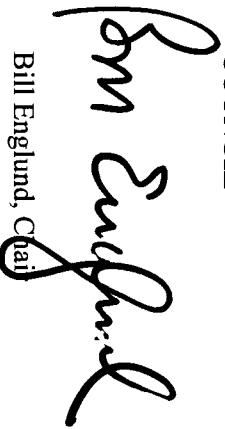


The *North Quadrant Urban Village Design Guidelines* were prepared through a collaboration of the Capitol River Council, Saint Paul on the Mississippi Design Center and City of Saint Paul. They represent and confirm our shared vision of how the new North Quadrant neighborhood should be developed. The guidelines are derived from the urban design principles, goals and objectives in the *Saint Paul on the Mississippi Development Framework*, the *North Quadrant Precinct Plan* and the *North Quadrant Redevelopment Plan*.

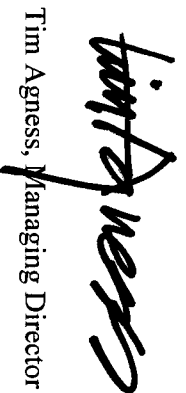
As partners in the redevelopment of the North Quadrant, we encourage the use of these design guidelines by the many players who will make the new neighborhood a reality. The guidelines will serve as our tool to provide direction to prospective developers and to evaluate development proposals. We look forward to working together on this exciting endeavor.

CAPITOL RIVER
COUNCIL



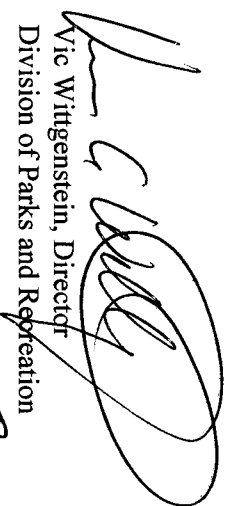
Bill Englund, Chair

SAINT PAUL ON THE
MISSISSIPPI DESIGN
CENTER

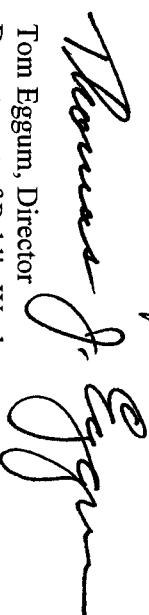


Tim Agness, Managing Director

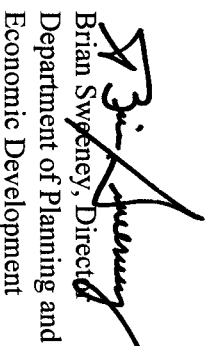
CITY OF SAINT PAUL



Vic Witgenstein, Director
Division of Parks and Recreation



Tom Eggum, Director
Department of Public Works



Brian Sweeney, Director
Department of Planning and
Economic Development

NORTH QUADRANT URBAN VILLAGE DESIGN GUIDELINES

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June 2000

NORTH QUADRANT URBAN VILLAGE DESIGN GUIDELINES

Introduction

The North Quadrant Urban Village design guidelines are intended to assist the community, property owners, developers, design professionals and City staff as they design a new neighborhood and public spaces for the North Quadrant. They are the next step in the application of urban design principles, goals and objectives contained in three documents officially endorsed or adopted by the City of Saint Paul: the *Saint Paul on the Mississippi Development Framework*, the *North Quadrant Precinct Plan* and the *North Quadrant Redevelopment Plan*.

These guidelines have been cooperatively prepared by the CapitolRiver Council, the City of Saint Paul and the Saint Paul on the Mississippi Design Center with two goals in mind. The first is to educate, to teach us a new way of seeing. Designing a high-quality neighborhood is rooted in an understanding of what makes places special, humane, popular and vibrant. The second is to assist in interpreting these lessons for those who are designing new buildings and spaces.

Each of the three entities who prepared these guidelines has agreed to use them when reviewing both public and private projects. In some cases, there will be a *formal* City role in the application of the guidelines (e.g. site plan review, HRA development agreements, public financing), and compliance with the guidelines may be required. In other cases, the review may be more *informal*, such as when prospective developers confer with the Saint Paul on the Mississippi Design Center or CapitolRiver Council to receive feedback or assistance on a particular proposal.

In any event, these guidelines are intended to apply to projects generally. They are not meant to give case-specific advice, or to address exceptions or rare instances. While they recommend approaches to the design of a range of features in the built environment, they do not prescribe a particular action. Developers and their design professionals are encouraged to exercise creativity in applying these guidelines.



The Saint Paul on the Mississippi Development Framework

The *Saint Paul on the Mississippi Development Framework* is the City's vision for a revitalized downtown and central riverfront that restores Saint Paul's connection to the Mississippi River and creates a vibrant, mixed-use community at the city's core. The *Framework* is based in ten principles for city building, which are to be applied when new pieces of the urban fabric are created.

- 1. Evoke a sense of place.**
Create a physical setting for new development that says: "This is Saint Paul."
- 2. Restore and establish the unique urban ecology.**
Look for opportunities to restore those parts of the natural environment that have been lost over time due to development, such as trees, native habitats and clean water.
- 3. Invest in the public realm.**
Create a network of streets, sidewalks and parks that are safe, vibrant and pedestrian-friendly.
- 4. Broaden the mix of uses.**
Create a downtown and riverfront where people live, work and play.
- 5. Improve connectivity.**
Provide people with safe, attractive and convenient ways to move between their neighborhoods, downtown and the river.
- 6. Ensure that buildings support broader city-building goals.**
Design new buildings to fit into their surroundings and help make adjacent public spaces active.
- 7. Build on existing strengths.**
As we rebuild, start with what we already treasure -our historic buildings, parks, tree-lined streets and the Mississippi River.
- 8. Preserve and enhance heritage resources.**
Preserve historic buildings and public spaces.
- 9. Provide a balanced network for movement.**
Design city streets to accommodate pedestrians, cars, buses, bikes, on-street parking, landscaping, lighting and signs.
- 10. Foster public safety.**
Increase the number of people in our public spaces downtown, along the riverfront and in our neighborhoods.



North Quadrant History

In the early 1890's, while Lowertown was rapidly becoming a wholesale and warehouse district, the North Quadrant area was developing into an almost exclusively residential area for prominent St. Paul businessmen and entrepreneurs. James J. Hill had a home at Wacouta and Eighth streets near the current First Baptist Church.

By the early 1900s, the North Quadrant began a transition from a fashionable residential area into a commercial district, as businesses in Lowertown began to expand and develop. By 1909, small frame commercial buildings were interspersed with residences. From 1909-1916, the small frame commercial buildings were replaced by larger warehouse-style buildings incorporating the new reinforced concrete technology. The North Quadrant, however, never became as solidly built with commercial buildings as the area south of East 7th Street in Lowertown.

Starting in the 1980's, the North Quadrant experienced extensive disinvestment in the existing building stock, resulting in demolition and conversion to surface parking lots. Today, few buildings remain, and parking is the predominant land use.

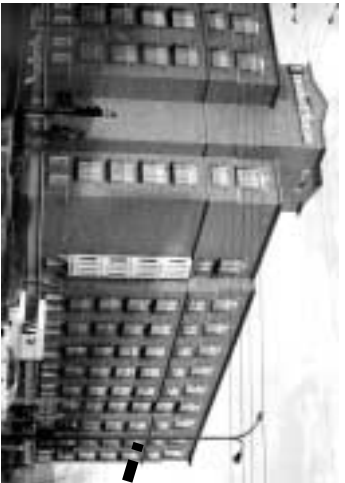
Vision for the North Quadrant Urban Village

The North Quadrant is a 15-block area in the northeast corner of downtown Saint Paul, bounded by Jackson, East Seventh and I-94. As stated in the *North Quadrant Precinct Plan*, the vision for the new urban village is a low-to-mid-rise, medium-to-high-density, mixed-use (but predominantly residential) neighborhood adjacent to the downtown core that integrates new in-fill construction with rehabilitation and adaptive reuse of existing warehouse buildings, preservation of two churches, and retention of those existing businesses appropriate for a predominantly residential community. Key features include a mix of commercial, residential, cultural and recreational uses, centered on a public green, within a small, compact and walkable neighborhood linked to transit and other residential and employment opportunities. A range of housing types, sizes and costs foster a demographically diverse community. The existing network of streets is retained and enhanced with landscaping, pedestrian-scale ornamental lighting and street furniture to improve the neighborhood's public realm as well as to connect the new neighborhood to the downtown core, adjacent neighborhoods, the Capitol area and the Mississippi River.



Downtown Saint Paul is envisioned as a series of urban villages.

Introduction
Characteristic Structures



Embassy Suites Hotel



Photo courtesy of the Minnesota Historical Society
H. M. Smyth Printing Building



Walsh Building *



First Baptist Church *



St. Mary's Church



Existing Businesses

* Buildings on the National Register of Historic Places

A PARK AT THE HEART

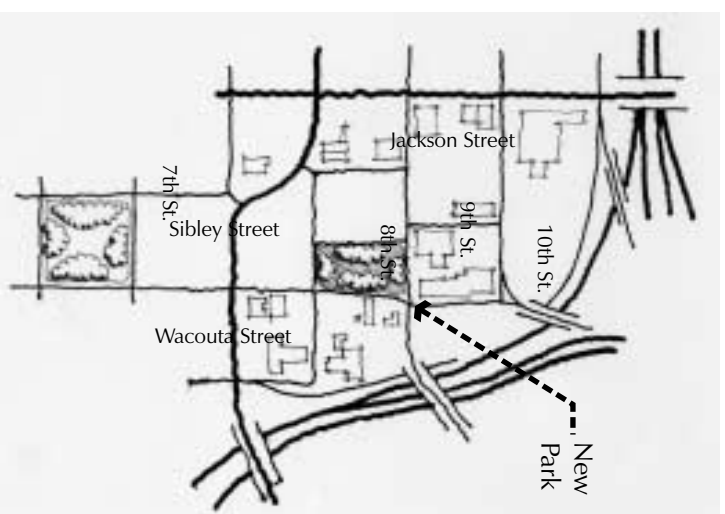
Park

A distinctive feature of downtown Saint Paul's urban villages is a central green space. Parks such as Rice Park and Mears Park are the focal points of their respective neighborhoods, give each area a unique sense of place and identity, and provide an oasis within the dense core. Following this tradition, the North Quadrant will have a central green, with predominantly residential buildings facing it, that will function as the heart of the new mixed-use neighborhood. The park will be bounded by Ninth Street, Wacouta Street, Eighth Street and Sibley Street.

