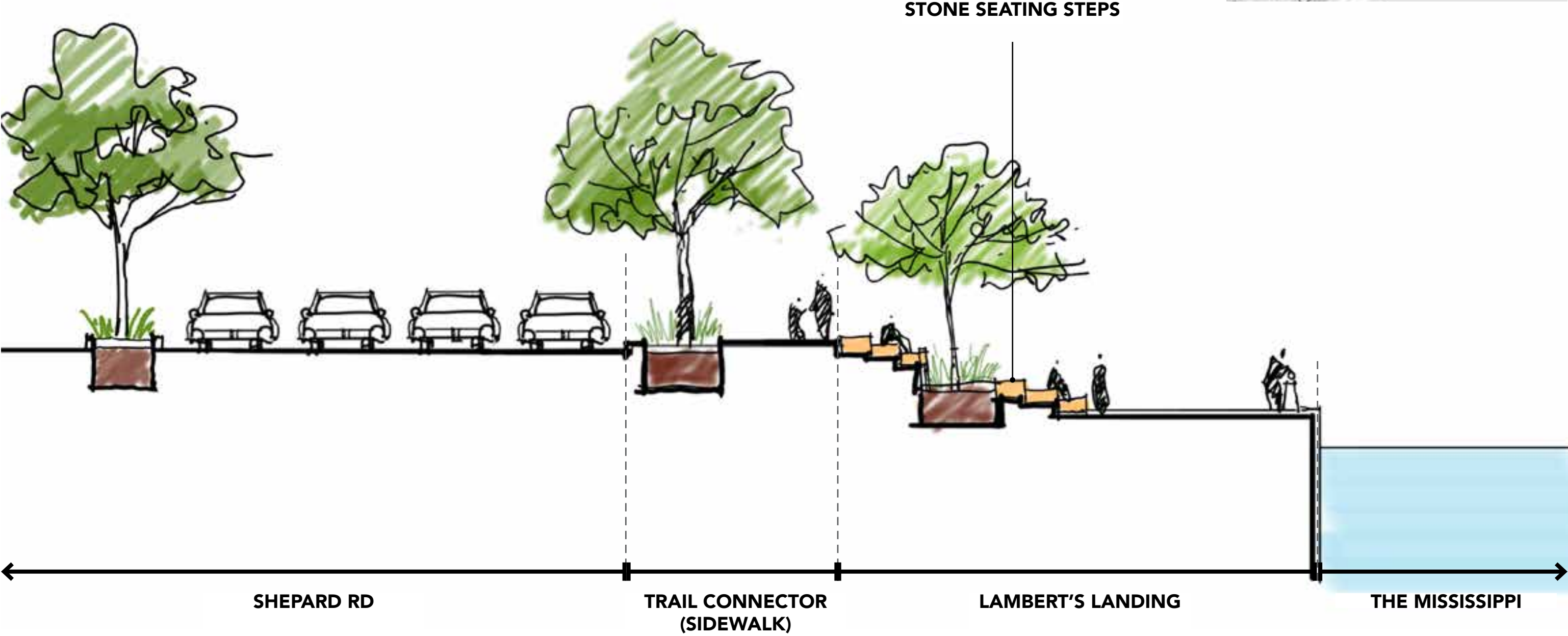














# LAMBERT'S LANDING FEATURES (WEST)

SECTION D: LAMBERT'S LANDING & RAILROAD UNDERPASSES





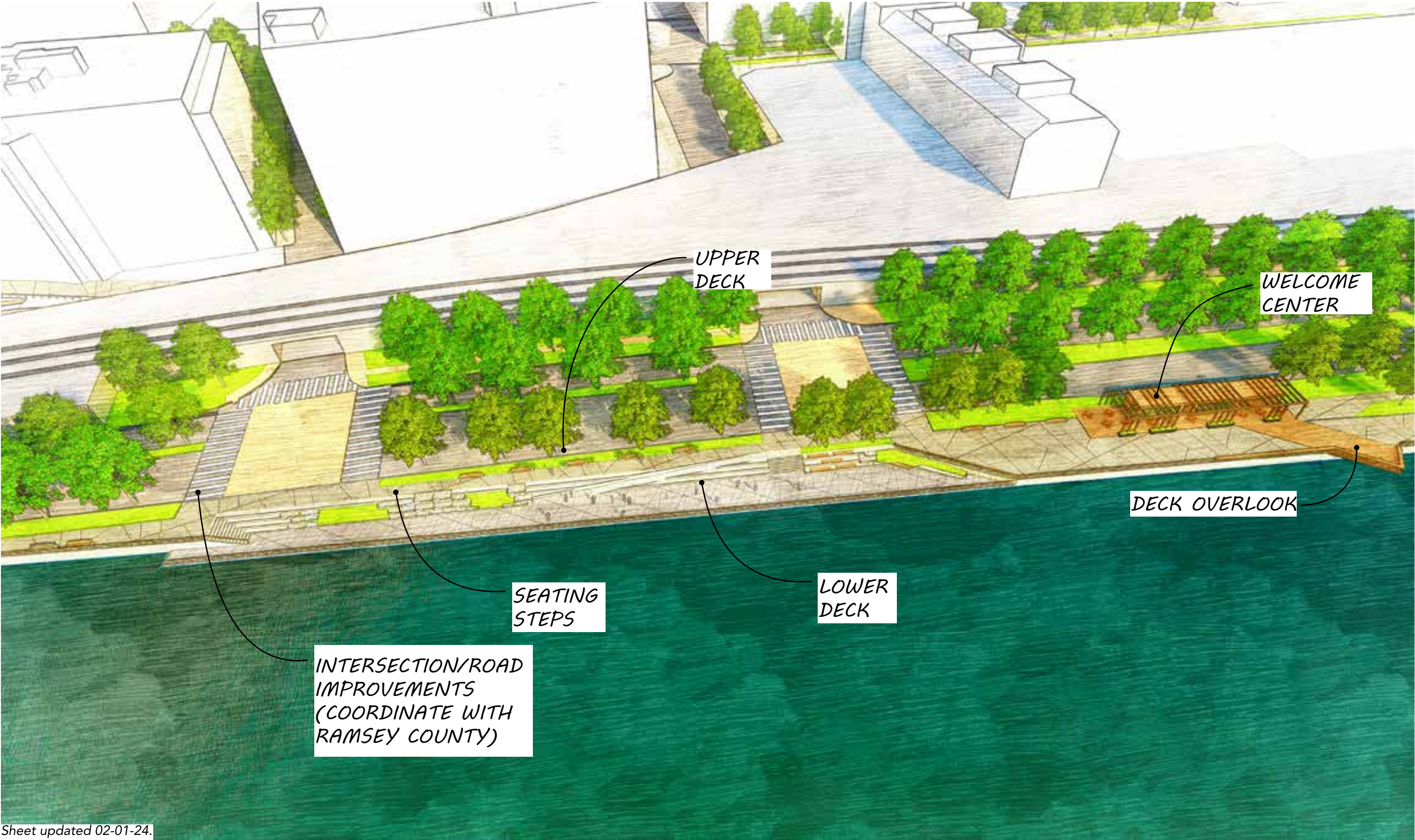
# LAMBERT'S LANDING FEATURES (EAST)

SECTION D: LAMBERT'S LANDING & RAILROAD UNDERPASSES





# LAMBERT'S LANDING



Sheet updated 02-01-24.











