

JULY 2009 AMENDMENT TO THE 1998
COMPREHENSIVE PLAN
FOR THE MINNESOTA STATE CAPITOL AREA

Sanders Wacker Bergly, Inc.

July 2009

CAPITOL AREA ARCHITECTURAL AND PLANNING BOARD

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Contents

Overview and Use of this Amendment	1
The Vision	3
Principal Influences on the Plan	
Historical Development	5
Strategic Plan for Locating State Agencies	5
Saint Paul on the Mississippi Development Framework	6
Rice Station Area Plan	6
Minnesota State Complex and Access Study	7
Sustainable Building Guidelines	7
Transportation	7
Capitol Campus	
Rice Street to Jackson Street; History Center and Freeway to Sherburne Avenue	
Concept	9
Approaches and View Corridors	9
Capitol Campus Drives and Footpaths	12
Landscape Framework	12
Buildings	14
Monuments and Public Art	16
Signs and Visitor Information	17
Capitol Area Neighborhoods	
Capitol Heights, East Frogtown, Sears Block, Fitzgerald Park	
Concept	19
Neighborhood Residential Streets	20
Neighborhood Commercial Streets	21
Landscape Framework	22
Buildings	22
Signs and Visitor Information	24
Transportation	
Transportation Management Plan	25
Access and Circulation	25
Parking	26
Transit	27
Pedestrian and Bicycle	28

Making the Vision a Reality

Zoning and Implementation Strategy

31

Acknowledgements

32

Overview and Use of this Amendment

Overview of the Comprehensive Plan Amendment

This July 2009 Comprehensive Plan Amendment supplements the 1998 Comprehensive Plan for the Capitol Area. The 1998 Comprehensive Plan has guided, and will continue to guide, physical improvements and new development in the Capitol Area. However, since the adoption the 1998 Comprehensive Plan, several significant issues and opportunities have arisen, resulting in the need to amend the 1998 Plan. Those issues and opportunities include, but are not limited to, the following:

1. **The Central Corridor Light Rail Transit Line.** As of the writing of this Comprehensive Plan Amendment, the Metropolitan Council is finalizing plans for the development of the Central Corridor Light Rail Transit Line. The line, which is expected to be operational by 2014, will bisect the Capitol Area and connect the downtowns of Saint Paul and Minneapolis. This Comprehensive Plan Amendment provides objectives and guidelines to help ensure the successful integration and relationship of the proposed light rail transit line with existing and future development in the Capitol Area.
2. **Sustainable Building Guidelines.** In 2000, the Minnesota Legislature required that sustainable building guidelines be applied to all new buildings receiving funding from the bond proceeds fund after January 1, 2004. In 2008, this legislation was expanded to require that sustainable building guidelines be applied to all major renovations receiving funding from the bond proceeds fund after January 1, 2009. Major renovations include projects that have an area of at least 10,000 square feet and that include replacement of the mechanical, ventilation, or cooling system of the building or a section of the building. This Comprehensive Plan Amendment provides objectives and guidelines to help ensure that the sustainable building guidelines are applied in the Capitol Area in a manner that respects the unique vision and character of the Capitol Area.
3. **Development in the Capitol Area.** Since the adoption of the 1998 Comprehensive Plan, several new buildings, parking lots/structures, and memorials have been developed in the Capitol Area. This Comprehensive Plan Amendment references updated maps and text to reflect the development that occurred between 1998 and July 2009. The Amendment also references planned development in the Capitol Area (such as the proposed light rail transit line and transit stations).

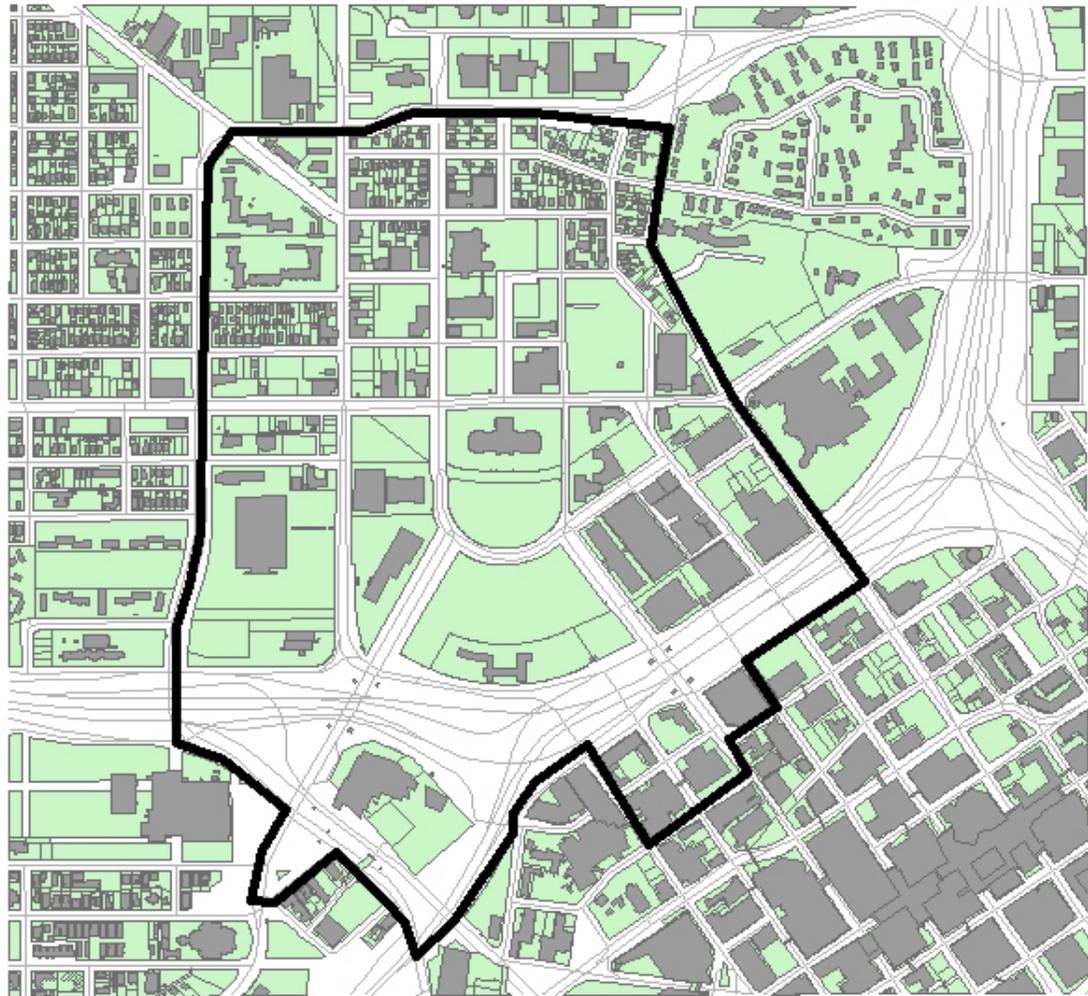
The 1998 Comprehensive Plan for the Minnesota State Capitol Area and this July 2009 Amendment to the 1998 Comprehensive Plan are intended to be used in a coordinated manner to guide physical improvements and new development in the Capitol Area through 2018. However, the Capitol Area Architectural and Planning Board may amend or fully update the Comprehensive Plan at an earlier date, if desired or needed.