The approximately two-acre park will serve three complementary roles: a neighborhood center that is a gathering place for residents and visitors, a gateway that links East Side and Capitol area neighborhoods with the downtown core, and a piece of the network of public spaces that comprise city and regional park systems. It is a space that will support the surrounding community, as well as connect it to other neighborhoods and public spaces within and adjacent to downtown.

The character of the park will be directly influenced by the character of the buildings and streets that about it. Subsequent sections of the Design Guidelines address the proper siting, configuration, massing, scale, etc. of buildings and streets that will about the new park. This section addresses the design of the park itself, which is based on seven goals:

1. Respect and reinforce the architectural character and quality of the surrounding neighborhood.
2. Create an inviting neighborhood gathering place.
3. Provide strong pedestrian connections throughout the neighborhood to the central green space, adjacent streetscape, and larger city-wide park and trail system.
4. "Green" the neighborhood.
5. Reinforce and enhance the vitality of park edges.
6. Provide a sense of safety and security.
7. Consider maintenance costs and responsibility in park design and construction.



The Saint Paul Division of Parks and Recreation will work with the broader downtown community, new residents and property owners to determine how the park should ultimately be designed and function. Because of the importance of the park in setting the stage for future development and acting as a catalyst for new investment in the neighborhood, preliminary park design work must be completed before its new neighbors are in place.

A two-phase design process will be used. Phase 1 will consist of the design and development of an interim park plan that will permanently define and secure the single-block area in the North Quadrant for the future park. During this phase, park development will be minimal and will concentrate on providing the infrastructure for the future park, such as new curbs, perimeter sidewalks, lighting, streetscape improvements, utility stub-outs, trees and turf establishment. Temporary gravel walkways, interior plantings and seating will encourage immediate use. An illustrative park concept plan will be prepared, including an image sketch to illustrate the character, construction quality and potential park activities and facilities desired in the full development of the park. In Phase 2, a Design Advisory Committee will be created to develop the final Park Master Plan. By waiting until Phase 2 to develop the final plan, there will be time to secure design and development funding, and the new residents will be able to participate in the design process for the park.



Adjacent architecture frames this central green.

Guidelines:

- PK1 The quality of materials used in the surrounding architecture should be reflected in materials used in the design of the park.
- PK2 Open areas should be provided in the park to view the adjacent architecture, creating visual connections between private and public spaces.
- PK3 Complementary plant materials (trees and ground cover) should be used along both sides of the streets bordering the park.
- PK4 Park lighting, furnishings and paving should complement those used in the surrounding neighborhood.
- PK5 The public function of the historic First Baptist Church on the north side of the park should be recognized and celebrated as an enhancement to the public feel of the park.
- PK6 Spaces for both intimate gatherings and large group events/play should be provided.
- PK7 The park should be designed to provide for a variety of spatial experiences, including people-watching.



Mixed-use buildings are oriented to frame the park.



Pathways and views through this residential park connect it to the surrounding neighborhood.



Plantings help to define edge of the central green.

Guidelines:

- PK8 Multiple seating options, permanent and movable, should be provided.
- PK9 The park can provide support for adjacent neighborhood commercial uses.
- PK10 Jackson Street and Sibley Street should be designed to connect the park to the Saint Paul Grand Round trail system and Mississippi River Corridor park and trail system.
- PK11 The park soil should be amended or corrected to support a thriving green community of trees, flowers and turf.
- PK12 Trees and plant materials should be used for spatial definition as well as seasonal or ornamental beauty.
- PK13 Landscape elements should be selected with long-term maintenance in mind.



Commercial uses incorporated into buildings fronting on the park allow for park-related services such as restaurants, coffee shops, etc.



The interplay of buildings, landscaping, lighting and open space creates an attractive public realm.



Garden structures can provide a transition to Wacouta Street along the eastern edge of the park.

Guidelines:

- PK14 On-street parking bays should be provided to enhance safety and vitality at the park edge.
- PK15 The park should be designed to increase “natural surveillance,” through techniques such as placing seating in highly visible areas and along pathways, or providing a mix of uses around the park.
- PK16 The park should be well-lit and designed to provide strong visual access both into and out of the park.
- PK17 Access into the park should be controlled by concentrating pedestrian traffic at specific locations both inside and outside the park.
- PK18 A high level of maintenance (including trash disposal) should be employed to display a sense of use and care.
- PK19 An operations and maintenance fund should be established for the new park.

STREETS and SIDEWALKS

Streets and Sidewalks

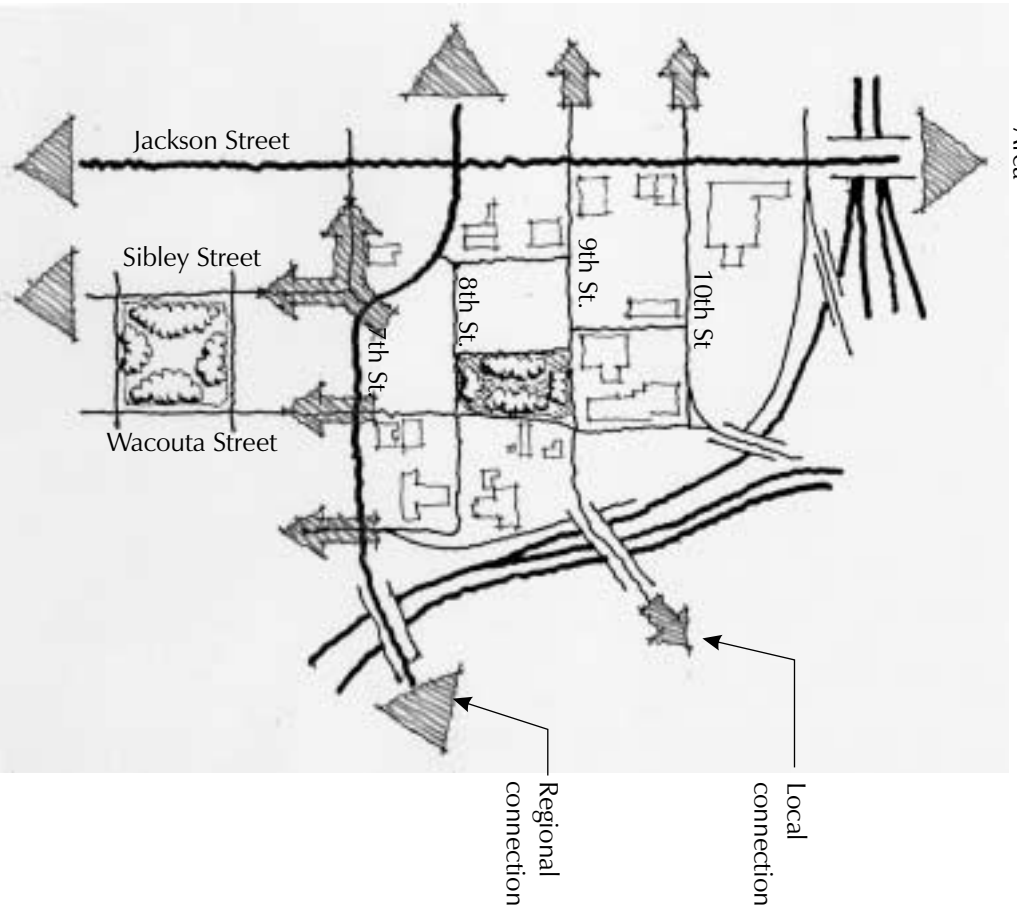
Streets and sidewalks constitute the outdoors for many urbanites: places to be when they're not inside. The new streets in the North Quadrant should be vibrant and active, setting the stage for a greater sense of community. Both the *North Quadrant Precinct Plan* and *North Quadrant Redevelopment Plan* consider streets (from building face to building face) in the North Quadrant as important elements of the public realm. They are spaces for vehicular and pedestrian circulation, but they are also important places for the new residents to gather, fostering the growth of the new neighborhood's social fabric. The North Quadrant is characterized by a fairly intact traditional street network of short blocks and narrow streets arranged in a grid. The vision for the new neighborhood is that this street network be retained and enhanced with landscaping, pedestrian-oriented lighting and street furniture to improve the neighborhood's public realm as well as to connect it to the downtown core, adjacent neighborhoods, the Capitol area and the Mississippi River. The North Quadrant's traditional block and street pattern also forms the framework for new building placement and the arrangement of open spaces. New buildings should fit within the existing urban pattern, and all street rights-of-way should be retained.

All buildings and public spaces will be designed to have an immediate relationship with the street. The emphasis should be on an attractive, safe, lively, weather-protected (where possible) at-grade network of sidewalks. While skyways should be brought to the edge of the neighborhood from the downtown core, they should not cross Jackson or Seventh Streets. By shortening pedestrian crossings and calming traffic along Jackson and Seventh Streets, at-grade pedestrian movement will be made safer and easier.