# REFERENCE IMAGES - LAMBERT'S LANDING

SECTION D: LAMBERT'S LANDING & RAILROAD UNDERPASSES



Barangaroo Reserve, Australia



Samuel-de-Champlain Promenade, Canada



Rail Park, Philadelphia

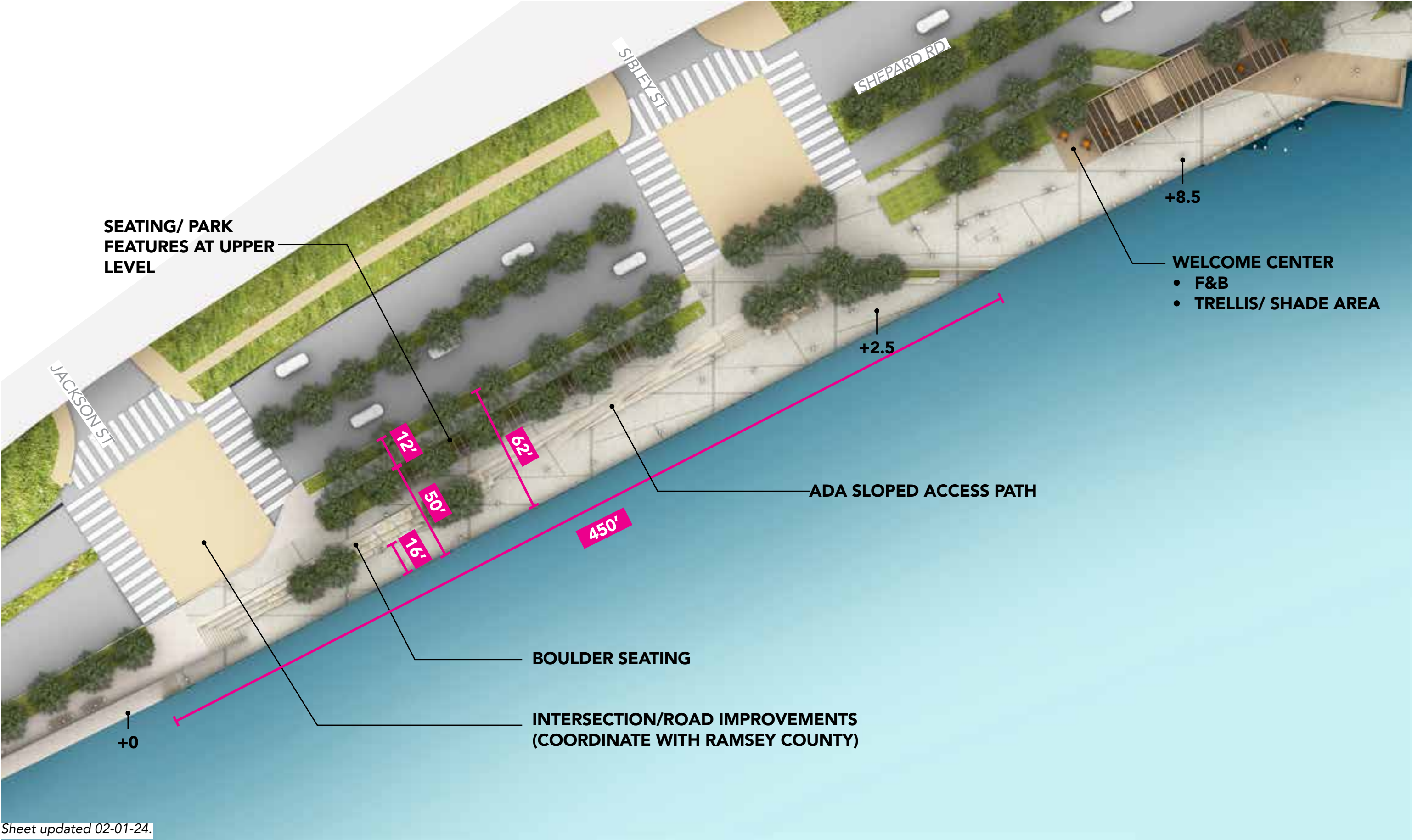


Riverwalk, Chicago



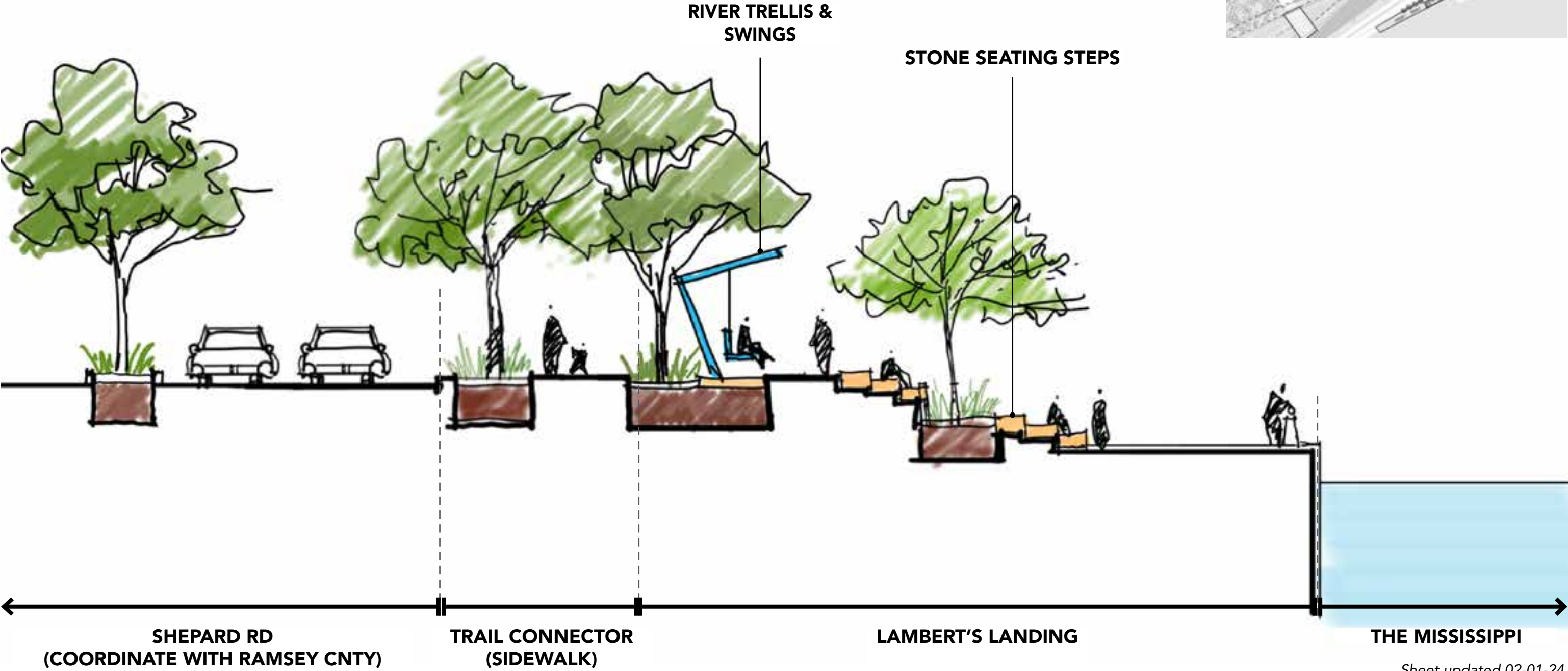
Cherry Street Pier, Philadelphia





Sheet updated 02-01-24.







# LAMBERT'S LANDING FEATURES

SECTION D: LAMBERT'S LANDING & RAILROAD UNDERPASSES







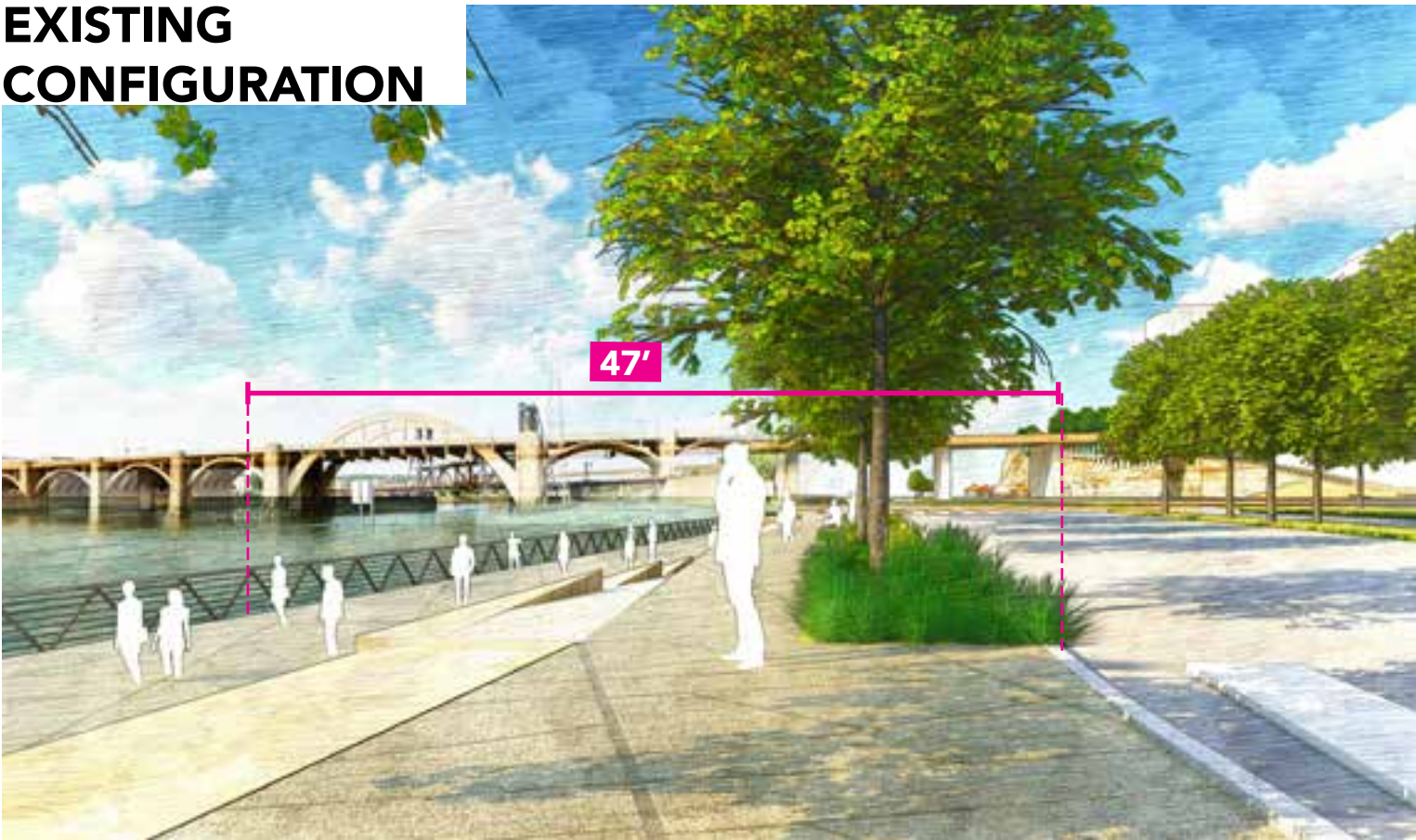






# LAMBERT'S LANDING ALTERNATIVES

EXISTING  
CONFIGURATION



EXPANDED  
CONFIGURATION  
(COORDINATE WITH  
RAMSEY COUNTY)



Sheet updated 02-01-24.



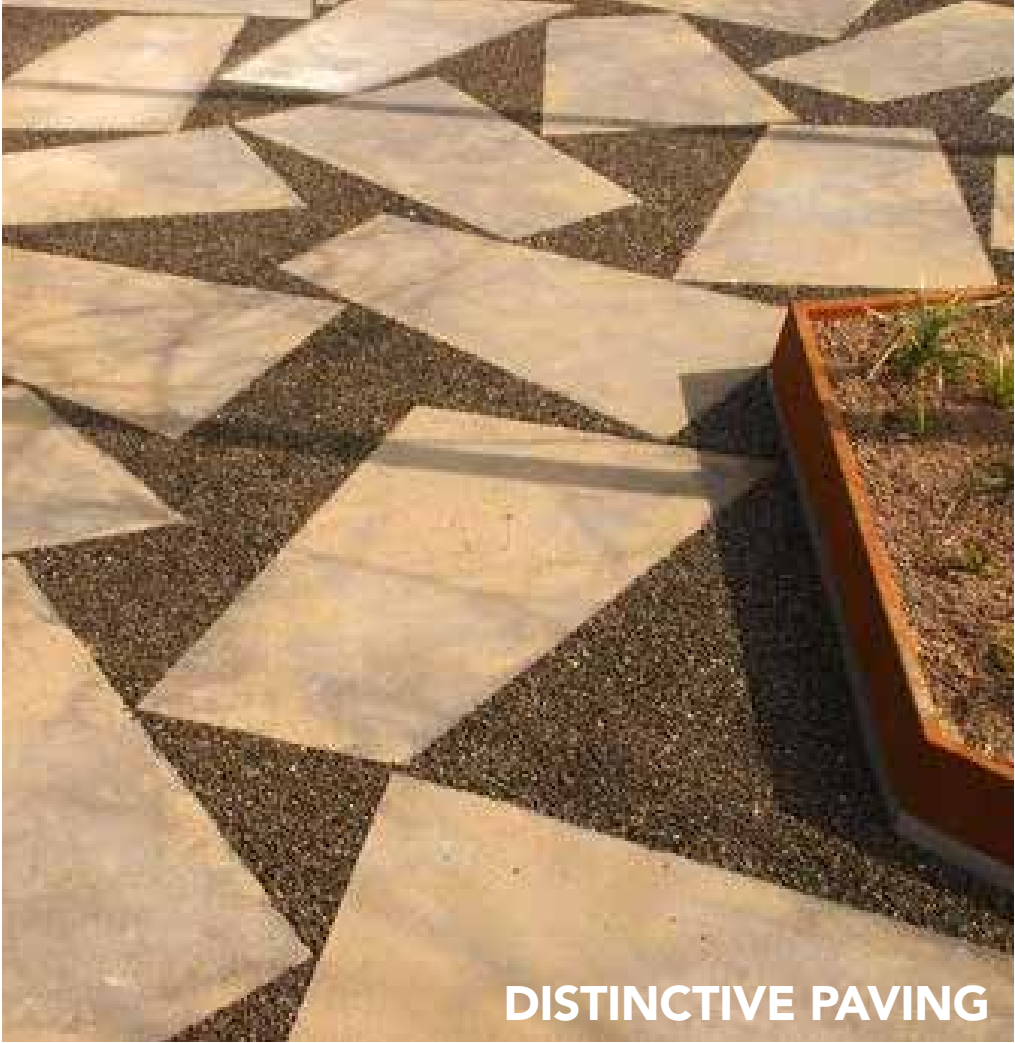
# DESIGN ELEMENTS

- 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.