Use and Organization of the Comprehensive Plan Amendment

This Comprehensive Plan Amendment supplements the 1998 Comprehensive Plan for the Capitol Area. It does not replace the 1998 Plan. Consequently, one should refer to both documents simultaneously. If a conflict exists between the objectives, guidelines, and maps of this Comprehensive Plan Amendment and those of the 1998 Comprehensive Plan, the objectives, guidelines, and maps of this Comprehensive Plan Amendment shall apply.

This Comprehensive Plan Amendment reflects the format and organization of the 1998 Comprehensive Plan. For clarity sake, this Amendment lists all of the section titles and objectives of the 1998 Comprehensive Plan. If this Amendment proposes no change to the existing section text, objectives, or guidelines, this Amendment simply states “No amendment.” Where new section text, objectives, guidelines, and maps are added, they are so noted in this Amendment. New text is identified with underlining.

The maps included in the 1998 Comprehensive Plan are intended to be used for general planning purposes. While building footprints have changed and will continue to change, the 1998 maps remain valid (except where specifically noted otherwise) and should be referred to when using this Comprehensive Plan Amendment. As a general reference, a base map of the Capitol Area (based on 2009 data) is shown below.



Base Map of the Capitol Area

0 250 500 1,000 1,500 Feet



Base Map data obtained from Cuninghame Group Architecture, P.A., June 2009

The Vision

The Vision

No amendment. Refer to page 1 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Purpose

Delete the second paragraph in this section and replace it with the following paragraph:

Capitol Area design and development are guided by the Comprehensive Plan for the Minnesota State Capitol Area (dated February 1998), the July 2009 Amendment to the Comprehensive Plan for the Minnesota State Capitol Area, Specific Actions for Implementation of the Comprehensive Plan for the State Capitol Area (dated February 1998), the Strategic Plan for Locating State Agencies and the Criteria for Locating State Offices and Agencies (dated January 2002). Regulations governing zoning are found in the 2009 Rules Governing Zoning and Design for the Minnesota State Capitol Area. Regulations governing sustainable building guidelines for new state building and pertinent major renovations of state buildings are found in Buildings, Benchmarks, & Beyond – The State of Minnesota Sustainable Building Guidelines Version 2.1. Plans for the Rice Station Area are shown in the Rice Station Area Plan (adopted by the Saint Paul City Council in 2008.) These documents will be hereby referred to as the Comprehensive Plan, the Comprehensive Plan Amendment, the Strategic Plan, Specific Actions, Zoning and Design Rules, Sustainable Building Guidelines, and the Rice Station Area Plan, if not by their complete titles.

Background

Add the following sentence to the last paragraph of this section:

With an appropriation from the State of Minnesota, the CAAPB has undertaken this amendment to its Comprehensive Plan, along with the zoning rules that ensure orderly development in the Capitol Area.

Goals and Objectives

Add the following objectives after the last objective listed in this section:

- Strengthen the relationship between the planned Central Corridor Light Rail Transit Line (and other forms of transit) and land use.
- Work to transform the Capitol Area into a complete and healthy community with vibrant public spaces, a range of movement options, a diverse mix of land uses, and attractive building framing lively, pedestrian-friendly streets.
- Ensure that new development of state buildings in the Capitol Area and major renovations of state buildings in the Capitol Area comply with the B3 Minnesota Sustainable Building Design Guidelines in a manner that is consistent with the vision, objectives, and guidelines expressed in the Comprehensive Plan and the Comprehensive Plan Amendment.

Approach and Concept

No amendment. Refer to page 5 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Process

No amendment. Refer to page 6 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Organization of the Plan

No amendment. Refer to page 6 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

1 Principal Influences on the Plan

Historical Development

Mississippi Destination

Add the following paragraph after the last paragraph in this section:

Since the adoption of the 1998 Comprehensive Plan for the Minnesota State Capitol Area, the Saint Paul riverfront has undergone tremendous transformation. Improvements to Harriet Island, Raspberry Island, and riverfront parks, in addition to significant new housing development adjacent to the river, further strengthen the need and desire to reinforce the connection between the Capitol Area and the riverfront.