The standards that will be used for rebuilding the streets and sidewalks in the North Quadrant are based on the following objectives:

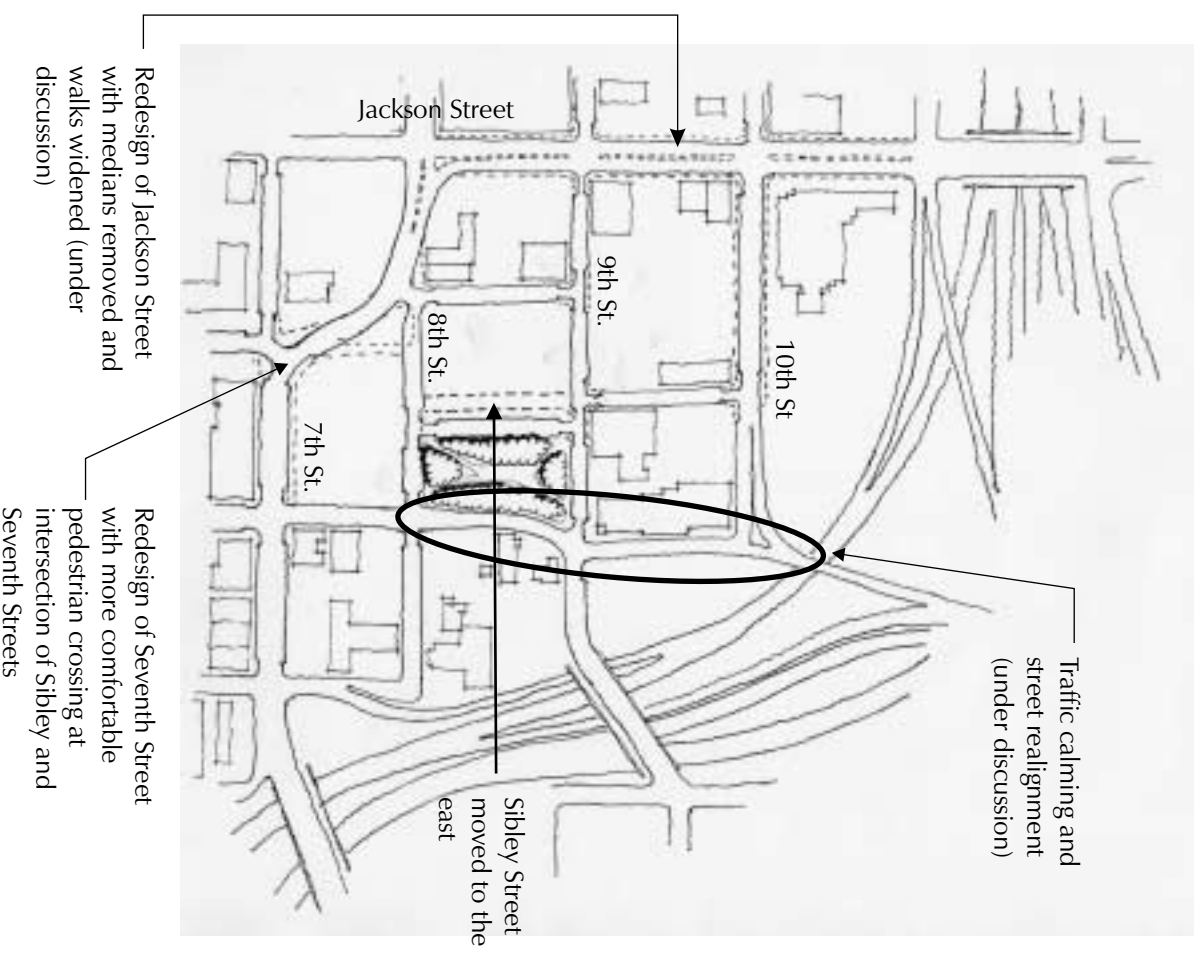
1. Improve the quality of the pedestrian environment.
2. Design the public right-of-way to better provide for a mix of pedestrians, cars, buses, and bicycles.
3. Calm traffic to make the street and sidewalks safe for the pedestrian, while still allowing for the safe and efficient movement of traffic.
4. Design the public realm as a place for people, as well as a network of streets and cars.
5. Leverage and maximize the private investments already being made downtown.
6. Provide for future cyber or technology-related networks.

Connection to
Capital
Area



North Quadrant Connections to Surrounding Context

Streets and Sidewalks



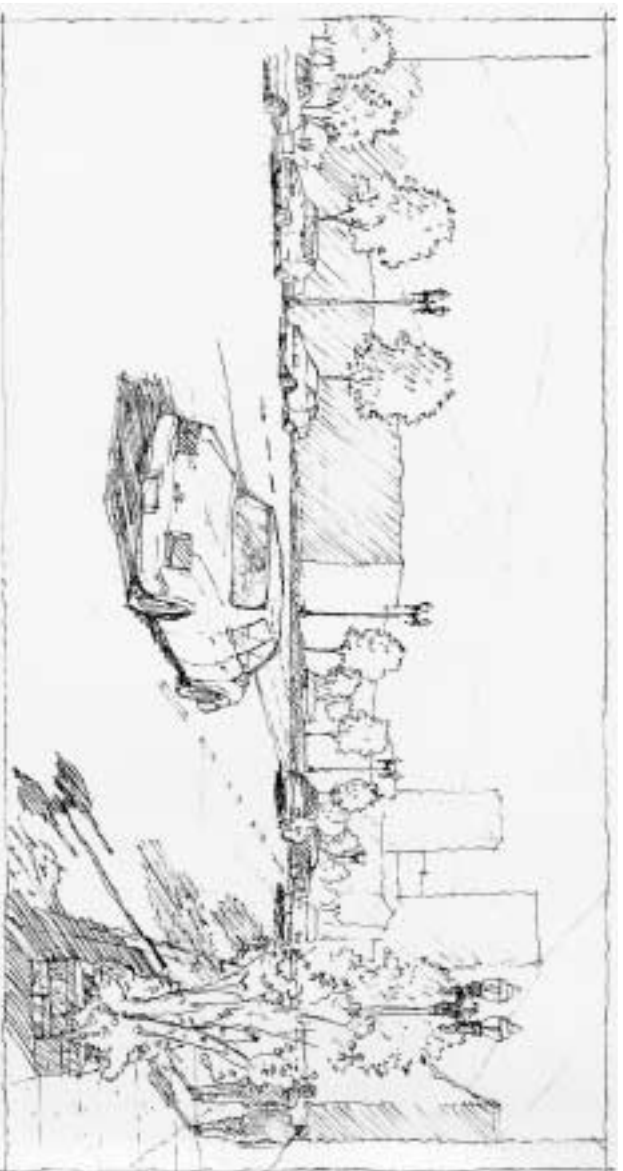
Proposed Changes to the North Quadrant Area

Streets and Sidewalks

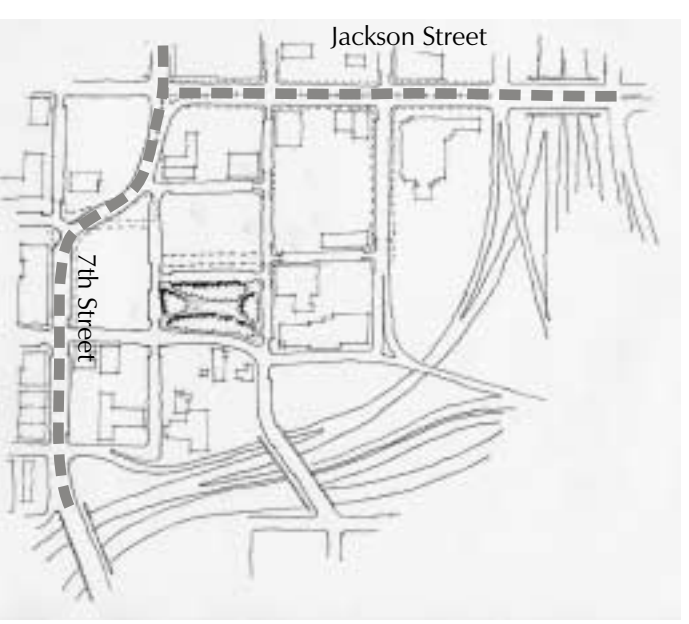
Boulevard Street Type

The Boulevard Street Type is characterized by large-scale ornamental lights, plantings reminiscent of naturalistic river valley vegetation and paving materials recalling the limestone bluffs. The standards for the Boulevard Street Type are:

- Twin acorn lights
- Street trees with plantings beneath
- Paver-defined intersections
- Bump-outs at corners, where possible
- Buff-colored pavers and details recalling river bluffs
- Concrete sidewalks of 12-foot minimum width
- Concrete street, scored with a 3-foot grid
- Street name plaques in walk at corners
- Double sidewalk ramps at all corners
- Bike lanes, if possible
- On-street parking, where possible
- Trash receptacles