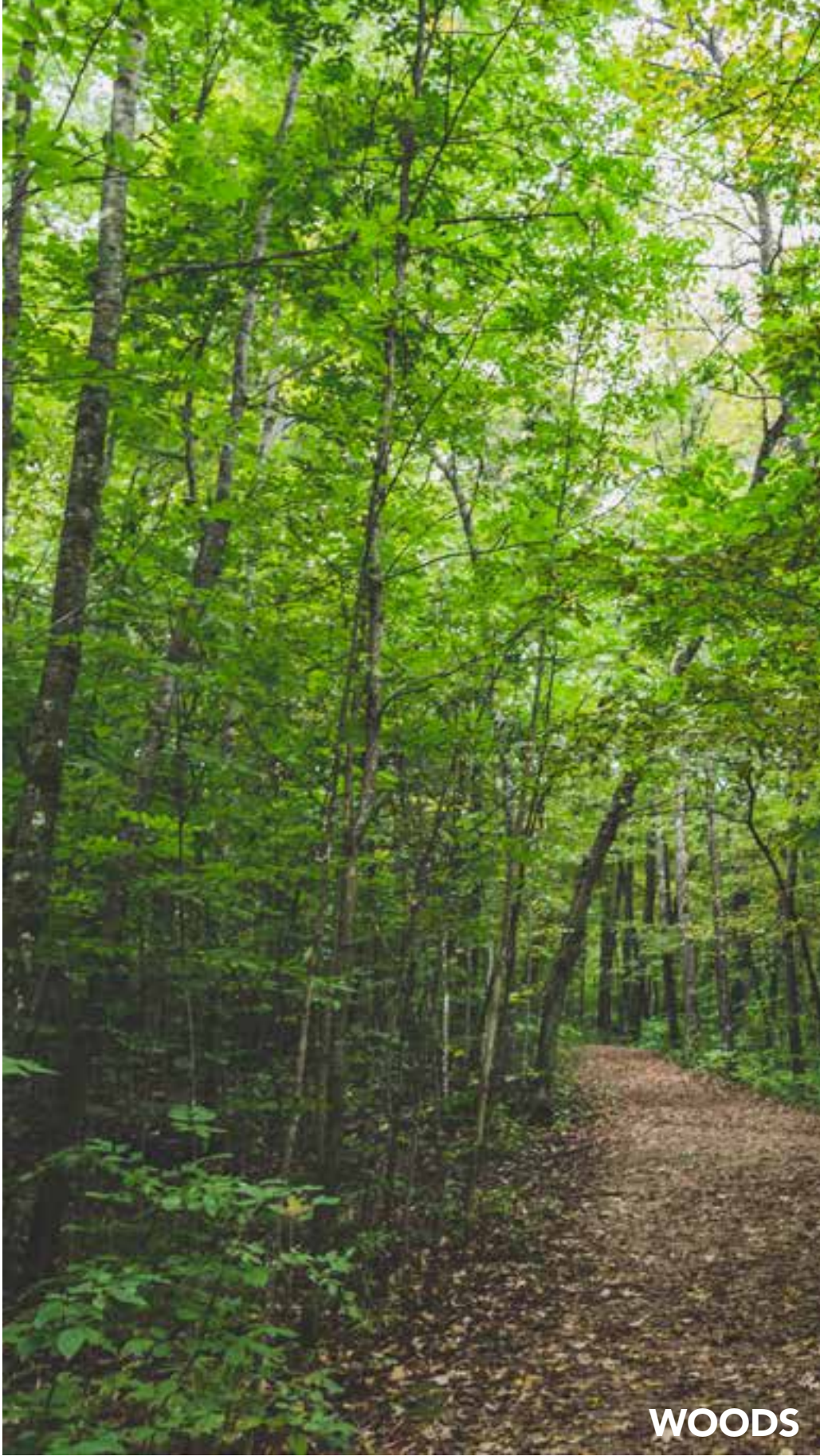
# MATERIALITY



PRAIRIE



BLUFFLANDS



WOODS



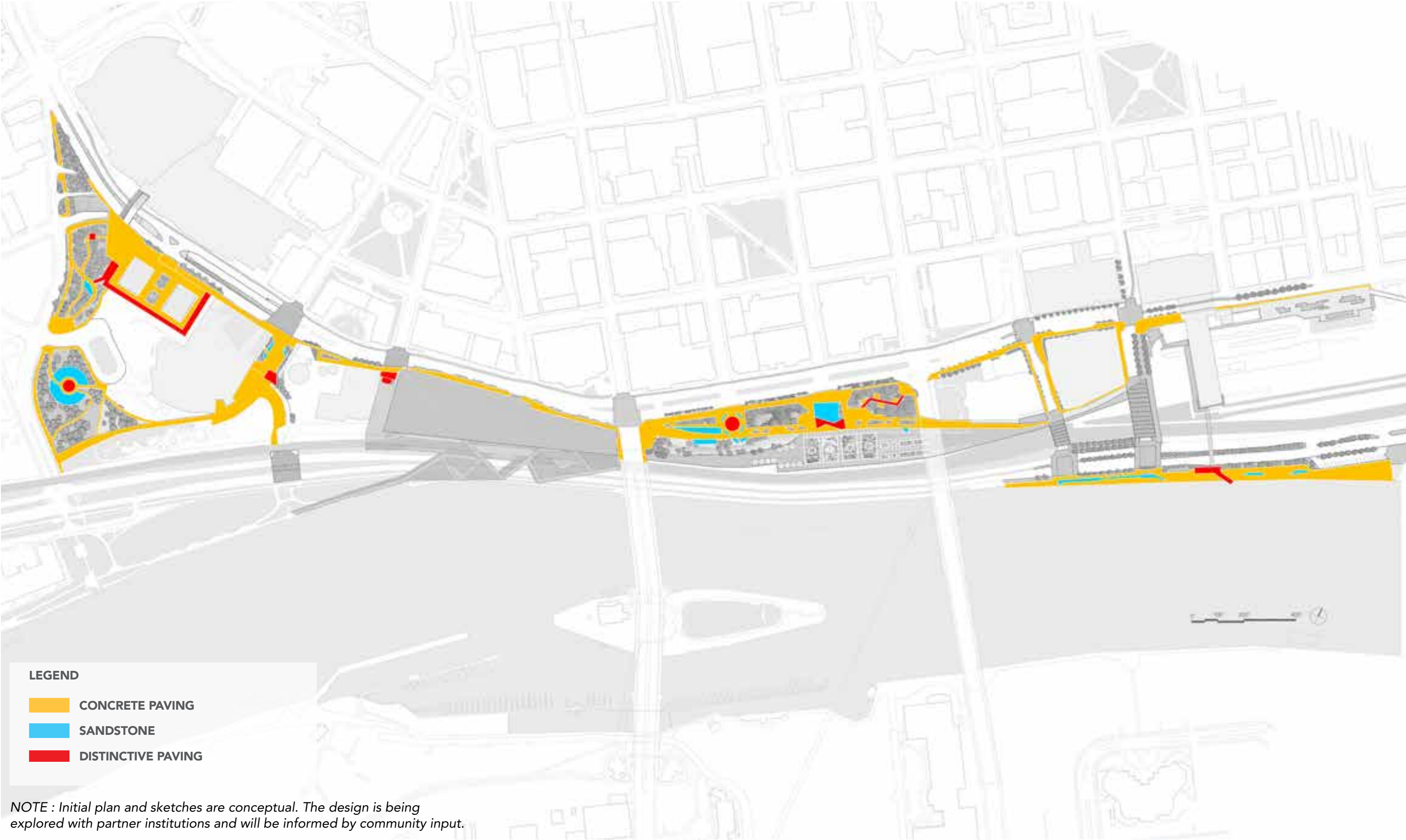
PLAINS



NATIVE PLANTING



# PAVING PLAN





# MATERIAL PALETTE



**TYP. CONCRETE PAVING**



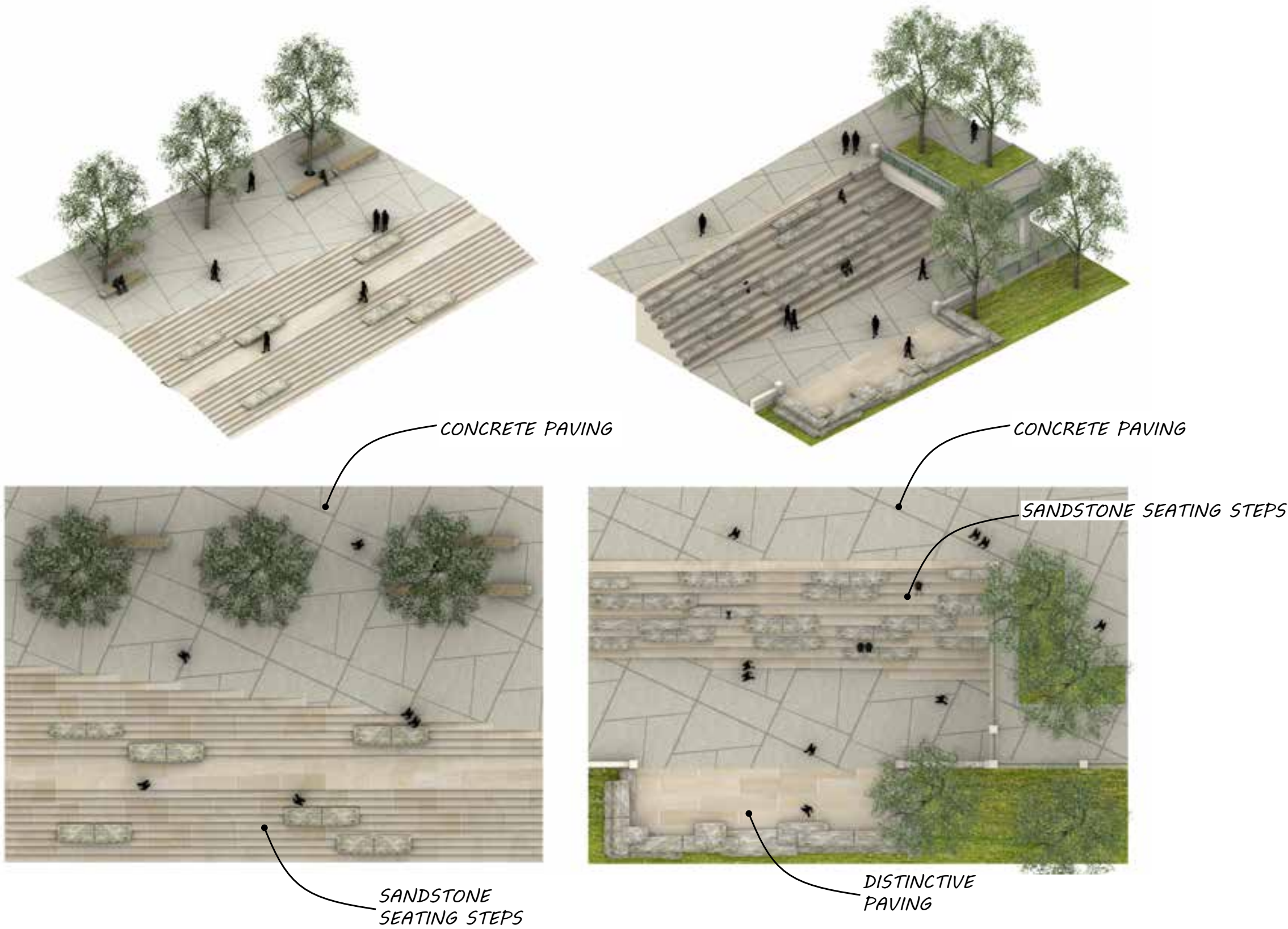
**TYP. SANDSTONE**



**DISTINCTIVE PAVING**

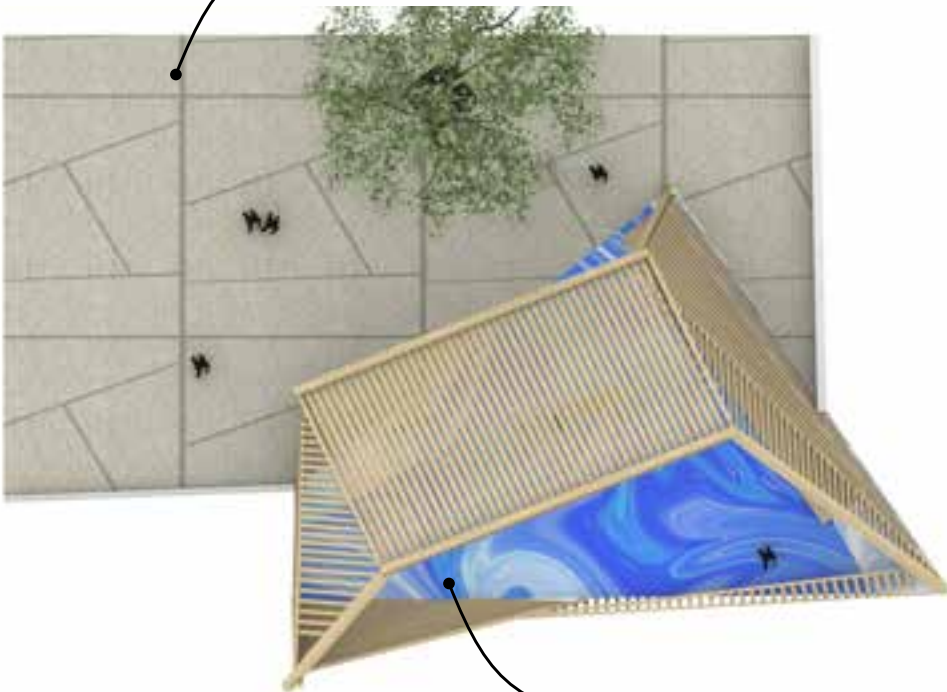
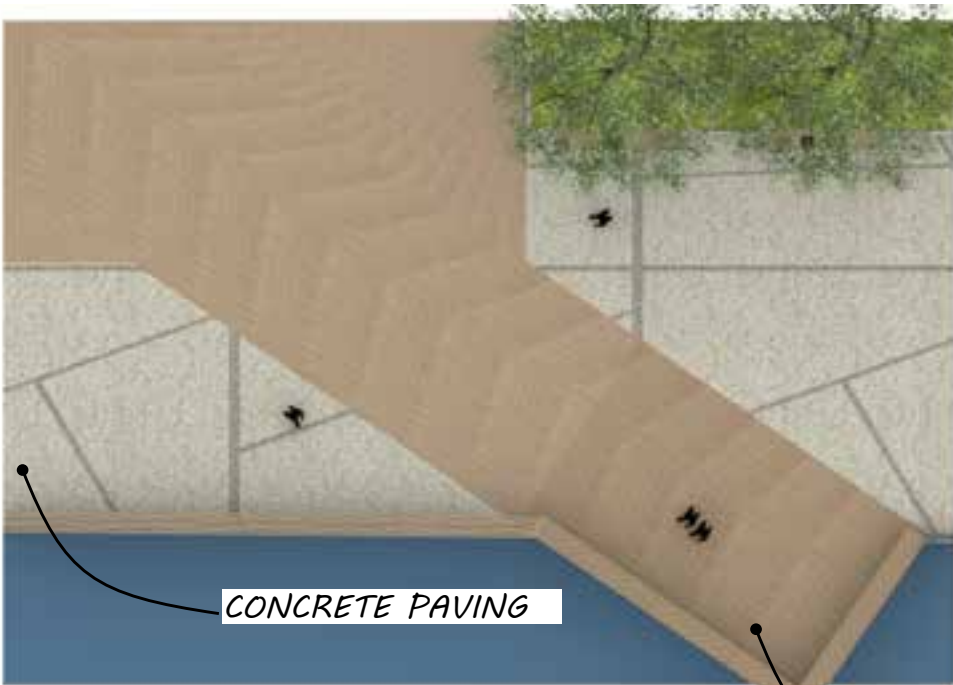