Cass Gilbert's Vision

No amendment. Refer to page 10 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Capitol Area Neighborhoods

No amendment. Refer to pages 11-12 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Strategic Plan for Locating State Facilities

1993 Strategic Plan for Locating State Agencies

No amendment. Refer to page 13 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

1995 Update

No amendment. Refer to page 13 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Add the following section after the 1995 Update section:

January 2002 Criteria for Locating State Offices and Agencies

In response to the legislative directive, Laws of Minnesota, 2001 First Special Session, Chapter 10, Article 2, Section 94, the Minnesota State Planning Agency prepared and published the January 2002 Criteria for Locating State Office and Agencies, which lists the following criteria for locating state agencies:

- Outstanding customer service;
- Strong operational support;
- The best possible labor supply;
- Cost-effective service delivery;
- Sustainable facilities and infrastructure; and
- Community development

This document (and subsequent updates and amendments) has been used to help guide development and redevelopment of state offices and agencies in the Capitol Area.

Campus Master Plan

A new Campus Master Plan should be prepared to evaluate and make recommendations on the location of State Offices and Agencies in the future.

Saint Paul on the Mississippi Development Framework

A New Plan for the Central City

No amendment. See page 14 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

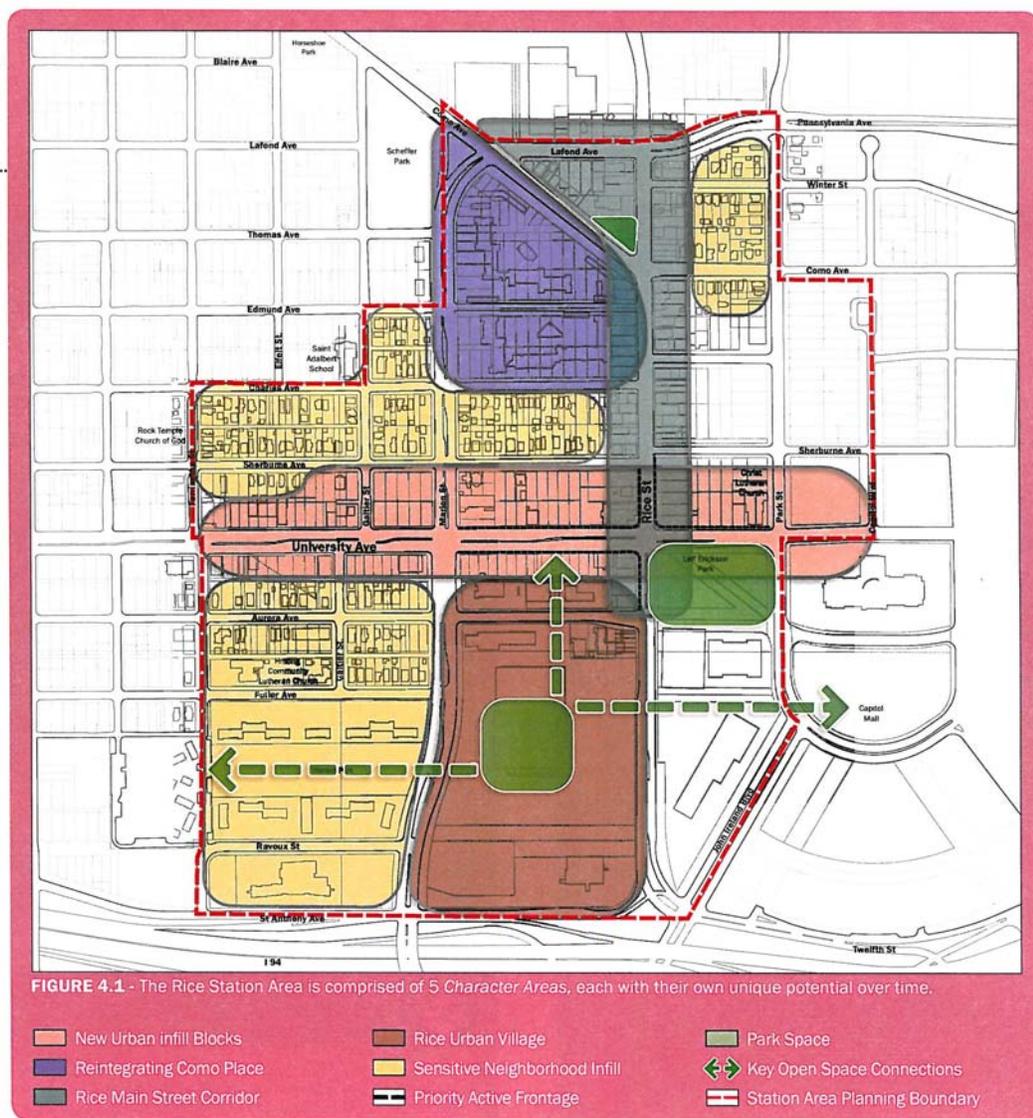
Riverfront Connections

No amendment. See page 15 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Add the following major headings and text after the Riverfront Connections section:

Rice Station Area Plan

The Saint Paul City Council adopted the Rice Station Area Plan in 2008. The Plan identifies opportunities to enhance the neighborhoods along the planned Central Corridor Light Rail Transit Line. It provides a framework for strategic investments in land use, transportation, public realm, and built form.



Rice Station Area Plan, City of Saint Paul, October 2008

Rice Station will be developed in the heart of the Capitol Area at the intersection of University Avenue and Rice Street (see the figure below). Consequently, close coordination between the Capitol Area Architectural and Planning Board, the City of Saint Paul, and other pertinent agencies will be necessary to help ensure that the area is vibrant, functional, and attractive.