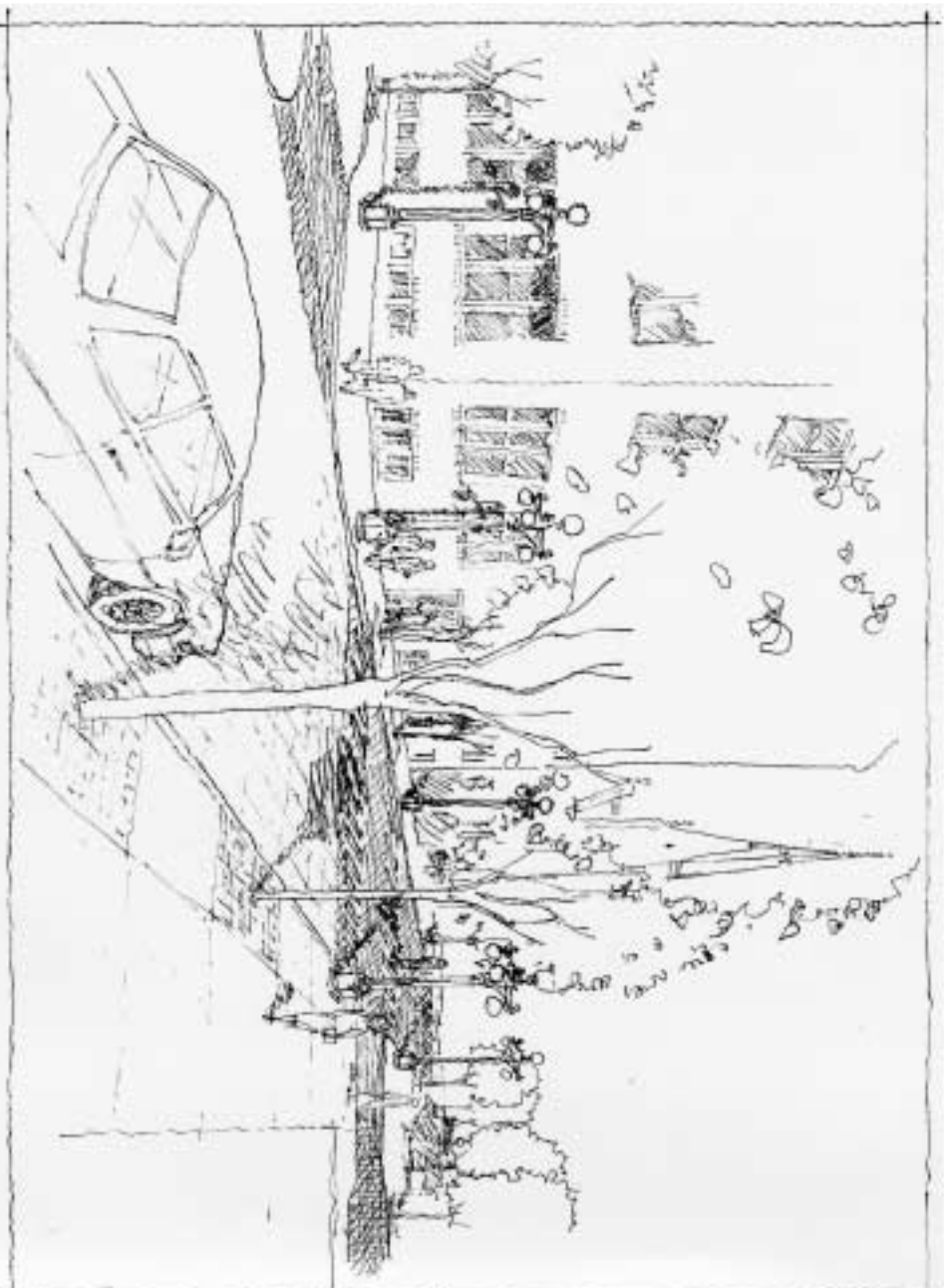
Typical Boulevard Street design (view south on Jackson Street)



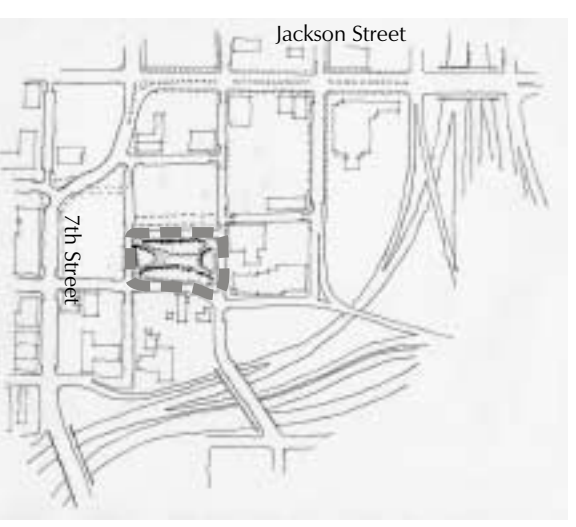
Location of Boulevard Street Type

Streets and Sidewalks

Park Street Type



Typical Park Street design (View east on 9th Street at Sibley Street)



Location of Park Street Type

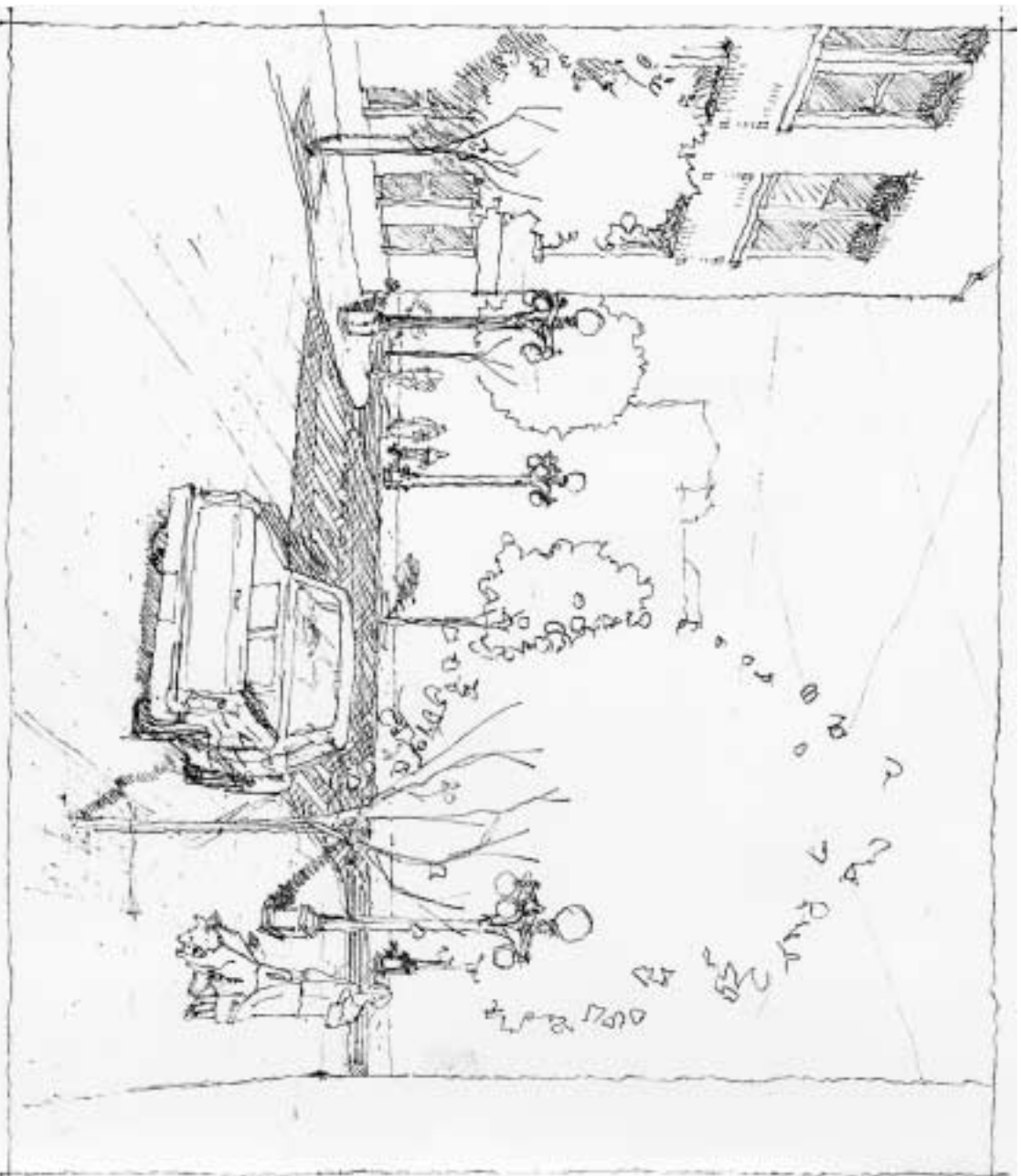
The Park Street Type is a brick-paved street around the park that signals to vehicles that a calmer, more pedestrian-oriented, residential area has been entered. The standards for the Park Street

Type are:

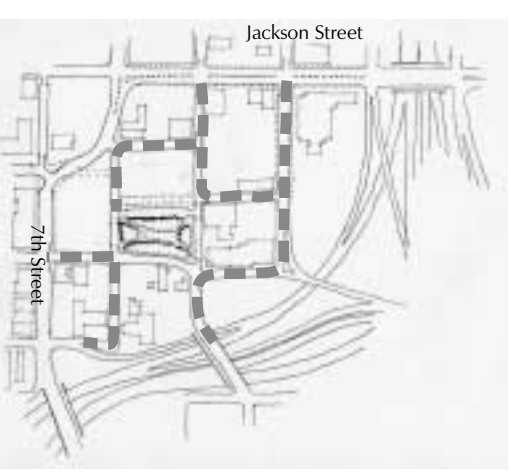
- Lowertown globe lights
- Street trees with pavers and/or plantings beneath
- Pavers from curb to curb
- Bump-outs at corners, where possible
- Concrete sidewalks of 10-foot minimum width
- Street name plaques in walk at corners
- Double sidewalk ramps at all corners
- On-street parking, where possible
- Trash receptacles

Streets and Sidewalks

Neighborhood Street Type



Typical Neighborhood Street design (view north on Temperance Street at 9th Street)



Location of Neighborhood Street Type

The Neighborhood Street Type differs from the Park Street Type in that it has concrete pavers only at intersections. The standards for the Neighborhood

Street Type are:

- Lowtown globe lights
- Street trees with pavers and/or planters beneath
- Paver-defined intersections
- Bump-outs at corners, where possible
- Concrete sidewalks of 10-foot minimum width
- Concrete street scored with 3-foot grid
- Street name plaques in walk at corners
- Double sidewalk ramps at all corners
- On-street parking, where possible

ARCHITECTURE-GENERAL

Architecture-General

The predominant pattern of downtown buildings is 3-7 story, heavy, earth-toned, thick-walled masonry buildings. The challenge to architects and developers is to design new distinguished architecture that will mesh confidently with existing buildings by using similar height, massing, proportions, materials, textures, rhythm of openings, fenestration and setback from the street. These guidelines do not presuppose or mandate a particular architectural style for new buildings. Rather, they suggest basic design elements for new buildings that are informed by the existing building stock, within which creative architectural solutions are encouraged. What is most important is how each building reinforces the public realm, or how it frames public spaces and contributes to an active street life.