# MATERIAL PALETTE





# DISTINCTIVE PAVING PALETTE



CONCRETE PAVING

WOOD DECKING

SANDSTONE SEATING STEPS

CONCRETE PAVING

DISTINCTIVE PAVING

DISTINCTIVE PAVING  
(MURAL ART)



# FURNITURE



• TYP BENCH (SANDSTONE)



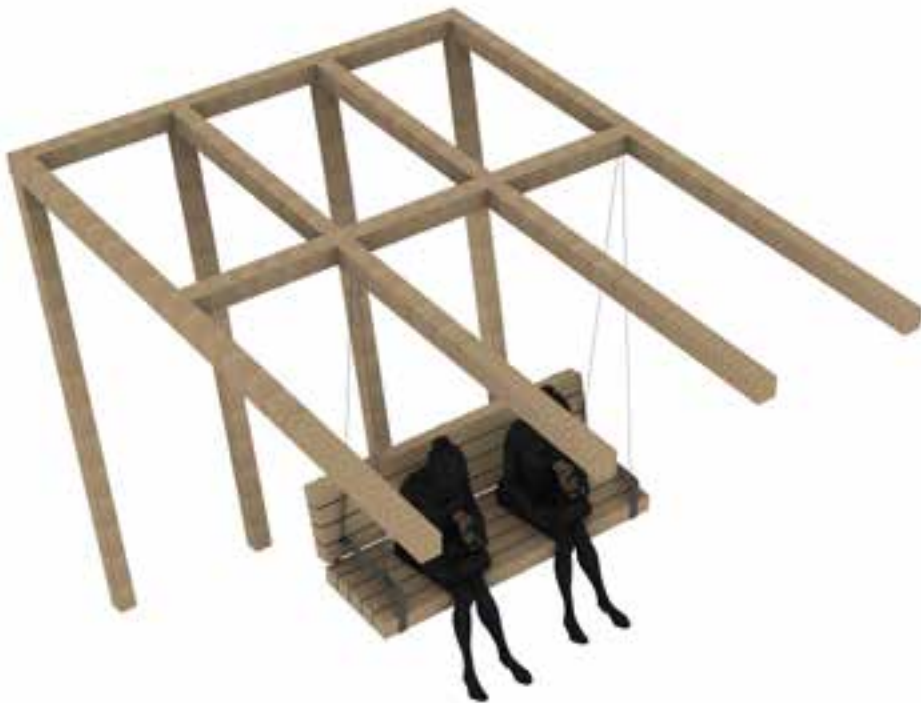
• TYP DOUBLE SIDE BENCH



• 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

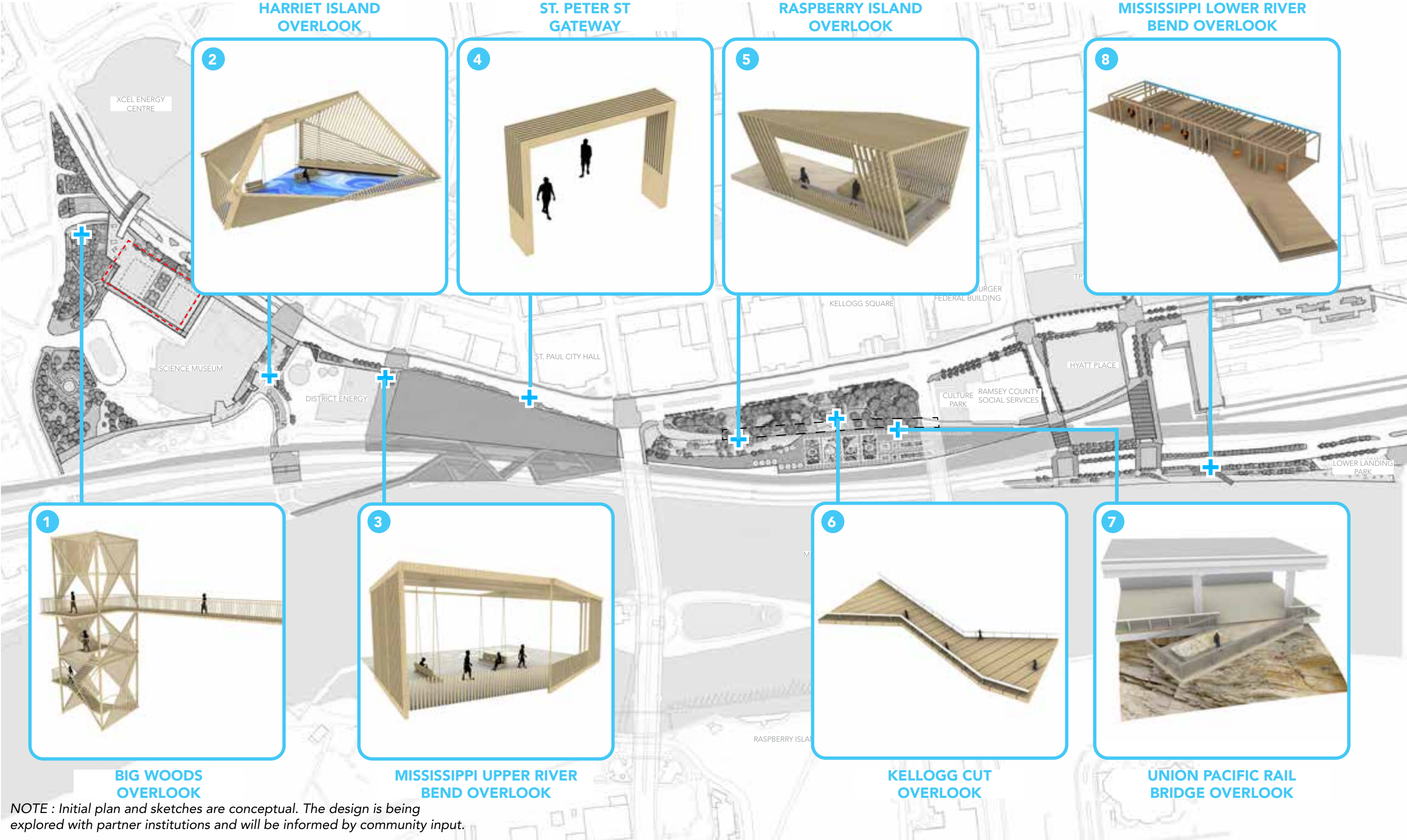
UNION PACIFIC RAIL BRIDGE OVERLOOK



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

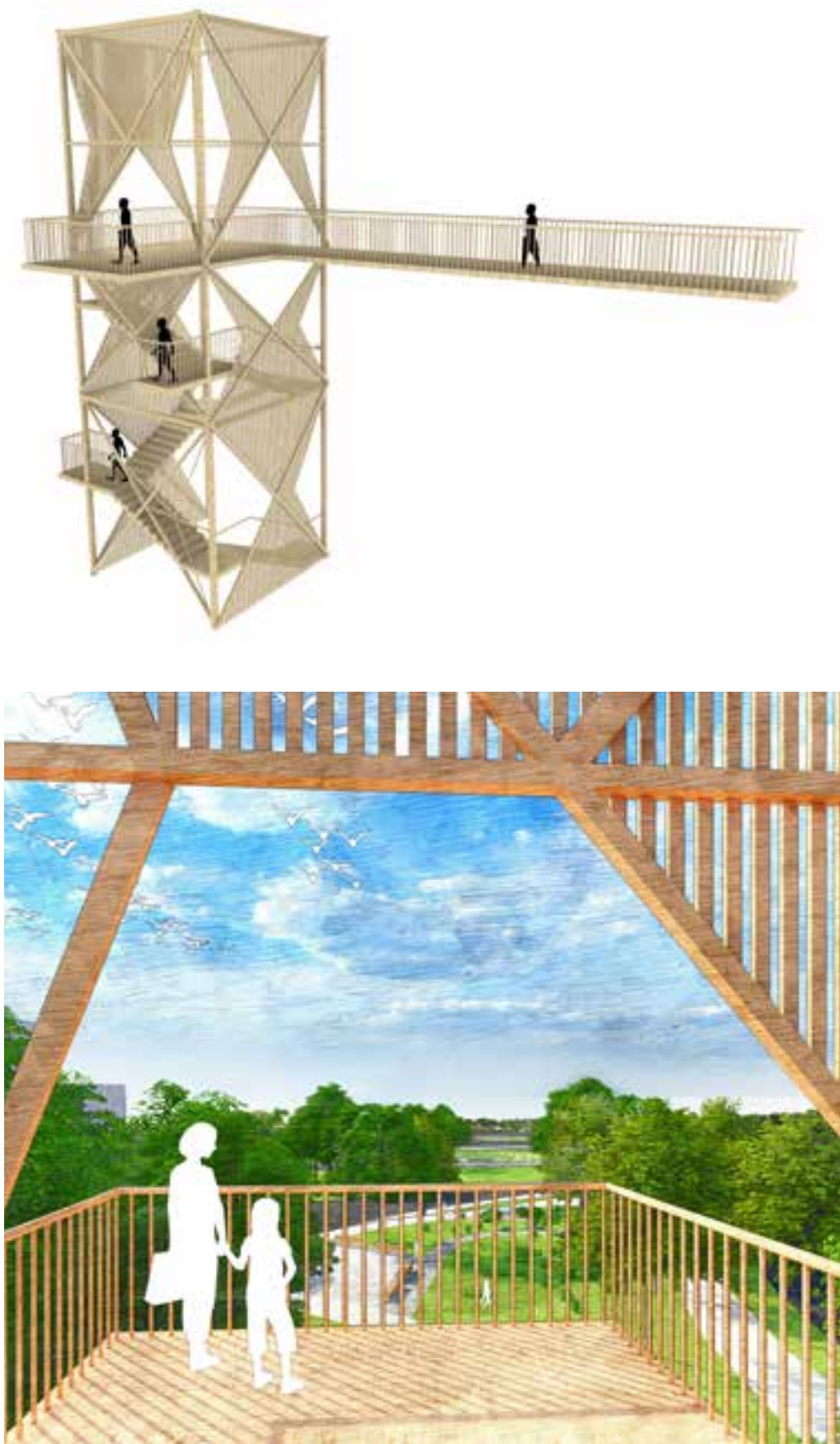


# OVERLOOKS



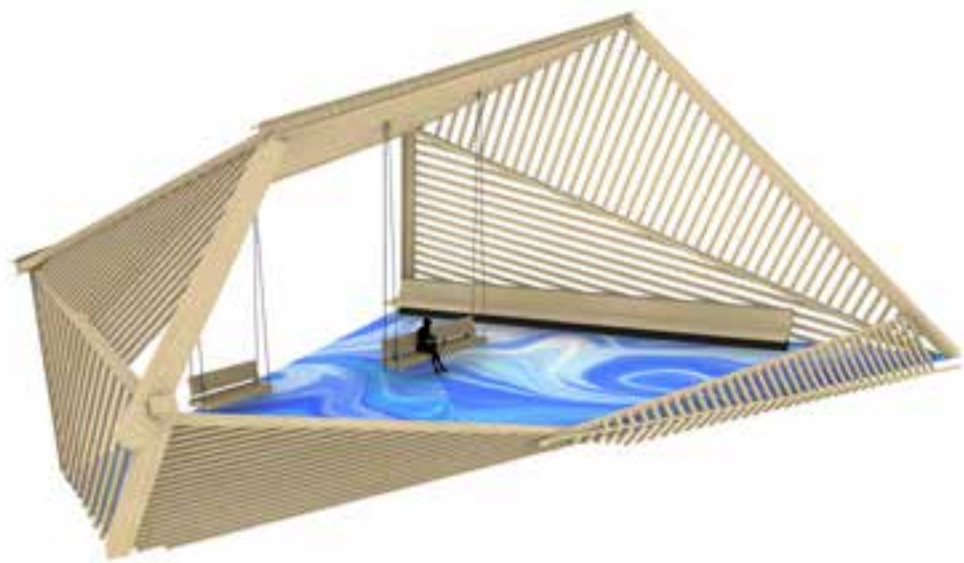


# BIG WOODS OVERLOOK/ OBSERVATION TOWER





# HARRIET ISLAND OVERLOOK



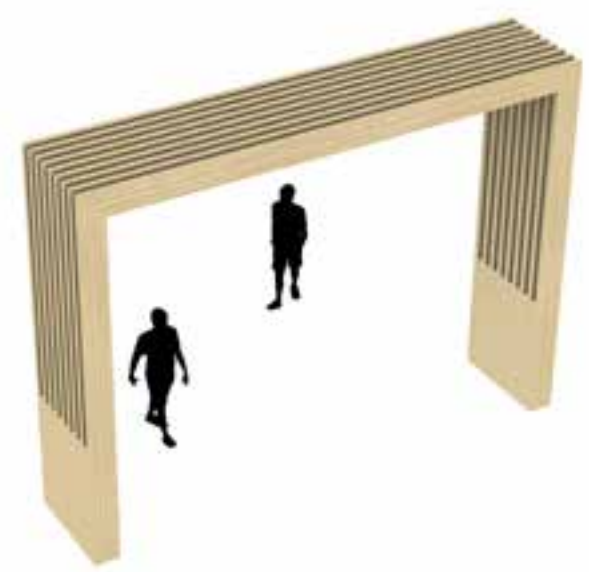


# MISSISSIPPI UPPER RIVER BEND OVERLOOK



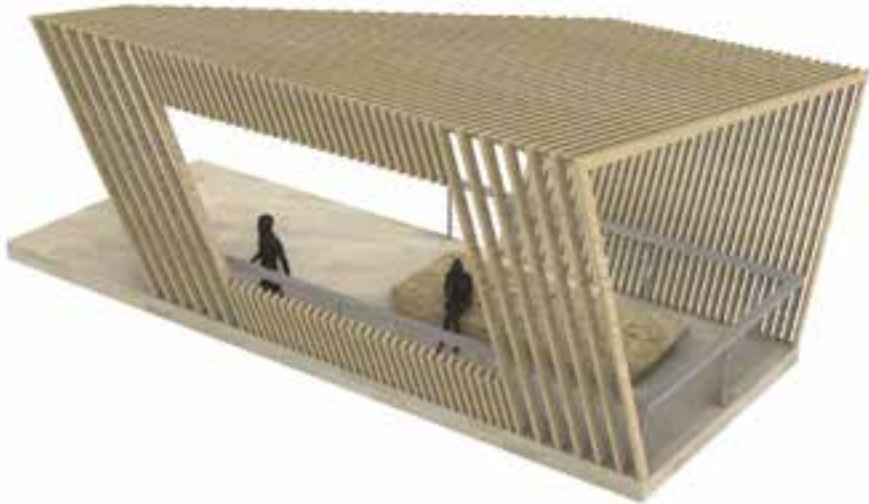


# ST. PETER ST GATEWAY





# RASPBERRY ISLAND OVERLOOK





# UNION PACIFIC RAIL BRIDGE OVERLOOK





# KELLOGG CUT OVERLOOK





# MISSISSIPPI LOWER RIVER BEND OVERLOOK



ST. PAUL RIVER BALCONY | SCHEMATIC DESIGN















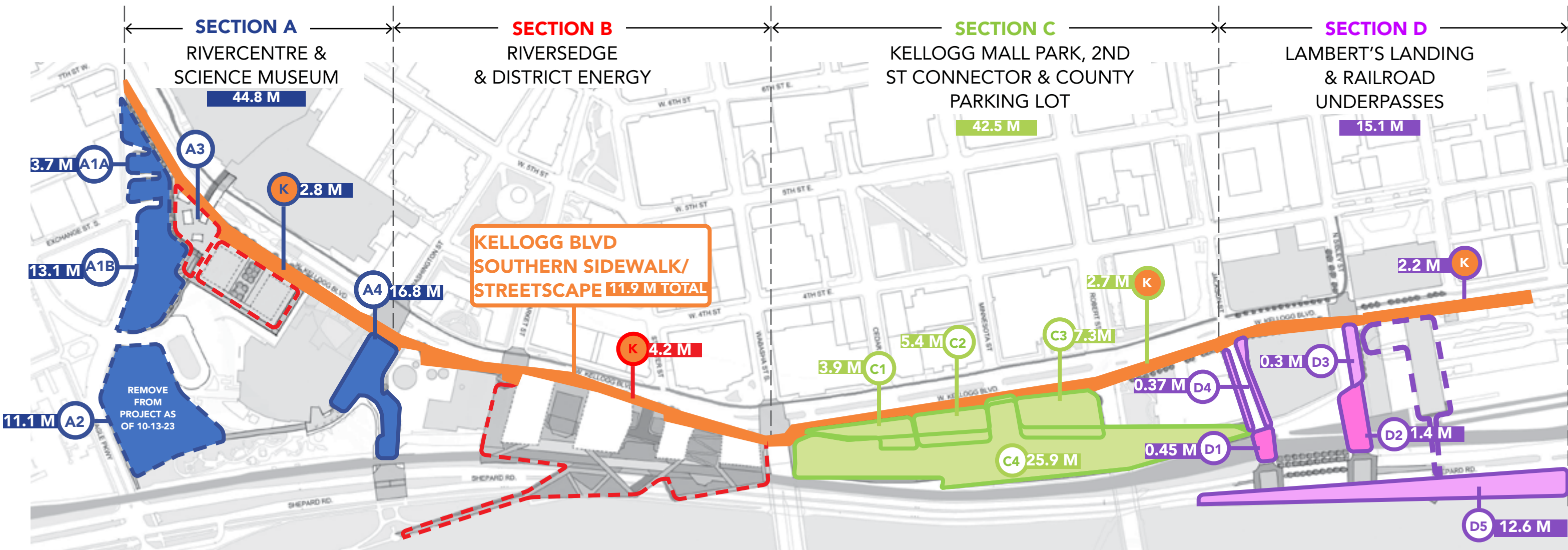
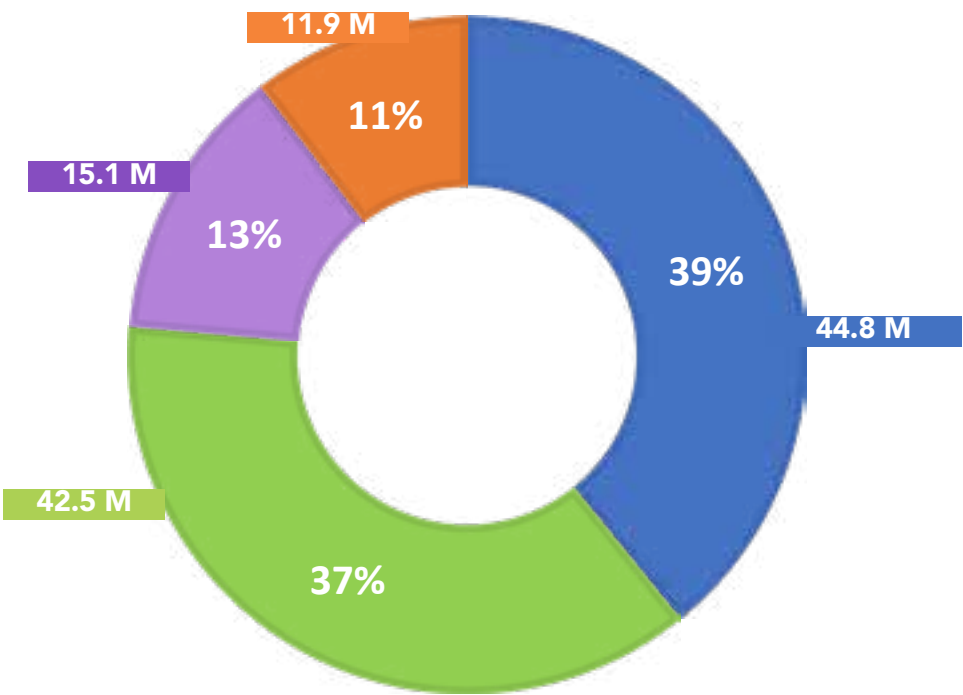