Minnesota State Capitol Complex Capacity and Access Study

Prepared in 2009, the Minnesota State Capitol Complex Capacity and Access Study identifies current and potential future development in the Capitol Campus. The study also identifies existing and potential future access to and through the Capitol Campus. In coordination with this Comprehensive Plan, and other pertinent plans including the Rice Station Area Plan, this study will help guide future development in the Capitol Area.

Sustainable Building Guidelines

Section 16B.325, 2008 Minnesota Statutes requires all new buildings and major building renovations receiving funding from the bond proceeds fund to comply with Minnesota's sustainable building guidelines. New buildings and major building renovations must meet the following criteria:

- Exceed the state energy code by at least 30 percent;
- Focus on achieving the lowest possible lifetime costs;
- Encourage continual energy conservation improvements;
- Include air quality and lighting standards;
- Create and maintain a healthy environment;
- Facilitate productivity improvements;
- Specify ways to reduce material costs; and
- Consider the long-term operating costs of the building, including the use of renewable energy sources and distributed energy generation that uses a renewable source or natural gas or a fuel that is as clean or cleaner than natural gas.

Application of the sustainable building guidelines will help ensure that new state buildings and major renovations in the Capitol Area will be economically, environmentally, and socially sound. However, the sustainable building guidelines must be coordinated with the vision, objectives, and guidelines of the 1998 Comprehensive Plan for the Minnesota State Capitol Area as well as the objectives and policies of this amendment and other pertinent planning documents.

Transportation

The transportation system (highways, streets, parking, transit, and bicycle and pedestrian ways) greatly affects the layout, function, and appearance of the Capitol Area. The planned construction and operation of the Central Corridor Light Rail Transit Line will significantly enhance transit in the Capitol Area. In coordination with other forms of transit, the planned light rail transit has the potential to transform the Capitol Area into an attractive, vibrant, mixed-use area, consistent with the vision of this Comprehensive Plan and the Rice Station Area Plan. The transportation goals, objectives, and guidelines of the 1998 Comprehensive Plan and this Amendment focus on enhancing the transportation system in the Capitol Area as well as enhancing the connection between transportation and land use.

2

Capitol Campus

*Rice Street to Jackson Street; History Center and
Freeway to Sherburne Avenue*

Concept

Historic and Civic Architecture

No amendment. Refer to page 17 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Ceremonial Seat of State Government

No amendment. Refer to page 17 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Efficient and Accessible Government

No amendment. Refer to page 17 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Good Neighbor

No amendment. Refer to page 18 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Maintenance

No amendment. Refer to page 18 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Infrastructure and Energy Conservation

Refer to page 18 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area. Add the following paragraph after the last paragraph in this section:

In accordance with Section 16B.325, 2008 Minnesota Statutes, the B3 - Minnesota's Sustainable Building Guidelines requires all new state buildings and major renovations of new state buildings to comply with specified energy conservation measures. The guidelines will help improve the operating efficiency of the Capitol Area, but they will also help the Capitol Area lead energy conservation efforts by example.

Approaches and View Corridors

General

No amendment to the descriptive text. Refer to page 19 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Connect the Capitol to and from downtown Saint Paul and the Mississippi River.

Guidelines:

Add the following guidelines to the above objective:

- Coordinate with the City of Saint Paul to provide unique and uniform streetscape elements along all key corridors connecting the Capitol to and from downtown Saint Paul and the Mississippi River.
- Coordinate with the City of Saint Paul to design, construct, and maintain designated pedestrian and bicycle routes with related interpretive signage and design elements along all key corridors connecting the Capitol to and from downtown Saint Paul and the Mississippi River.

- To the extent feasible, encourage elements (such as bus shelters, plazas, and seating) to be designed in a manner that enhances views and connections to the Capitol Campus.
- Encourage new State office growth (if needed) to locate in areas well served by transit, such as the downtown core south of Interstate Highway 94.

Gateways

Refer to page 22 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area. Add the following sentence at the end of the last descriptive paragraph in this section:

The planned construction of the Central Corridor Light Rail Transit Line and transit stations presents opportunities to provide additional gateways that will welcome people to the Capitol Campus.

Objective:

Create distinct and comprehensible gateways into the Capitol Campus.

Guidelines:

Add the following guidelines to the above objective:

- To the extent possible, ensure that the design of transit stations incorporate gateway design features that help frame and identify the Capitol or key features on the Capitol Campus.
- Leverage the investment in the Central Corridor Light Rail Transit Line to transform the Rice Street Gateway to the Capitol into a highly attractive and competitive location.
- Create an attractive, mixed-use gateway to the State Capitol.
- Transform the Rice Street gateway into a mixed-use urban village through redevelopment of the Sears block and infill along the University Avenue.
- Consistent with the Rice Station Area Plan, explore opportunities to redevelop the League of Minnesota Cities block along University Avenue as a transit-oriented development demonstration site.
- Consistent with the Rice Station Area Plan, explore opportunities to establish an active and vibrant pedestrian promenade with special paving and integrated public art along the south boulevard of University Avenue.
- Continue to reinforce Leif Erikson Open Space as a gateway into the Capitol Campus.

Streetscapes

No amendment to the descriptive text. Refer to page 23 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Invest in streetscaping to reinforce physical and visual cues leading to and from the Capitol.

Guidelines:

Add the following guidelines to the above objective:

- To the extent feasible, incorporate low impact development elements, such as pervious pavement, into streetscapes.