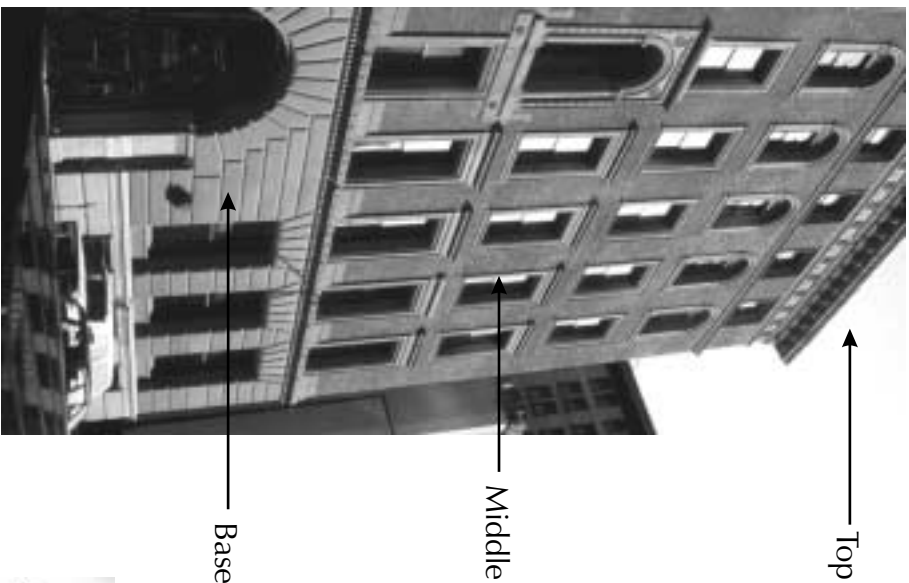
Further, the architecture of a particular building is not as important for neighborhood character and quality as how all the buildings work together to establish or preserve a neighborhood context. It is the harmony between buildings, and the relationship between buildings and their site, that defines a neighborhood and gives it a unique sense of place. Collectively, the new buildings in the North Quadrant must share a common architectural vocabulary, while still allowing individual buildings to assert their own "personalities" and maintain a high level of architectural integrity.

The architectural guidelines are divided into three sections: **General**, **Building Type A** and **Building Type B**. **General** guidelines pertain to all buildings, regardless of type. Guidelines for **Building Type A** apply to mixed-use buildings mostly on the edge of the neighborhood, with commercial uses on the first one or two floors and residential uses on upper floors. Guidelines for **Building Type B** apply to predominantly residential buildings in the core of the neighborhood.



Downtown's historic character is embodied more in the way its buildings work together as a group than the uniqueness of any one building.

Architecture - General



Top

Middle

Base

Existing buildings in the area have a strong pattern of base/middle/top created by variations in detailing, color and materials. New buildings should respond to this pattern for continuity with the existing Lowertown neighborhood.



A stone base, brick middle, and roof overhang delineate the three “layers” of this new building.



The wide range of masonry that exists in downtown buildings suggests possibilities for new buildings.



Architecture-General

Site Design
Materials
Colors
Base/Middle/Top
Vertical and Horizontal Rhythm

Guidelines:

- A1 Solar access should be considered in the siting and design of new buildings.
- A2 The rhythm and directional emphasis of a new building's openings, columns, pilasters, porches, and bays should be compatible with the rhythm and directional emphasis of existing buildings in the North Quadrant and Lowertown.
- A3 Masonry (e.g. stone, brick and precast) should be the predominant building material on all primary (facing the public right-of-way) facades. Limited use of stucco may be appropriate on primary facades, but it should generally be reserved for non-primary (rear or non-visible from the public right-of-way) facades.
- A4 Building materials should be earth-toned in color, durable, rich in texture and high in quality. All street facades should be of high-quality materials.
- A5 Continuous, consistent architectural treatment should be applied to all street facades.
- A6 All new buildings should have a base, middle and top.

Architecture-General

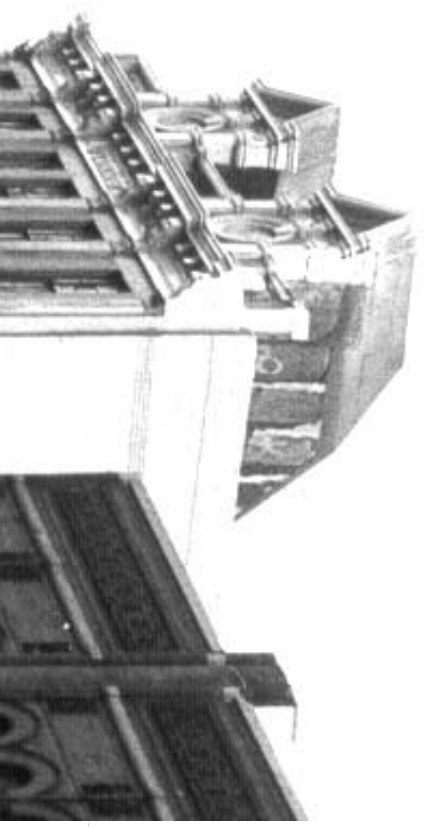
Roof articulation/edge

Guidelines:

- A7 Articulated tops (cornices) should be considered in the design of all new buildings. This articulation might consist of pitched roofs, dormers, gable ends, cornice detailing, etc.
- A8 Rooftop mechanical systems, and headhouses for elevators and stairs, should be enclosed and concealed from view.



Providing a variety of roof shapes and parapet details animates the facades of these buildings, both old and new.



Architecture-General

Facade Modulation

Guidelines:

- A9 New buildings should provide a continuous (but not monotonous) facade along the street. Where breaks are required, the street edge should be continued through the use of fencing, low walls, landscaping, etc.
- A10 Building facades should be modulated with a variety of planes, such as bays, porches/balconies and awnings.



Buildings with rich surface variation over which light can pass or change make for more vibrant streets than flat patternless buildings. This complexity of surface adds interest to the street.



A corner bay, balconies and windows with mullions and small panes add interest to both the interior and exterior of this building.



Bays, balconies and an entrance canopy provide a variety of surfaces on this building facade.

Architecture-General

Openings - Doors and Windows

Guidelines:

- A11 Fenestration should be achieved with punched and recessed window openings. The glass should be clear, rather than mirrored or tinted.
- A12 Window shape, size, patterns and detailing should emphasize the vertical organization of the facade and the definition of the base, middle and top of the building.
- A13 There should be numerous entries clearly identifiable and visible from the street.
- A14 Building facades should have depth, through the use of building materials and features that catch light and shadow.



Punched, recessed window openings create a strong rhythm of light and shadow that windows located flush with the facade do not create.



Wall thickness is expressed by recessed door and window openings, punched into the facade.



Residential (above) and commercial (above right) examples of multiple entries provide a visual rhythm and permeability.

Architecture-General

Public to Private Transition
Unique ornamental details
Landscaping

These three examples show a progression of spaces from public (sidewalk) to semi-public (landscaping/railing) to semi-private (stoop/porch) to private (house interior). This layering gives clear “cues” to what is private and what is public.

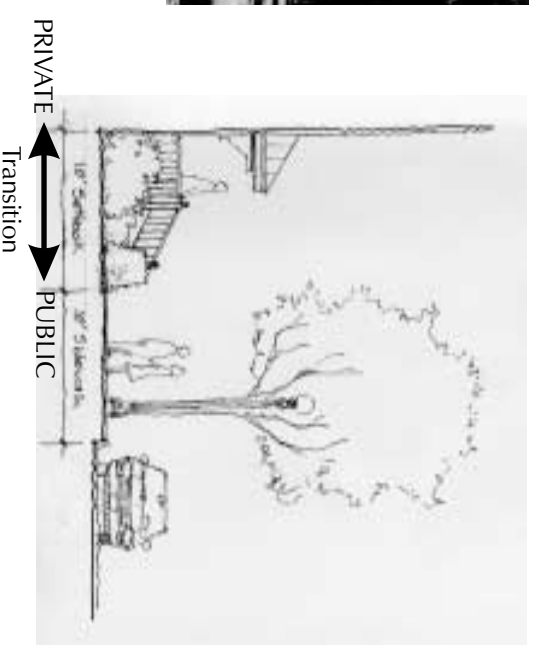


Landscaping and ornamental details offer an opportunity to beautify the street, add variety to the street experience and reinforce the human scale of the district.



Guidelines:

- A15 A comfortable transition from public to private space should be provided.
- A16 Landscaping should be provided in the setback area to create variety and beauty on the street.
- A17 Ornamentation should be used to emphasize architectural features such as doorways, railings, inlets, etc.
- A18 Featureless, blank walls, which are damaging to the character of the street, should be avoided. If this is not possible, walls should incorporate ornamental features, such as art (murals), plantings or architectural detailing.





This U-shaped courtyard is an alcove off the street. Although a tight space, it provides a lush, green respite from the hard-surfaced urban environment.



These courtyard arrangements provide air and light to the interior of the block.



The above plan diagrams correspond to the courtyard(s) pictured to the right of each diagram.

These examples illustrate an extended interior courtyard as the main entry.

Guidelines:

- A19 Open spaces as part of private development should be designed to complement and augment public green spaces (the park and the streets).
- A20 Interior courtyards should be designed as active spaces, with windows overlooking them, well-defined building entrances, multiple entry points and sunlight penetration. High-quality materials, particularly on the ground plane, should be considered.
- A21 Interior courtyard spaces should be linked to the park, either by connecting them to streets and sidewalks on the edges of blocks or by providing through-block pedestrian connections that lead to the park.



This building archway both defines the boundary of the private courtyard and connects it to the public street.