# **COST & CONSTRUCTION PHASING SUMMARY**



# 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<br>SOUTHERN SIDEWALK/<br>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<br>20 AC |           |              | 32,163 SF<br>.74 Acre |           | 61,491 SF<br>1.41 Acre |            | 96,603 SF<br>2.22 Acre         |            | 20,941 SF<br>.48 Acre      |            | 57,314 SF<br>1.32 Acre           |            | 24,855 SF<br>.57 Acre | 34,376 SF<br>.79 Acre | 46,771 SF<br>1.07 Acre | 211,503 SF<br>4.86 Acre | 5,452 SF<br>.13 Acre | 16,897 SF<br>.39 Acre | 5,000 SF<br>.42 Acre | 6,500 SF<br>.47 Acre | 80,651 SF<br>1.85 Acre                            |            | 21,692 SF<br>.50 Acre | 32,800 SF<br>.75 Acre | 20,640 SF<br>.47 Acre | 17,355 SF<br>.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    |                       |                       |                       |                       |

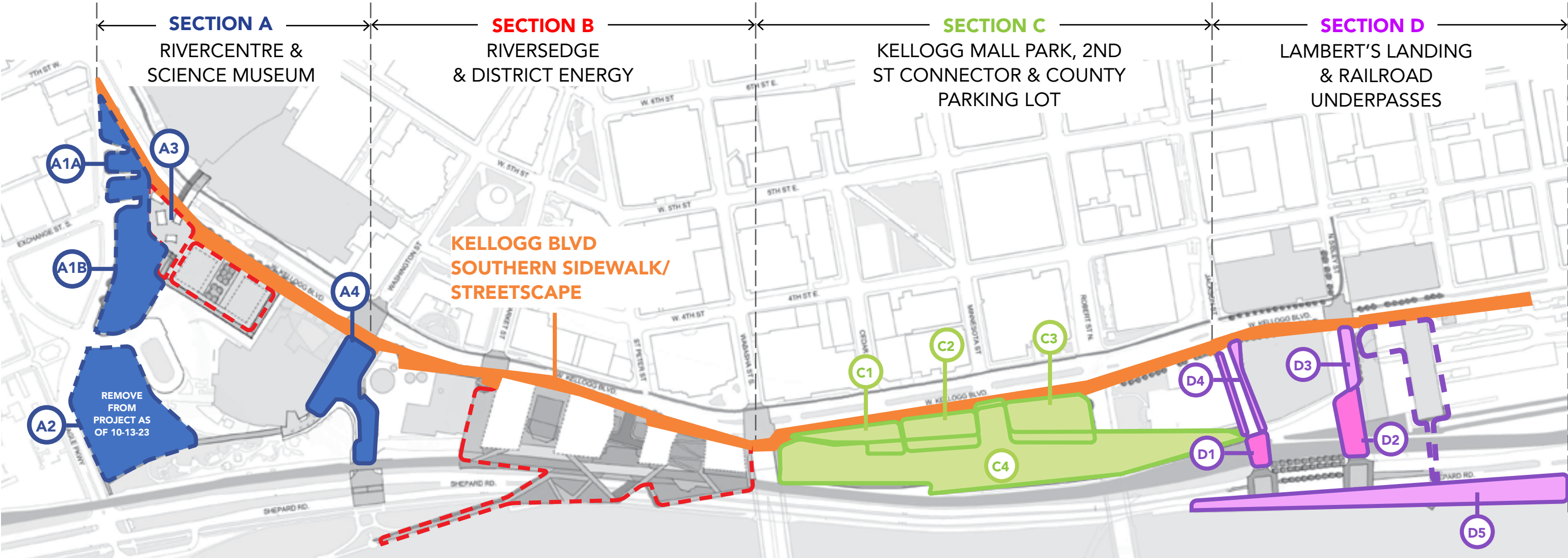


# CONSTRUCTION PHASING

- 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



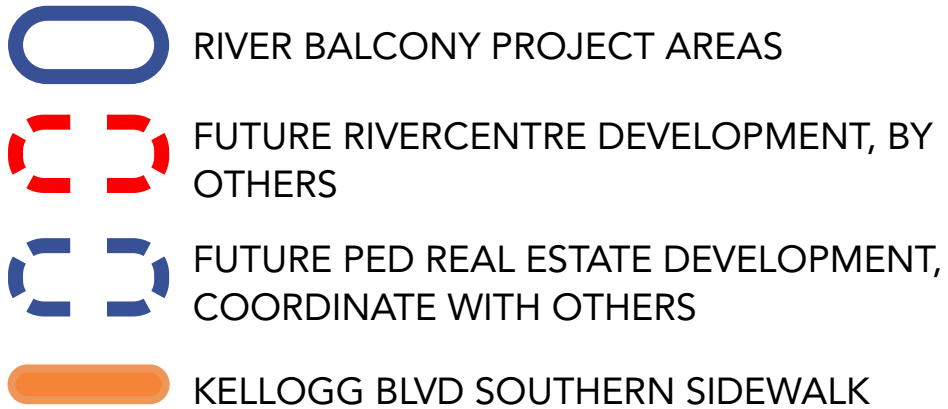
Sheet updated 1-18-24.