- To the extent feasible, incorporate energy efficient street lighting (such as LED fixtures) that provides a visual design cue leading to and from the Capitol and that promotes an understanding of efficient government practices.
- Explore the feasibility of installing “smart” parking meters as a way to visually reinforce the Capitol Campus streetscape and as a way to convey cost-effective government practices.
- Explore opportunities to enhance the connection between the Gateway Trail (at Cayuga and Orient off Jackson Street) and the Capitol Area.
- Reinforce the boulevard along John Ireland Boulevard.
- Work to enhance the streetscape from the approach of Como Avenue and Rice Street.
- Enhance Summit Park as an important approach to the Capitol Area.
- With Robert Street now nearly fully redeveloped and with the addition of the Stassen Office Building, the Freeman Office Building, the Health and Agriculture Lab Building, and the Regions Employee Ramp, strive to enhance the through street with appropriate streetscape improvements as part of the Central Corridor Light Rail Transit Line development.

Capital Views and Vistas

Refer to page 24 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area. Add the following sentence immediately before the last sentence in the descriptive text:

Cedar Street from downtown to the Capitol Area provides an important view corridor. Important features of this view corridor are historic churches that line the street. An important future development site will be the existing Armory, which provides an opportunity to enhance this approach to the Capitol.

Objective:

Recognize the Capitol Building as the dominant feature and primary visual focal point of the Capitol Area.

Add the following guidelines to the above objective:

Guidelines:

- Encourage the preservation and maintenance of the existing historic churches that line the approach to the Capitol Area along Cedar Street.
- Ensure future redevelopment of the Armory site enhances the approach to the Capitol.

Street Level Activity

No amendment to the descriptive text. Refer to page 26 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Promote pedestrian activity along view corridors.

Add the following guidelines to the above objective:

Guidelines:

- Sensitively integrate bicycle parking and circulation with street level activity.
- Encourage the use of awnings, trees, and other attractive overhead shelters to encourage pedestrian activity along view corridors.

- Ensure that pedestrian areas are fully accessible to all.
- Provide adequate seating, resting spots, and trash and recycling receptacles along the corridors.
- Provide pedestrian-oriented signage and maps.

Building Frontages

No amendment to descriptive text. Refer to page 26 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Along view corridors, provide interesting and diverse building frontages to engage pedestrians and motorists.

Guidelines:

Add the following guideline to the above objective:

- Encourage a build-to-line to strengthen the view corridor and the pedestrian scale of the streetscape.

Capitol Campus Drives and Footpaths

General

No amendment to the descriptive text. Refer to page 27 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Streetscapes

No amendment to the descriptive text. Refer to page 27 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Establish design standards for the streetscape to respond to people as well as to place.

Guidelines:

No additional guidelines or amendments for the above objective.

Building Frontages

Objective:

Establish design standards for building frontages consistent with the civic architecture of the Capitol Campus.

Guidelines:

No additional guidelines or amendments for the above objective.

Landscape Framework

General

Refer to page 29 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area. Add the following paragraph after the second paragraph:

Due in part to the transformation of Saint Paul’s riverfront, some events such as the Taste of Minnesota have been held in recent years on Harriet Island and at locations other than the Capitol Mall. While holding such events elsewhere has reduced the demands and impacts on the Capitol Area grounds, it perhaps has also reduced the numbers of people

who visit and experience the Capitol Area grounds. The CAAPB should continue to evaluate the impacts of individual events on the grounds and provide an appropriate balance that promotes use of the grounds, while at the same time ensures the function, health, and beauty of the grounds.

Open Spaces

No amendment to the descriptive text. Refer to page 30 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Set the highest standards for civic space, providing for the protection, development and enhancement of the public open space essential to the beauty of the Capitol Campus.

Guidelines:

Add the following guidelines to the above objective:

- Ensure continued maintenance of landscape materials.
- Identify potential concerns with existing vegetation (for example, the Emerald Ash Borer) and prepare plans to address the concerns in advance.

Add the following objective and guidelines to the Open Spaces section:

Objective:

Incorporate principles of sustainable landscape design into the public open space of the Capitol Campus.

Guidelines:

- Explore opportunities to incorporate native plantings into public open space, where appropriate.
- Explore opportunities to integrate rain gardens and other low impact development features into public open space.
- Explore opportunities to promote citizen involvement in the design and maintenance of gardens in public space.
- Incorporate natural and cultural interpretation displays into the design of public open space.

Building Foundation Landscaping

No amendment to the descriptive text. Refer to page 33 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Provide a dignified setting for Capitol Area buildings that will enhance their relationship to the civic landscape and the Capitol.

Guidelines:

Add the following guideline to the above objective:

- Ensure that all building and site design efforts are coordinated and considered in tandem.

Parking Lots

Refer to page 34 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area. Add the following sentence at the beginning of the descriptive text:

Parking lots can provide convenient access to state buildings, but parking lots can also use valuable land and detract from the scenic qualities of the Capitol Campus.

Objective:

Make parking lots safe and parked vehicles inconspicuous, following guidelines as generated and documented by the CAAPB.

Guidelines:

Add the following guideline to the above objective:

- Explore opportunities to have parking lots serve multi-functions. For example, consider ways to have appropriate parking lots serve as outdoor plazas for special events.

Add the following objective and guidelines to the Open Spaces section:

Objective:

Incorporate principles of sustainable development into the design of new parking lots/parking structures and the renovation of existing parking lots/parking structures.

Guidelines:

- Encourage the use of green roofs on parking structures.
- Incorporate green space into the design of surface parking lots.
- Incorporate low-impact design features, such as pervious pavement and rain gardens, into the design of parking areas.
- Design parking lots and parking structures for plug-in electric vehicles.
- Consistent with the design standards generated and documented by the CAAPB, integrate solar panels into the design of parking lots that serve to generate power for electric vehicles. Also, explore the integration of other forms of alternative energy production and use as they relate to the design and use of parking lots.
- Integrate bicycle and automobile parking in a safe, convenient, and attractive manner.
- Balance the need to provide safe and convenient parking lot lighting, while at the same time minimizing potential negative impacts of lighting relating to light pollution and excessive energy consumption.
- Work to reduce the need for surface parking lots in the Capitol Area.
- Coordinate with the City of Saint Paul to ensure that the Capitol Area has adequate parking that is consistent with the vision, goals, and guidelines of this Comprehensive Plan.