Architecture-General

Passageways
Arcades/Awnings
Signs
Building Services

Guidelines:

- A22 Weather-protected sidewalk alternatives to the skyways, such as street-level arcades and generous awnings, should be provided.
- A23 Signage should be sized with the pedestrian, not the car, in mind. Signs may project from the facade as long as they do not negatively impact the pedestrian experience. Signs should be externally lit.
- A24 Trash, storage, service and loading areas should preferably be located within buildings, but, at minimum, should be screened from the public right-of-way.
- A25 All utilities should be buried.
- A25 New and renovated buildings should provide services needed to accommodate “cyber” businesses in the North Quadrant.



Passageways, awnings, arcades, etc., promote a more comfortable environment for people. The use of radiantly heated sidewalks and arcades may be especially appealing in winter.



Colorful signs can be a playful and decorative element on the street.

Architecture-General

Summary Example

Base / middle / top created by variations in the size, color, and texture of the masonry.

Top Middle Base



Roof articulation and cornice line.

Recessed, punched window openings with a vertical proportion.

Unique architectural details at railings, balconies, lintels, and small paned windows.

Comfortable privacy gradient (public, semi-public, semi-private, private).

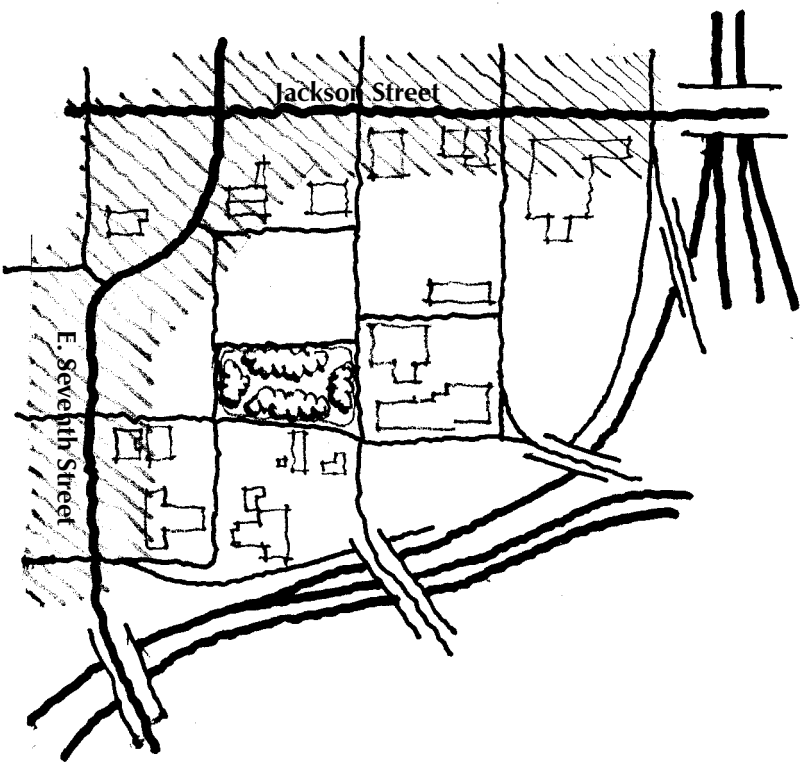
Compatible in height and massing with the surrounding context.

ARCHITECTURE-BUILDING TYPE A

Architecture-Building Type A

The **Building Type A** guidelines are in addition to the **General Architecture** guidelines.

Building Type A is a mixed-use building generally located on the edge of the neighborhood on Jackson and Seventh streets, which are higher-volume, wider arterial streets. The first one or two floors will be commercial; upper floors may be residential and/or office.



Building Type A Location

Guidelines

- A27 Along Jackson and Seventh streets, new buildings should be 5-8 stories in height to complement the height of buildings across from the North Quadrant (e.g. Rossmor, Butwinicks, etc.).
- A28 Each ground-floor commercial use should have a separate street entrance and use the public sidewalk for access between stores, rather than an interior mall.
- A29 The streets downtown are, for the most part, defined by buildings built to the property line. To match this pattern, Building Type A should define the street by generally maintaining a maximum setback of 10 feet from the property line, particularly at the corner of blocks. A setback greater than 10 feet for a courtyard may be considered. See **Diagram 2** on page 24.
- A30 Commercial storefronts should have large, unobstructed first-floor windows of clear glass open to the street.
- A31 Several techniques should be considered to provide weather-protected pedestrian passage at street level, including arcades, awnings and radiantly-heated sidewalks.
- A32 Signs for multiple businesses within one building should be compatible with the building design and each other.
- A33 Buildings on corner lots should be oriented to the corner and both public streets.

Architecture-Building Type A



New construction on the north side of Seventh Street should be compatible in scale, materials and style with these existing buildings on the south side of Seventh Street.



This mixed-use building is a good example for new buildings on Seventh Street. It is of appropriate height, contains commercial uses on the first floor, features a “base/middle/top,” is of masonry construction, and provides private outdoor space for residents.



New construction on Jackson Street should be architecturally compatible with structures such as the existing Embassy Suites Hotel.



This mixed-use building is a possible prototype for new construction on Jackson Street, with first-floor office, commercial and/or residential uses.

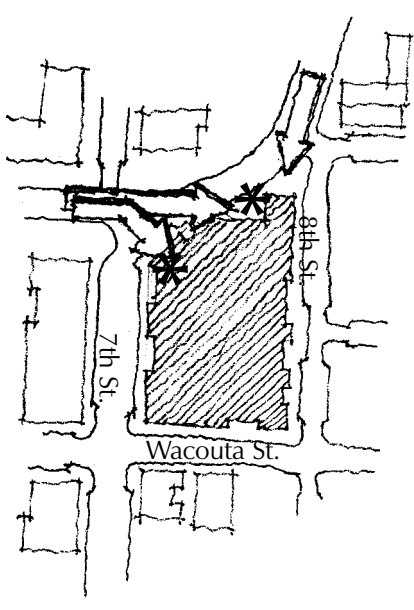


Diagram 1

New buildings should provide landmark elements (*) or focal points at these locations to provide termination to key view corridors.

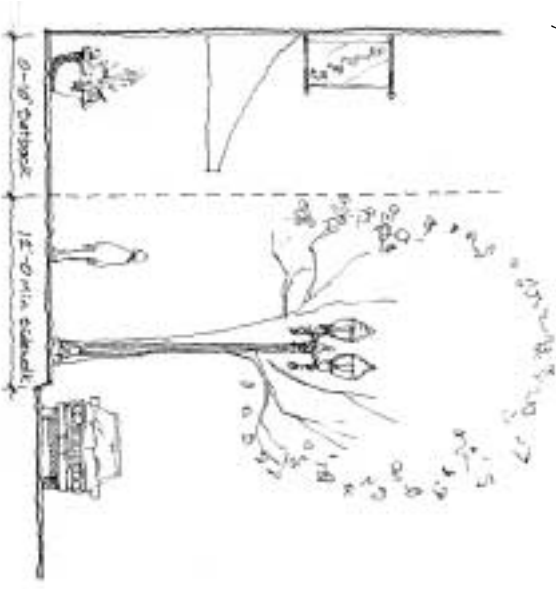


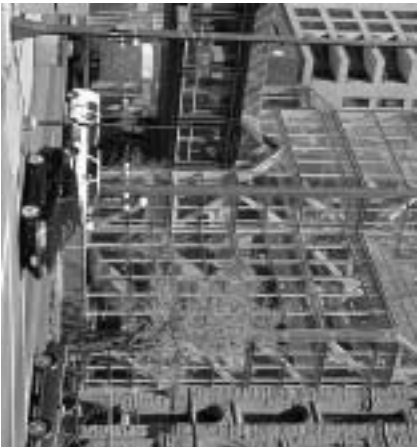
Diagram 2

In Type A buildings, the setback from the curb to the building should be used for trees, planters, wider sidewalks, lighting, outdoor seating, and/or merchandise display.

Architecture-Building Type A

Block 30 Variation

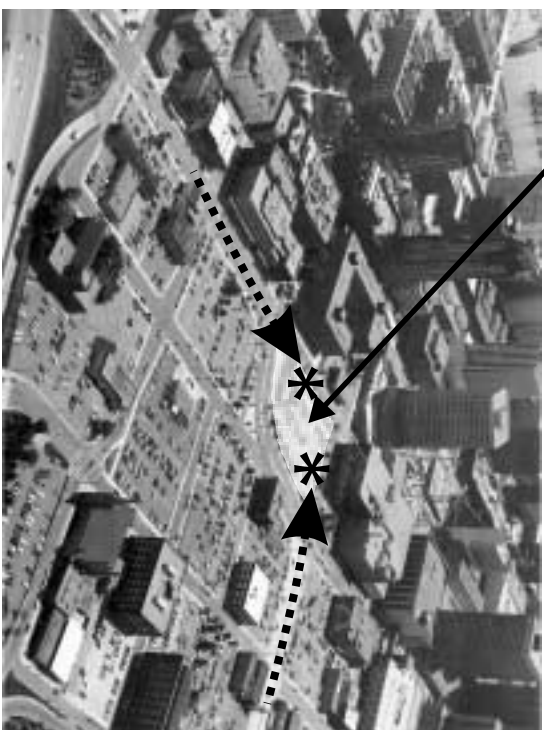
Block 30



It is critical that there be a major entrance to the Skyway System from Seventh Street at Sibley Street to serve the North Quadrant neighborhood.



This 13-14 story building with first-floor commercial, parking above, and office or residential above the parking suggests an approach for Block 30.



Block 30 should be designed as a transition from the lower scale of Lowertown and the North Quadrant to the higher scale of the downtown core. The building(s) design should have elements that act as the termination of view corridors (*) on both Seventh and Jackson streets.



This stepped building shows another approach for making a transition in height from North Quadrant and Lowertown to the downtown core.