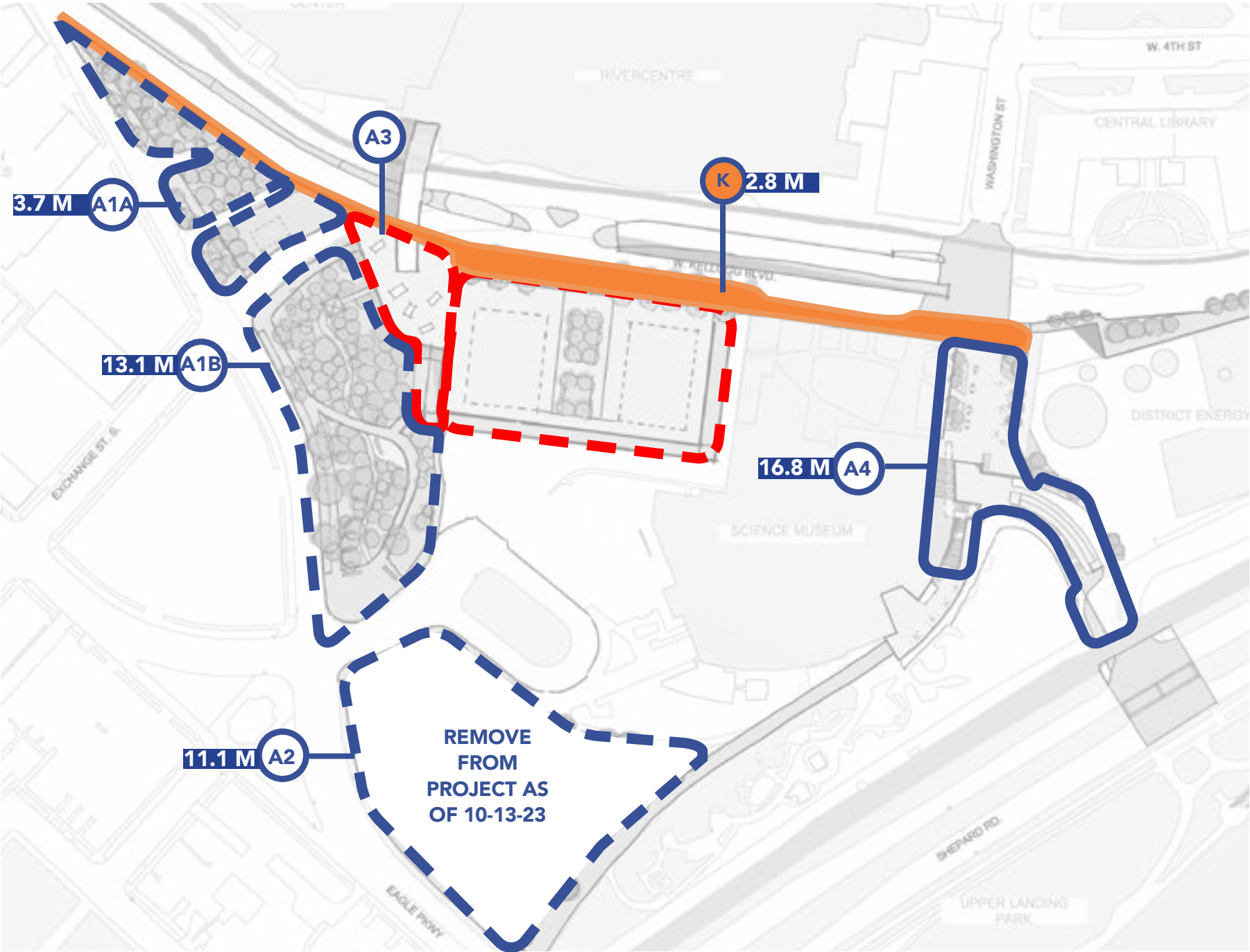
# BUDGET BREAKDOWN & CONSTRUCTION PHASING

## 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

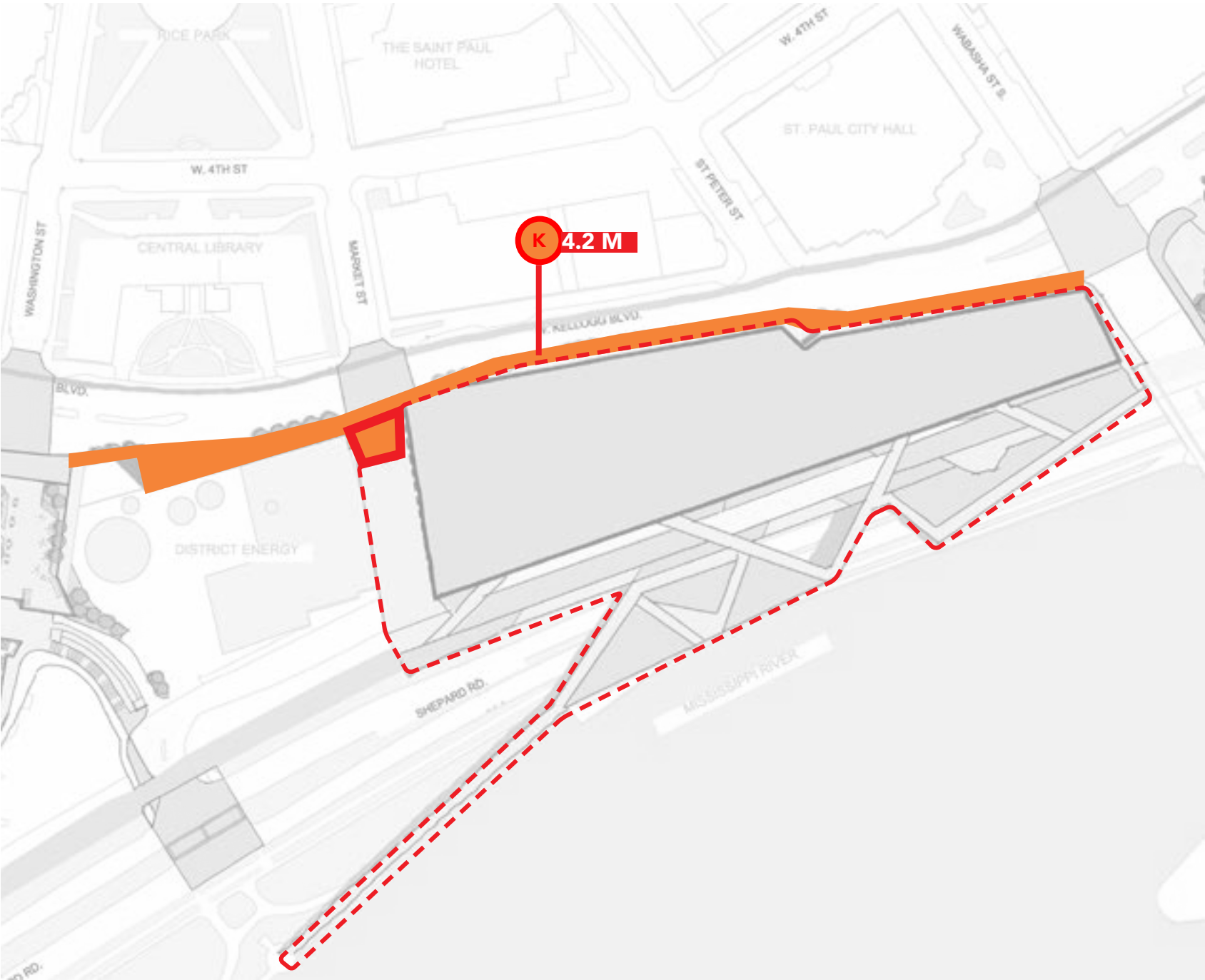
## SECTION B

- 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



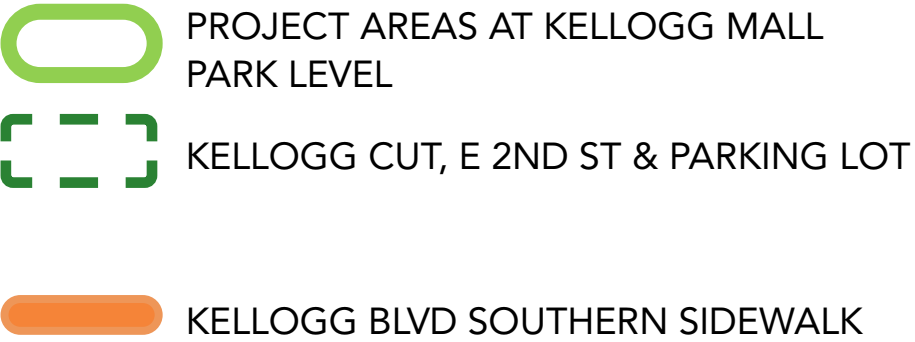
NOTE : refer to appendix for detailed cost summary and construction phasing memo