Buildings

General

Refer to page 35 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area. Add the following sentence at the beginning of the descriptive text:

All new state buildings and major renovations to state buildings must comply with the State of Minnesota Sustainable Building Design Guidelines. However, compliance with the guidelines should not compromise the unique and high quality design expected for buildings on the Capitol Campus.

Preservation, Renovation, and Redevelopment Planning

No amendment to the descriptive text. Refer to page 35 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Preserve and enhance the dignity beauty, and architectural integrity of the Capitol and other governmental buildings in the Capitol Area.

Guidelines:

No additional guidelines or amendments for the above objective.

Add the following objective and guidelines to the Preservation, Renovation, and Redevelopment Planning section:

Objective:

Ensure appropriate ongoing maintenance of all governmental buildings in the Capitol Area.

Guidelines:

- Identify cost-effective maintenance activities that will prolong the life of buildings.

Potential Building Uses

No amendment to the descriptive text. Refer to page 36 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Explore opportunities for joint developments that support functions as well as for meeting the needs of the State.

Guidelines:

Add the following guideline to the above objective:

- Explore opportunities to provide additional uses in buildings that provide convenience services for State employees while simultaneously enhancing the economy of the Capitol Area. For example, explore the feasibility and desirability for providing health clinics, fitness centers, laundries, restaurants, and the like.

Potential Development Sites

No amendment to the descriptive text. Refer to page 36 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area, the 2009 Minnesota State Capitol Complex Capacity and Access Study, and the 2008 Rice Station Area Plan for additional information regarding potential development sites.

Objective:

Support the concept of civic design and a cohesive Capitol Campus in the siting of buildings.

Guidelines:

No additional guidelines or amendments for the above objective.

Refer to the 2009 Minnesota State Capitol Complex Capacity and Access Study for additional information that supplements the Capitol Campus Potential Development Sites Map on page 39 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Architectural Design Criteria

No amendment to the descriptive text. Refer to page 40 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Enhance the design quality of all Capitol Area architecture to strengthen the image of the State Capitol.

Guidelines:

Add the following guidelines to the above objective.

- Ensure that the integration of the Minnesota Sustainable Building Guidelines into new state buildings and major renovations of state buildings enhances the design quality of the Capitol Area architecture.
- Promote high quality design and materials, commensurate with the Capitol Building, for all new buildings and major renovations adjacent to the Capitol.

Monuments and Public Art

General

No amendment to the descriptive text. Refer to page 41 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Mall

Objective:

Honor Minnesota's history with appropriate siting of selective works of art on the Capitol Mall or elsewhere in the Capitol Area.

Guidelines:

Add the following guidelines to the above objective.

- Strike a balance between open space and monuments.
- Conduct a study to determine the feasibility of implementing the historic 1986 Mall Plan in lieu of memorials. Develop memorial guidelines as needed.

Streets and Boulevards

No amendment to the descriptive text. Refer to page 43 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Increase the emphasis on expanding the Capitol Area's monumental nature beyond the Mall into other areas of the Capital City, especially along boulevard axes and visual corridors.

Guidelines:

Add the following guidelines to the above objective.

- Explore opportunities to promote public art works along the planned Central Corridor Light Rail Transit line in a manner that strengthens the Capitol Area.
- Incorporate attractive, well-designed security measures, such as bollards, into the streetscape as needed.

- Use landscaping and pedestrian connections to enhance the streets in the Capitol Area.

Parks, Square, and Plazas

No amendment to the descriptive text. Refer to page 43 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Promote identity and uniqueness of open spaces with public and commemorative art.

Guidelines:

No additional guidelines or amendments for the above objective.

Buildings

No amendment to the descriptive text. Refer to page 44 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Plan buildings with provisions for public and commemorative art.

Guidelines:

No additional guidelines or amendments for the above objective.

Signs and Visitor Information

General

No amendment to the descriptive text. Refer to page 45 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Provide clarity in directions to, and the identity of Capitol Campus features.

Guidelines:

Add the following guideline to the above objective.

- Ensure transit stations in the Capitol Area have adequate signage for visitors.

Directional Signage

No amendment to the descriptive text. Refer to page 45 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Direct visitors to the Capitol and other destinations.

Guidelines:

Add the following guideline to the above objective.

- Ensure that planned light rail transit stations in the Capitol Area have appropriate directional signage for those going to and from the Capitol Area via light rail transit.

Identity Signage

Objective:

Clearly identify Capitol buildings and grounds:

Guidelines:

No additional guidelines or amendments for the above objective.

Interpretive Signage

Existing Objective:

Maximize the education value to visitors, especially the young.

Guidelines:

No additional guidelines or amendments for the above objective.

Visitor Center

Existing Objective:

Extend a welcome to Capitol Campus visitors and enhance the quality of their visit by providing helpful information.

Guidelines:

No additional guidelines or amendments for the above objective.

3

Capitol Area Neighborhoods

Capitol Heights, East Frogtown, Sears Block and Fitzgerald Park

Concept

Urban Villages

No amendment to the descriptive text. Refer to page 47 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Capitol as a Hub for Urban Villages

No amendment to the descriptive text. Refer to page 47 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Capitol Area Neighborhood Image

No amendment to the descriptive text. Refer to page 47 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Unique Neighborhood Identity

No amendment to the descriptive text. Refer to page 47 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Capitol Heights

No amendment to the descriptive text. Refer to page 48 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

East Frogtown

No amendment to the descriptive text. Refer to page 48 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Sears Block

Refer to page 49 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area. Add the following sentence after the last sentence in this section:

Refer to the Rice Station Area Plan, dated 2008 and available from the City of Saint Paul, for information on how redevelopment of this area is envisioned in light of the planned Central Corridor Light Rail Transit Line. With the introduction of light rail transit on University Avenue, the Rice Station Area (Sears Block) has the potential to be transformed into a complete and healthy community with vibrant public spaces, a range of movement options, a diverse mix of land uses, and attractive buildings framing lively, pedestrian-friendly streets. A graphic from the Rice Station Area Plan showing the Sears Block is shown on page 6 of this Comprehensive Plan Amendment.