Guidelines

- A34 On Block 30, new construction may be 7-15 stories in height to act as a transition between the higher-rise buildings in the core of downtown and the lower-rise buildings in the North Quadrant.
- A35 If there is a higher-rise development on Block 30, it should have a 5-8 story base in order to relate to the new and existing buildings on Jackson and Seventh Streets.
- A36 The design of Block 30 should form a distinctive visual termination for both Seventh and Jackson Streets.
- A37 Block 30 will form a key piece of the Skyway System. The Skyway System should be brought to the ground at Block 30 in a grand gesture, since it will be the major entry point to the Skyway System from the North Quadrant neighborhood.

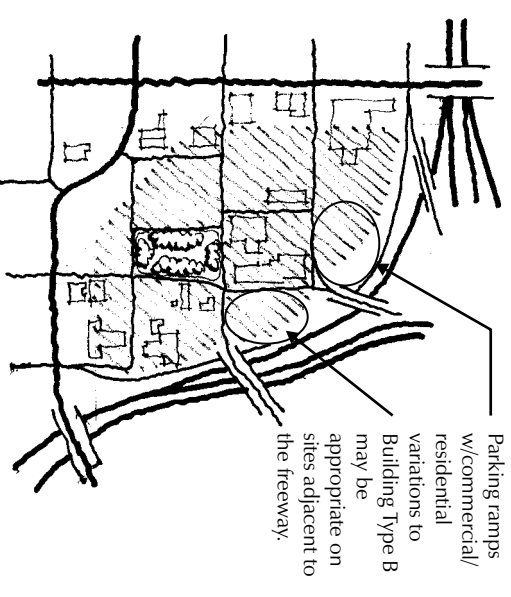
ARCHITECTURE-BUILDING TYPE B

The following guidelines for **Type B** buildings are in addition to the **General Architecture** guidelines. **Building Type B** is a predominantly residential building of approximately four stories. Some commercial uses may be on the ground floor facing the central green. The concept is to provide a different choice in residential building type than is available in downtown. **Type B** buildings step down in scale as they near the heart of the North Quadrant neighborhood.



This street has a wonderful ensemble of all the components for a successful neighborhood street - buildings that interact with the sidewalk, mature trees and planting beds, wide sidewalks, on-street parking, and buildings in scale with the width of the street.

Architecture-Building Type B



Location of Building Type B



The scale, massing, articulation, landscaping and street orientation of these buildings suggest what is desired for Type B buildings in the North Quadrant.

Architecture-Building Type B

Residential

Guidelines

A37 Townhome and condominium buildings should have individual unit entrances from the street. Buildings should generally be set back a maximum of 10 feet from the property line to allow for landscaping, stairs, and stoops or front porches. This is to allow for a transition between the public realm of the street and the private realm of the dwelling. Landscaped courtyards with setbacks greater than 10 feet are appropriate exceptions, provided the building maintains the 10-foot maximum setback at block corners.

A38 Apartment buildings and commercial spaces should have frequent, multiple entrances to both the street and to any courtyards.

A39 Within the core of the neighborhood and especially around the central green, new buildings should be 4-6 stories in height.



This stair parallel to the sidewalk in a shallow setback allows for a generous vertical separation of the main floor from the sidewalk. It also incorporates a covered porch big enough for sitting, which increases neighborhood security by encouraging more "eyes on the street."



Curved window bays create an interesting rhythm, which enlivens the street.



The high degree of detailing in these new residential units helps enrich the street.

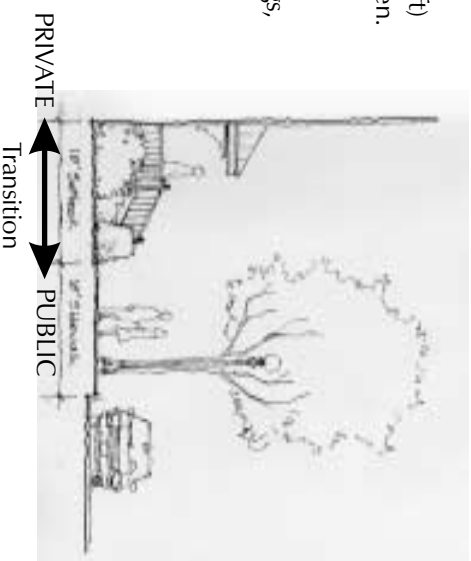


People on porches provide "eyes on the street."



New housing on the park (left) should frame the central green.

In Type B residential buildings, the setback from the curb to the building face should be used for trees, lighting, front door stoop entrances, landscaping and/or porches.



PRIVATE ← Transition → PUBLIC

Architecture-Building Type B

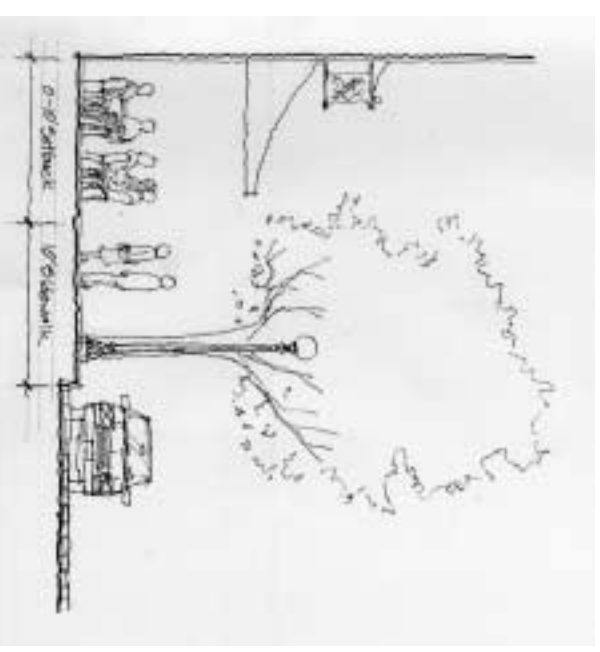
Residential / Commercial on the Park

Guidelines

A40 Residential buildings facing the park may have first-floor commercial uses (e.g. coffee house, small restaurant) oriented to the park. In these cases, the building setback is also a maximum of 10 feet, but the design of the space may differ from totally residential buildings by being more hard surfaced to allow for outdoor retailing or restaurant seating.



Mixed-use buildings facing the park provide spaces for commercial uses that support the park, broadening its appeal and activity level.



If first-floor commercial uses face the park, the setback from the curb to the building face should be used to extend the commercial use onto the sidewalk.

Architecture-Building Type B

Live/Work Variation



“Live/work” is an emerging land use and building type that combines housing and employment in an often wide-open, unpartitioned space or structure. This San Diego “live/work” example combines many elements that can translate well into the North Quadrant vernacular: building facades with a strong, direct relationship to the street; a comfortable, landscaped transition between public and private space; upper-level windows; vertical architectural rhythm, materials, variations, and color appropriate to its context; windows at street level; multiple entrances; and a lower (4-6 story) scale.

“Live/work” arrangements can contain first-floor commercial uses with direct entry off the street and the residential use above with its own separate street entrance.



In this example (left), first-floor commercial space in “live/work” buildings adds life to the street because there is a direct relationship between retail activity and passers-by on the sidewalk.



“Live/work” (right) can be loft-style units or flats with a shared entry above first-floor commercial. Where residential and commercial areas are not formally separated, “equivalency plans” should be prepared to address fire protection/exiting and noise reduction.

Guidelines

A41 “Live/work” building types that are inherently mixed use should be encouraged. The “work” portion should have a direct relationship to (first-floor, unobstructed windows and signage) and separate (or shared vestibule) entry from the street. “Live/work” units, in particular, should be wired to accommodate “cyber” businesses.



REHABILITATION AND REUSE

Architecture - Rehabilitation and Reuse

Most of the original building stock in the North Quadrant has been lost. However, some historic buildings remain that should continue in their present use (e.g. Needels Janitorial Supply, First Baptist Church and St. Mary's Catholic Church), while others remain that are excellent candidates for reuse over time (e.g. the original H.M. Smyth building at 178 Ninth Street, the Minnesota Work Force Center at 215 Ninth Street and the Renaissance Box building at 210 Tenth Street). The warehouse buildings are suited for residential use (including live/work spaces) on upper floors and commercial (restaurant, neighborhood support retail) use at street level. In some cases, upper floors may be converted to office use as well. The existing historic building stock can serve as an organizing element set the tone for the massing, configuration, materials and scale of new buildings. The existing buildings are mostly masonry, 4-6 stories in height, set close to the sidewalk and originally designed with an active first floor oriented to the street.

The guidelines in this section propose three levels of treatment of existing buildings, in priority order: preservation, repair and replacement. The first action should be to preserve existing materials, building detail and features, structural elements, etc. that are important in defining the overall historical character of the building. If existing significant features have already been damaged and preservation is not an option, the next preferred step is repair. Repair techniques and materials should be compatible with existing building features. As a last resort, where significant building features are too deteriorated to repair or are already missing, replacement may be considered. Generally, similar materials and design should be used to replace the missing element, but where this is not possible, compatible materials may be used.

Guidelines

The following guidelines are adapted from the Secretary of the Interior's Guidelines for Rehabilitating Historic Buildings. If work is proposed that is not addressed below, the Secretary of the Interior's Guidelines should be consulted and followed.

Masonry

- A43 Masonry features that are important in defining the overall historic character of an existing building should be retained and preserved. Such features include, but are not limited to, the following: walls, brackets, railings, cornices, window architraves, door pediments, steps, columns, and details such as tooling and bonding patterns, coatings and color.
- A44 Masonry should be cleaned only when necessary using the gentlest method possible, such as low pressure water and detergents with natural bristle brushes.
- A45 Proper drainage of masonry should occur so that water does not stand on flat, horizontal surfaces or accumulate in curved decorative features.
- A46 When necessary, masonry walls and other masonry features should be repointed by duplicating the old mortar in strength, composition, color, texture, width and joint profile.