# 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



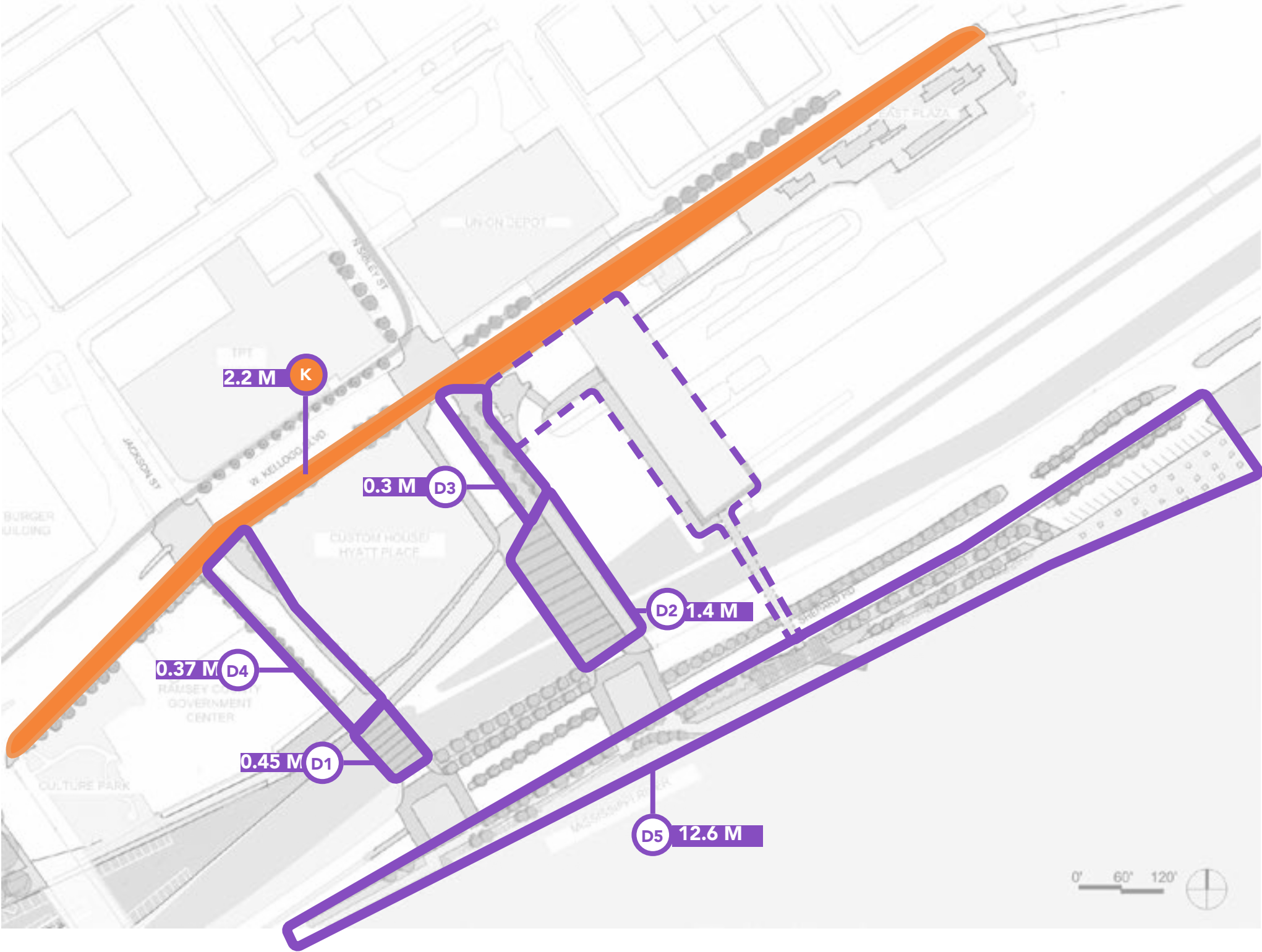
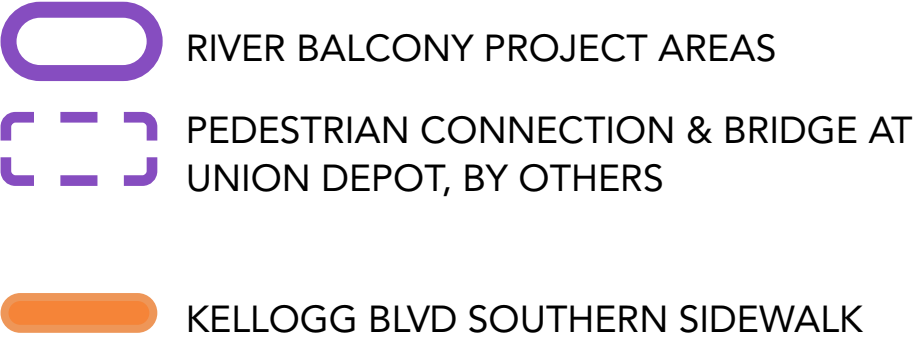
NOTE : refer to appendix for detailed cost summary and construction phasing memo



# 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

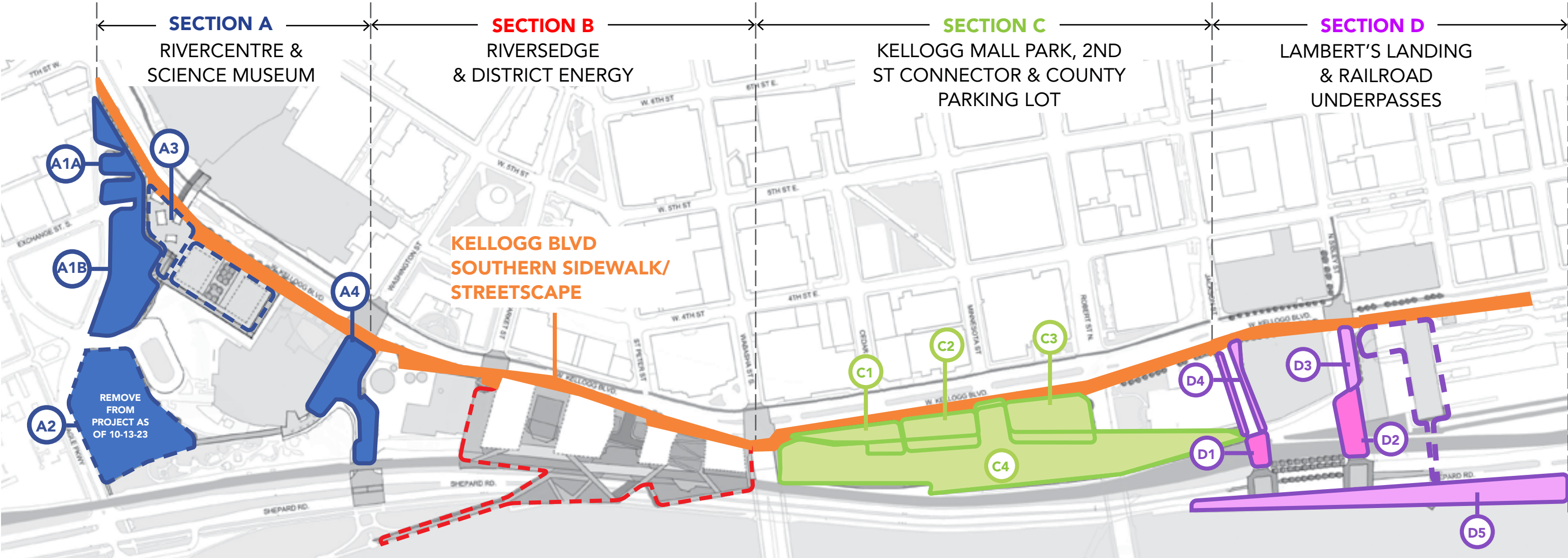


NOTE : refer to appendix for detailed cost summary and construction phasing memo



# RECOMMENDED PARAMETERS FOR FUTURE DEVELOPMENT & DESIGN

- Open space associated with RiverCentre Ramp development to be integrated as a part of River Balcony, for programming and amenity planning.
  - Direct, year round / all season ADA access to the Big Woods overlook and to the walkway at grade to be required as a part of the development.
  - Project A3 to be constructed as a part of the RiverCentre Ramp development
  - Potential maintenance partnership for Projects A1A & A1B can be considered as a part of the development agreement
- Open space associated with RiversEdge development to be integrated as a part of River Balcony, for programming and amenity planning.
  - Replacement of any River Balcony elements/ improvements due to construction of future development, along Kellogg Blvd Southern Sidewalk and to be required via instrument such as M.O.U or similar
  - Overlook and Gateway features proposed at Market St and St. Peter St. to be retained and incorporated into design as development/ park gateways
  - Visual corridors to be maintained at Market St and St. Peter St.
- Continued use of the County Parking lot as a flexible use open space that can be used for temporary events and programs to maintain public views and experience of the only remnant of downtown St. Paul's 'bluff'
- Any public crossing across Shepard Road, originating at Union Depot should be ADA, year round/ all season and also considered to have direct access from the street.





# SHEPARD ROAD STRATEGIES



# SHEPARD RD. STRATEGIES

**\* Pending coordination with COUNTY & CITY PUBLIC WORKS**

- Enable safer pedestrian and bike friendly at-grade crossings along Shepard Road from Eagle Parkway to Sibley Street
- 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, commercial boats and public realm at Lambert’s Landing
- Evaluate existing travel lanes, truck routes, vehicle speeds, crossing treatments, and geometric roadway improvements



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# PUBLIC ART STRATEGY



# PUBLIC ART STRATEGY

## SITE WIDE THEME FOR PUBLIC ART : 'RIVER LORE'

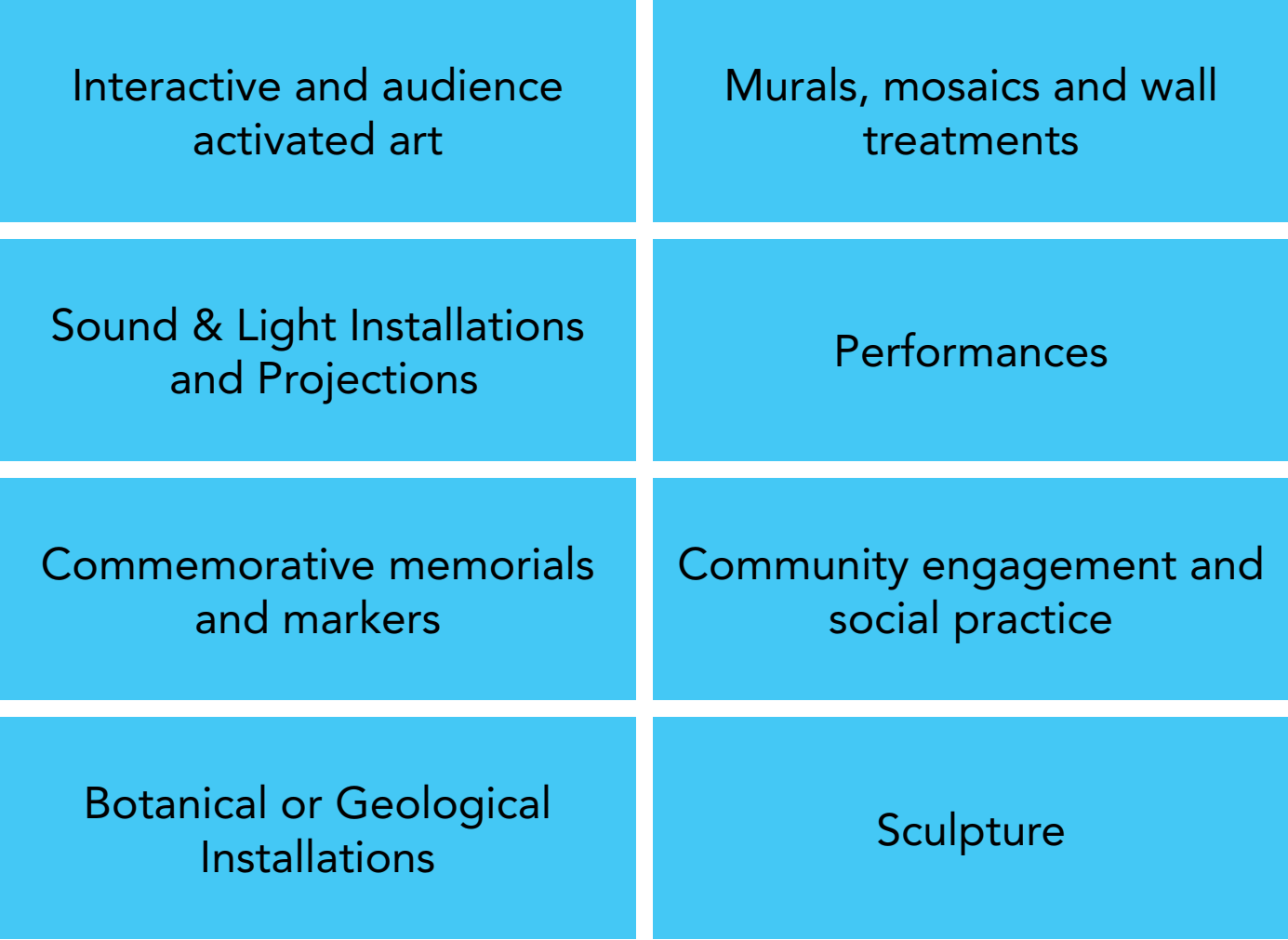
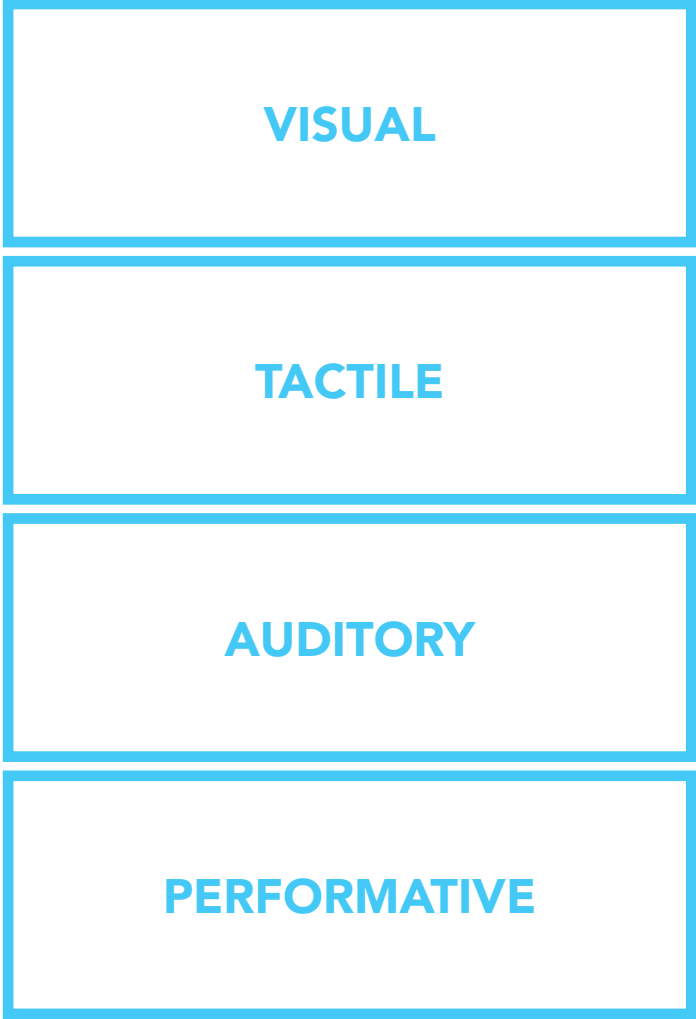
The afore-mentioned theme of “river lore” can be employed across the Balcony to bring the river to Balcony visitors, and vice versa. “River Lore” can encompass past, present, and future musings on the Mississippi River and will create cohesion between public art projects along the Balcony. For each new 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?