Fitzgerald Park

Refer to page 49 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area. Add the following paragraph after the last paragraph in this section:

Potential redevelopment in the Fitzgerald Park Neighborhood, including but not limited to the Ramsey County Public Health Building, should be consistent with Cass Gilbert's vision for the area and with the vision expressed in the Fitzgerald Park Precinct Plan, adopted by the Saint Paul City Council in 2006.

Proposed Land Uses and the Central Corridor Light Rail Transit Line

Refer to page 51 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area. Add the following paragraph after the last paragraph in this section:

With the introduction of the Central Corridor Light Rail Transit Line, the areas along University Avenue between Marion Street and Cedar Street (as well as the Sears Block) have the potential to be transformed into a complete and healthy community with vibrant public spaces, a diverse mix of land uses, higher densities, and attractive buildings framing lively, pedestrian-friendly streets.

Refer to the 2009 Rules Governing Zoning and Design for the Minnesota Capitol Area and the Rice Station Area Plan for additional information to supplement the Proposed Land Use Map shown on page 52 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Neighborhood Residential Streets

General

No amendment to the descriptive text. Refer to page 53 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Reinvest in neighborhood residential streets to build stronger communities.

Guidelines:

Add the following guideline to the above objective.

- Where appropriate, incorporate “complete street” concepts into the design and use of neighborhood streets. A complete street is a street that accommodates pedestrians, bicyclists, and mass transit, in addition to cars and trucks.

Streetscapes

No amendment to the descriptive text. Refer to page 54 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Strengthen neighborhoods’ sense of identity through their streetscapes.

Guidelines:

No additional guidelines or amendments for the above objective.

Building Frontages

No amendment to the descriptive text. Refer to page 55 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Design neighborhood streets to cultivate community.

Guidelines:

Add the following guidelines to the above objective:

- Encourage enforcement of property maintenance standards.

- Recognize and reward outstanding building and site design and maintenance that contribute to the appearance and function of the neighborhood.

Neighborhood Commercial Streets

General

Refer to page 56 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area. Add the following text to the end of the second paragraph:

The Central Corridor Light Rail Transit Line can help enhance the Capitol Area by promoting vibrant public spaces and a diverse mix of land uses along University Avenue and Rice Street.

Streetscapes

No amendment to the descriptive text. Refer to page 56 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Develop commercial streets to serve a variety of users and add diversity and quality to public spaces.

Guidelines:

Add the following guidelines to the above objective:

- Where appropriate, incorporate “complete street” concepts into the design and use of commercial streets. A complete street is a street that accommodates pedestrians, bicyclists, and mass transit, in addition to cars and trucks.
- Provide an active street life and public spaces that invite residents and visitors to explore and linger.
- Strengthen the Rice Street streetscape through the provision of new pedestrian amenities and landscaping.

Building Frontages

No amendment to the descriptive text. Refer to page 58 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Develop storefronts in continuous building frontages on neighborhood commercial streets.

Guidelines:

Add the following guidelines to the above objective:

- Where existing storefronts are not set at the street right-of-way line, encourage site features (such as ornamental fencing or plantings) that will provide a strong edge that defines the street and frames views.
- Repair the historic “Main Street” character of Rice Street with uses and building types geared to accommodate local goods and services.
- Ensure that new development fits in with its surroundings and the vision for the area as expressed in this Comprehensive Plan, the Rice Station Area Plan, and other pertinent plans.
- Ensure that new buildings promote transparency and activity at street level.

Landscape Framework

General

No amendment to the descriptive text. Refer to page 59 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Open Spaces

No amendment to the descriptive text. Refer to page 59 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Establish a system of linkages to and between parks in the Capitol Area.

Guidelines:

No additional guidelines or amendments for the above objective.

Parking Lots

No amendment to the descriptive text. Refer to page 61 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Reduce the physical and visual impact of parking lots in the neighborhoods.

Guidelines:

Add the following guidelines to the above objective:

- Where appropriate, design parking lots for multiple uses. For example, allow parking lots to be used for special events on weekends and evenings when parking is not needed for State business.
- To the maximum extent possible, integrate low-impact development techniques, such as pervious paving and rain gardens, into the design and maintenance of parking lots.

Buildings

General

No amendment to the descriptive text. Refer to page 62 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Preservation, Renovation, and Redevelopment Plan

Objective:

Improve neighborhoods through preservation, renovation, and selective new development.

Guidelines:

Add the following guideline to the above objective:

- Recognize and reward outstanding building and site design and maintenance that contribute to the appearance and function of the neighborhood.

Residential Uses

No amendment to the descriptive text. Refer to page 64 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Encourage a diversity of housing choices and improvements throughout the Capitol Area neighborhoods.

Guidelines:

Add the following guidelines to the above objective:

- Explore opportunities to expand quality affordable housing by developing appropriate standards for flexible housing options, such as mother-in-law apartments, carriage houses, and live-work units.
- Encourage maintenance programs and other programs that can help residents stay in their homes.
- Support efforts of organizations like Habitat for Humanity to provide affordable housing.
- Encourage a full range of quality housing in the area.
- Provide more opportunities to live within walking distance of work and recreation.
- Promote efforts to strengthen a sense of community in residential neighborhoods.
- Explore opportunities to incorporate traffic calming techniques (including, but not limited to, reduced street widths and bump outs) in residential neighborhoods.