Architecture - Rehabilitation and Reuse



Photo courtesy of the Minnesota Historical Society



Photo courtesy of the Minnesota Historical Society

circa 1924

Rehabilitation of the H.M. Smyth Building can convert it from a boarded-up shell (top) to a handsome residential building (bottom).



Loading docks (top and bottom photos) and other remnant features of old warehouse buildings can serve as outdoor public or semi-public space.

Architecture - Rehabilitation and Reuse

Masonry (continued)

A47 Damaged masonry features should be repaired by patching, piecing-in or consolidating the masonry using recognized preservation methods. Repair may also include limited replacement in-kind, or with compatible substitute material, when prototypes or other physical evidence still exist.

A48 When an entire masonry feature (such as large sections of a wall, column or stairway) is too deteriorated to repair, it should be replaced using physical evidence as a model to reproduce the feature. If using the same kind of material is not technically or economically feasible, a compatible substitute material may be considered.

A49 New masonry features (such as steps or a door pediment) should be compatible with the size, scale, material and color of the building.

Architectural Metals

A50 Architectural metals that are important in defining the overall historic character of the building should be retained and preserved.

A51 Where necessary, architectural metals should be repainted with colors that are appropriate to the historic building or neighborhood.

Architectural Metals (continued)

A52 Architectural metal features (such as porch balusters, column capitals or bases, cornices, doors and storefronts) should be repaired using recognized preservation methods.

A53 Architectural metal features may be replaced if they are too deteriorated to repair, using physical evidence to reproduce the feature. If using the same kind of material is not technically or economically feasible, a compatible substitute materials may be considered.

A54 New architectural metal features should be compatible with the size, scale, material and color of the historic building.

Roofs

A55 The functional and decorative features of roofs that are important in defining the overall historic character of the building should be retained and preserved. Such features include, but are not limited to, the roof's shape, cupolas, materials, size, color and patterning.

A56 Roofs should be repaired by reinforcing historic materials.

A57 Roof features that are extensively deteriorated or missing should be repaired with limited replacement in-kind, or compatible substitute materials, where there are surviving prototypes.

Roofs (continued)

A58 Entire features of a roof, such as a dormer or chimney, should be replaced in-kind if they are too deteriorated to repair. Preference should be given to using the same kind of materials. If this is not technically or economically feasible, compatible substitute materials may be used.

A59 New roof features should be compatible with the size, scale, material and color of the existing building.

A60 Mechanical and service equipment should be installed on the roof so that it is inconspicuous from the public right-of-way and does not damage or obscure character-defining features.

A61 Roof additions (such as residential or office spaces, elevator housing, decks or dormers) should be designed to be inconspicuous from the public right-of-way and should not damage or obscure character-defining features.

Architecture - Rehabilitation and Reuse

Windows

- A62 The functional and decorative features of windows that define the overall character of the building should be retained and preserved. Such features include, but are not limited to, frames, sash, muntins, glazing, sills and hood molds.
- A63 Any wood and architectural metal that comprises the window frame, sash, muntins and surrounds should be maintained through appropriate surface treatments.
- A64 Where window frame and sash repair is necessary, techniques such as patching, splicing or consolidating should be considered. If necessary, such repair may also include replacement in-kind or compatible substitute materials where parts are extensively deteriorated or missing.
- A65 Windows that are too deteriorated to repair should be replaced with the same sash and pane configuration and other design details as the original. If using the same kind of material is not technically or economically feasible, compatible substitute materials may be used.
- A66 New window openings should be designed to be compatible with the window openings, historic character and overall design of the building.
- A67 Dropped ceilings should be set back to allow for the full height of the window openings.

Entrances

- A68 Entrances and their functional and decorative features (including doors, fanlights, sidelights, columns, balustrades and stairs) that help define the overall historic character of the building should be retained and preserved.
- A69 Masonry, wood and architectural metal that comprises entrances should be maintained.
- A70 Entrances should be repaired by reinforcing historic materials or by limited replacement in-kind of extensively deteriorated or missing parts.
- A71 Entire entrances should be replaced in-kind using physical evidence to reproduce the feature. If using the same kind of materials is not technically or economically feasible, compatible substitute materials may be used.
- A72 New entrances should be compatible in design with the historic character of the building.

Storefronts

- A73 Storefronts and their functional and decorative features should be retained and preserved. Such features include, but are not limited to, display windows, signs, doors, transoms, kick plates and corner posts.
- A74 Inappropriate, non-historic cladding and other later alterations should be removed.
- A75 Masonry, wood and architectural metals that comprise storefronts should be protected and maintained.
- A76 Where historic storefronts are completely missing, new storefronts should be compatible with the size, scale, materials and color of the historic building and the rhythm of other historic storefronts in the area.

Architecture - Rehabilitation and Reuse

Additions to Historic Buildings

- A77 New exterior additions should be compatible with the historic character of the building and should preserve the historic relationship between the building and its site.
- A78 New additions should be constructed so that there is the least possible loss of historic materials and so that character-defining features are not obscured, damaged or destroyed.
- A79 Exterior additions should generally be attached at the rear or on an elevation not visible from the public right-of-way.
- A80 The size, scale, massing, color, fenestration and materials of exterior additions should be compatible with the historic building.
- Accessibility**
- A81 Barrier-free access should be provided without diminishing or negatively impacting character-defining spaces, features and finishes.
- A82 New or additional means of access should be compatible with the historic building and its setting.

Health and Safety Improvements

- A83 Health and safety codes should be complied with in a manner that preserves character-defining spaces, features and finishes. Code-related improvements include, but are not limited to, new stairways, elevators and fire suppression systems.
- A84 Code-required stairways or elevators that cannot be accommodated within an historic building should be constructed on an elevation that is not visible from the public right-of-way.
- Site Features**
- A85 New on-site parking, loading docks and ramps should be designed to be as unobtrusive as possible and maintain the historic relationship between the building and its site.



Photo courtesy of the Minnesota Historical Society

The former O'Donnell Shoe Company at 10th and Sibley streets is now the home of Renaissance Box.

PARKING

The treatment of parking for residents, businesses, employees and visitors in the North Quadrant is critical to this new **urban** neighborhood's sense of place. Generally, off-street parking for new structures and uses should be below-grade, with minimal at-grade surface parking for visitors. If above-grade parking structures are necessary, they should be mixed-use buildings with commercial uses on the first (or first and second) floor(s), and they should be designed to be compatible in height, scale, size, massing, configuration and materials with adjacent structures. New parking structures should not read as conventional parking ramps, but rather as occupied buildings. On-street parking is also a significant part of the neighborhood's parking supply. On-street parking will be retained and added where possible. It provides support for neighborhood businesses, buffers pedestrians from vehicular traffic, adds activity to the street, and lends an "urban" character to the streets and neighborhood.

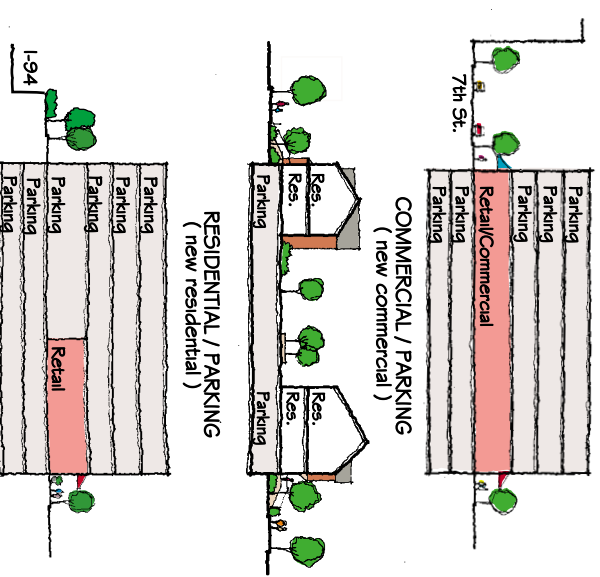
Parking



Parking ramps w/commercial/residential variations to Building Type B may be appropriate on sites adjacent to the freeway.



This structure has the appearance of a typical commercial building rather than a parking ramp. The punched openings at the parking levels relate to the window proportions of surrounding buildings.



Guidelines

Pg1 Parking for new structures should be provided below-grade where possible, with a minimal amount of visitor parking at-grade. Any surface parking should be set back a minimum of 10 feet and screened from street view.

Pg2 Ingress and egress to structured parking should be as unobtrusive at street level as possible. Pedestrian walks should be continued across driveways.

Pg3 The presence of structured parking entrances should be minimized so that they do not dominate the street frontage of a building. Possible techniques include recessing the entry; extending portions of the structure over the entry; using screening and landscaping to soften the appearance of the entry; using the smallest curb cut and driveway possible; and subordinating the parking entrance to the pedestrian entrance in terms of size, prominence on the streetscape, location and design emphasis.

Pg4 At-grade parking lots should be located to the rear of buildings.

Pg5 Existing (temporary) surface parking lots should be screened with ornamental fencing, low walls and/or landscaping to maintain the street edge.

Pg6 Individual residential unit garage entrances should be off alleys or interior courtyards. High-quality driving surface treatments should be considered to lend a more “human” feel to a parking courtyard.



This parking ramp minimizes its presence by blending with the surrounding architecture and deeply recessing the parking entrance.



The presence of garage entrances can negatively dominate a street. The importance of the garage entrance should be minimized by using recesses and/or trellised garage entries off a courtyard or alley. Attention should be drawn away from the garage entry and toward the pedestrian entry with plantings, color, design detail, and lighting.

Guidelines

- Pg7 New above-grade parking structures should be articulated similar to other structures, with a base, middle and top.
- Pg8 New above-grade parking structures should contain commercial/retail uses at street level.
- Pg9 Upper levels of new parking structures should be designed with exterior wall treatments, detailing, fenestration and materials that match surrounding buildings.



When structured parking is integrated with first-floor retail, it blends well with surrounding buildings.



On-street parking can improve pedestrian safety by providing both a buffer between the pedestrian and traffic, and by adding “eyes on the street.”

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