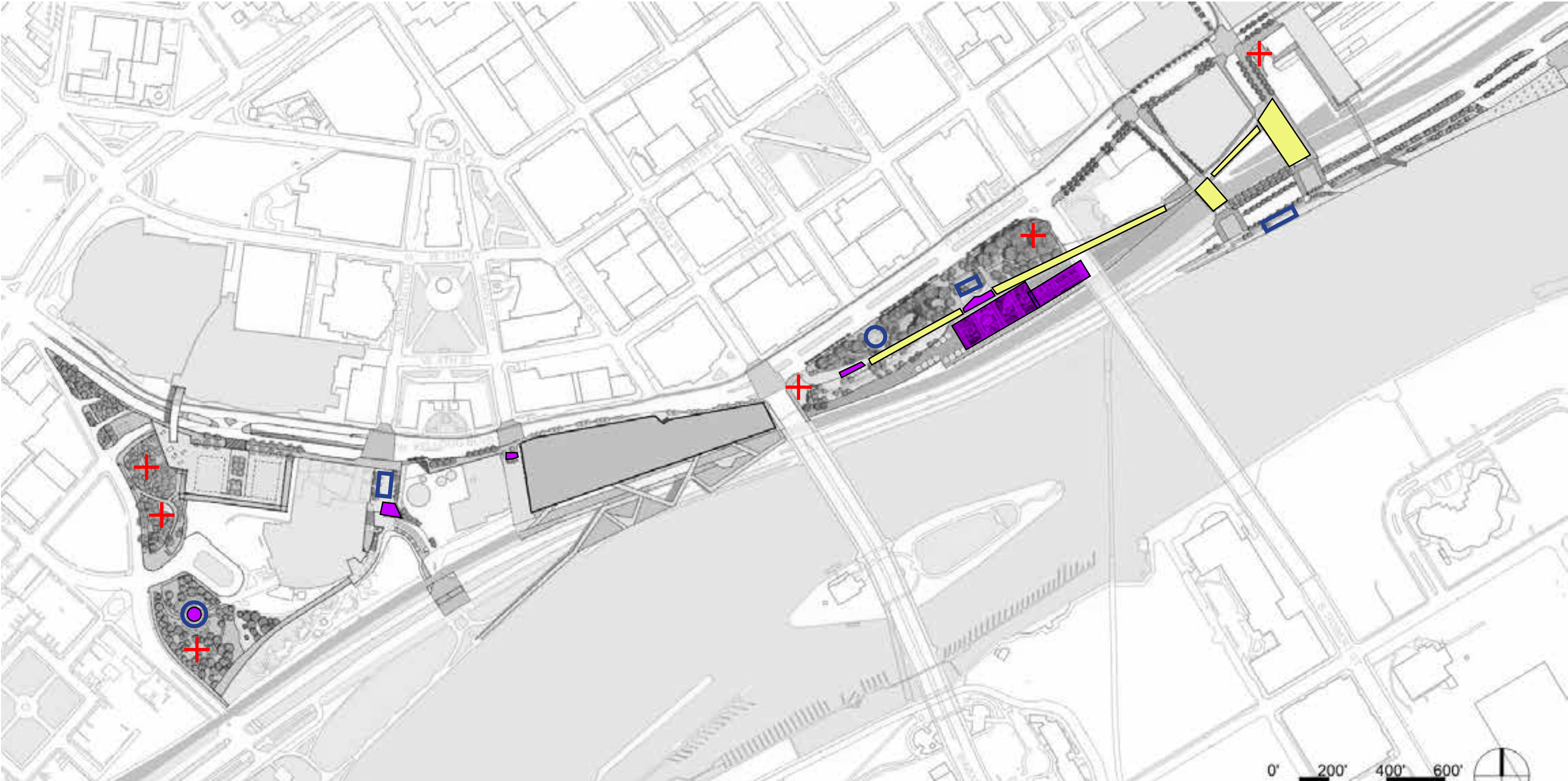
# TYPES OF ART EXPERIENCE & TYPES OF PUBLIC ART





# 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'





# 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

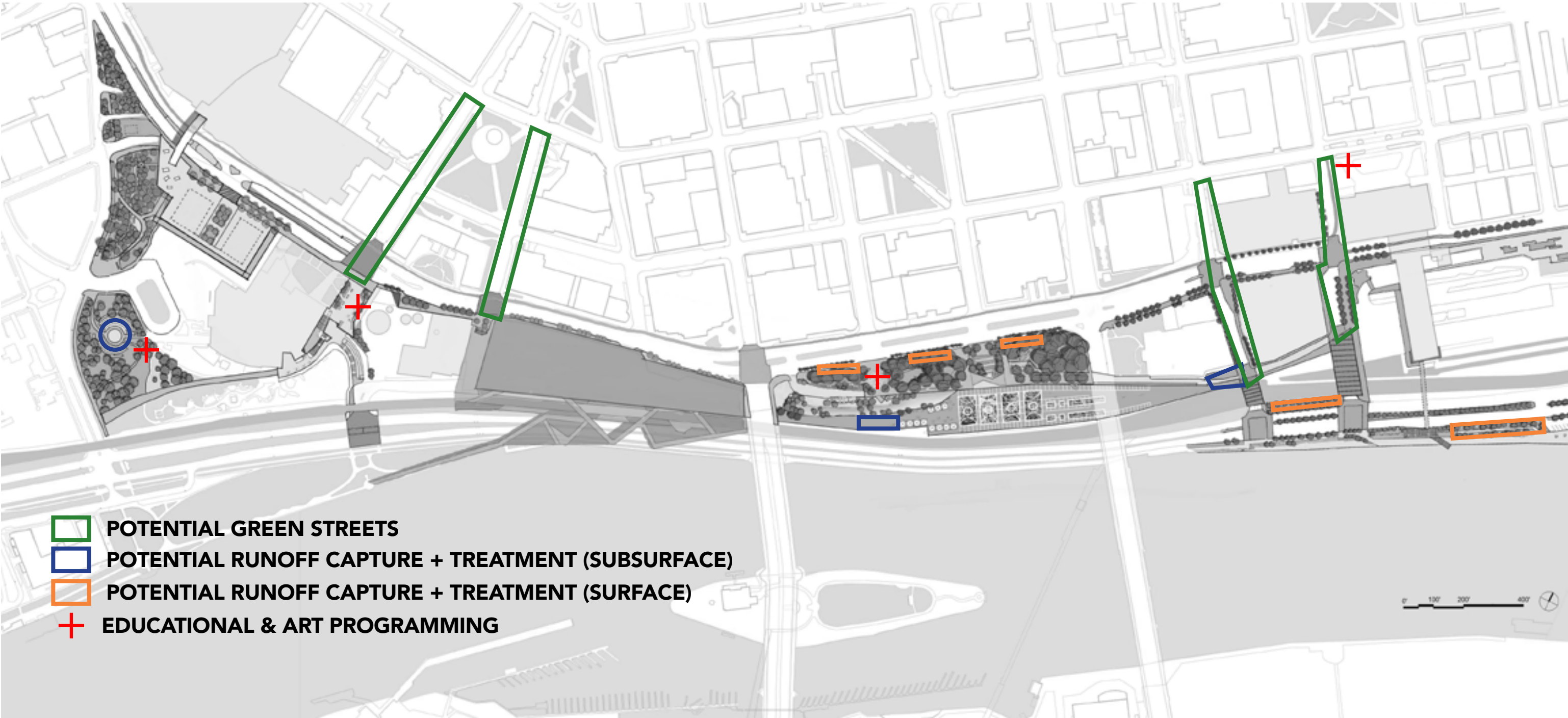


# STORMWATER MANAGEMENT APPROACH



# 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

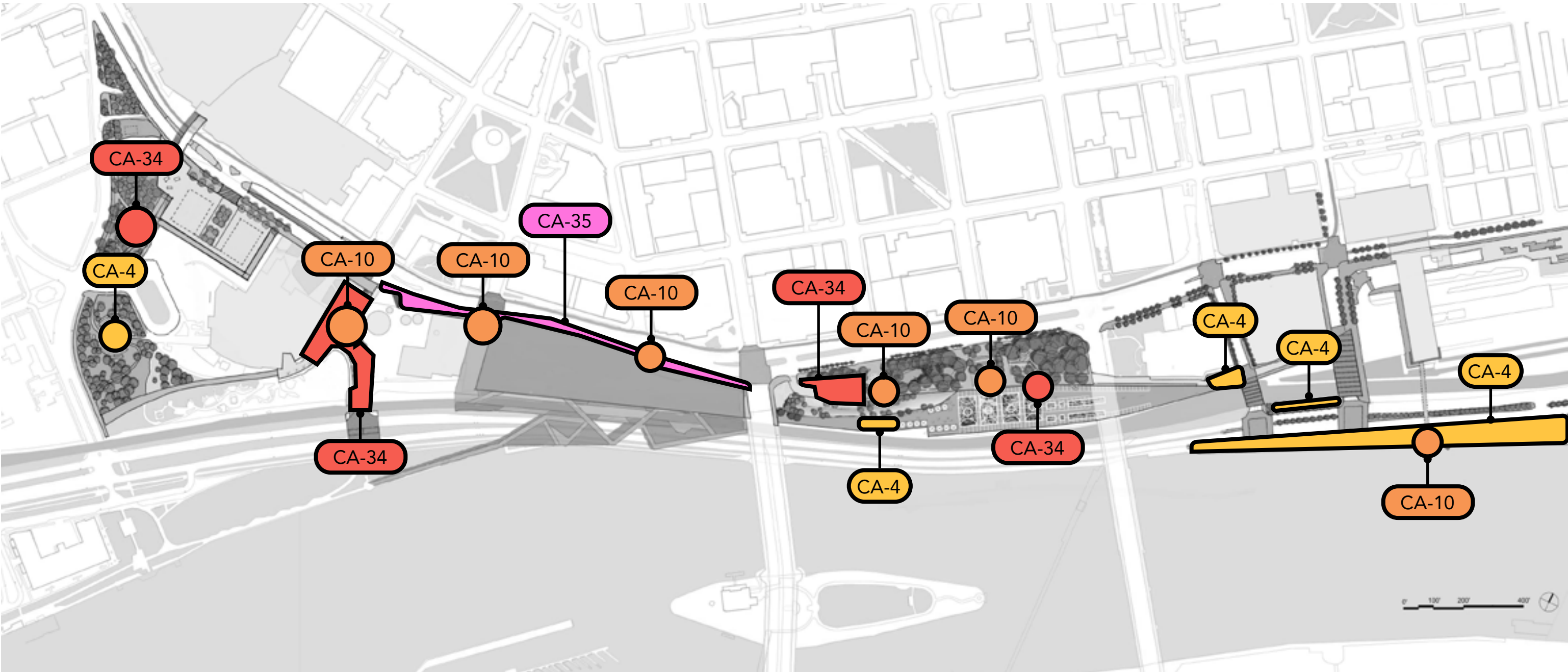




# MISSISSIPPI RIVER CORRIDOR CRITICAL AREA COMPLIANCE

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.





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