Commercial and Institutional Uses

No amendment to the descriptive text. Refer to page 65 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Encourage a mix of commercial and institutional uses and improvements throughout the Capitol Area neighborhoods.

Guidelines:

No additional guidelines or amendments for the above objective.

Potential Development Sites - Residential

No amendment to the descriptive text. Refer to page 66 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Capitalize on existing opportunities for residential development in areas undergoing transition.

Guidelines:

Add the following guideline to the above objective.

- Encourage live-work units where appropriate.

Potential Development Sites - Nonresidential

No amendment to the descriptive text. Refer to page 66 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Strengthen neighborhoods with local improvement and service opportunities that also benefit the Capitol Area.

Guidelines:

No additional guidelines or amendments for the above objective.

Architectural Design Criteria

No amendment to the descriptive text. Refer to page 68 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Ensure that the quality of buildings in the Capitol Area is consistent with their proximity to the Capitol and in keeping with their neighborhood context.

Guidelines:

Add the following guideline to the above objective:

- Encourage enforcement of property maintenance standards.

Signs and Visitor Information

General

No amendment to the descriptive text. Refer to page 69 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Identify destinations within the neighborhoods clearly yet discreetly.

Guidelines:

Add the following guidelines to the above objective:

- Promote energy efficient signs that use lighting only when necessary.
- Encourage the use of interpretive signs/displays/kiosks that provide information about the neighborhood and the Capitol Area.

4 Transportation

Transportation Management Plan

General

Refer to page 71 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area. Add the following paragraph after the last paragraph in this section:

The planned Central Corridor Light Rail Transit line will significantly affect transportation in the Capitol Area once the line is operational in 2014. The line will connect the Capitol Area to the downtowns of Minneapolis and Saint Paul.

Consistent with the recommendations of the Rice Station Area Plan and the Central Corridor Development Strategy, light rail transit will require convenient and safe pedestrian and transit connections to the Rice Station and the other two stations within the district.

Status

No amendment to the descriptive text. Refer to page 71 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Access and Circulation

General

No amendment to the descriptive text. Refer to page 72 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Street Types

Refer to page 72 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area. Delete the first paragraph in this section and it replace it with the following paragraph:

Refer to the 2009 Comprehensive Plan of the City of Saint Paul for information regarding the street classification system for the City, including the Capitol Area.

Objective:

Make streets compatible with their neighborhoods' variety of vehicular and pedestrian access needs.

Guidelines:

Add the following guideline to the above objective:

- Where appropriate, integrate "complete streets" techniques into the design and use of streets in the Capitol Area.

Refer to the 2009 City of Saint Paul Comprehensive Plan for updated information to supplement the Street Types and Traffic Volume Map on page 73 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Freeway Access

No amendment to the descriptive text. Refer to page 75 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Maintain healthy commercial and residential neighborhoods with good freeway access.

Guidelines:

No additional guidelines or amendments for the above objective.

Service and Emergency Access

No amendment to the descriptive text. Refer to page 76 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Maintain a high level of accessibility for service and emergency vehicles.

Guidelines:

No additional guidelines or amendments for the above objective.

Parking

General

No amendment to the descriptive text. Refer to page 76 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Serve the diverse needs of the Capitol Area with a parking system that conflicts with, or pre-empts, other uses as little as practicable.

Guidelines:

Add the following guidelines to the above objective:

- Explore opportunities to integrate structured parking into the design of buildings. Where feasible, encourage underground parking.
- Explore opportunities to promote shared parking arrangements for uses with staggered peak times.
- Study the feasibility of adopting a parking dedication fund that would allow uses in the Capitol Area to contribute cash to a parking fund in lieu of providing onsite parking. The parking fund would be used for public parking improvements in the Capitol Area.

Existing and Proposed Parking

No amendment to the descriptive text. Refer to page 78 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Make the parking system clearly defined and logical; it should be obvious where visitors, customers, employees, and residents can park.

Guidelines:

Add the following guideline to the above objective:

- Ensure convenient short-term parking for visitors attending meetings in the Capitol Area.

Add the following objective and guidelines to the Existing and Proposed Parking section:

Objective:

Minimize the need for conventional parking in the Capitol Area.

Guidelines:

- Provide priority parking for carpool vehicles and high occupancy vehicles.
- Continue to provide incentives that encourage the use of transit and other alternative modes of transportation that do not involve single occupancy vehicles.

Objective:

Minimize the adverse impacts of parking lots and parking structures on the natural environment.

Guidelines:

- Incorporate low impact development techniques in the design of surface parking lots and parking structures. For example, where appropriate encourage the use of pervious paving to reduce storm water runoff; encourage interior landscaping to help cool parking lots and storm water runoff; and so on.
- Encourage the use of green roofs on all parking structures. Where appropriate, encourage underground parking.
- Where appropriate, design parking lots for multiple uses. For example, allow parking lots to be used for special events on weekends and evenings when parking is not needed for State business.

Transit

General

Refer to page 79 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area. Replace the first paragraph in this section with the following paragraph:

Transit in the Capitol Area consists of the bus and shuttle system. The planned Central Corridor Light Rail Transit Line, which is expected to be operational in 2014, will also serve the area.

Objective:

Make and keep transit service an integral feature of Capitol Area access.

Add the following guidelines to the above objective:

Guidelines:

- Ensure that all transit stops provide clear signage and visual cues to help direct transit users to Capitol Area destinations.
- Provide adequate shelter, seating, recycling, and waste disposal facilities at all transit stops.

Refer to the 2009 City of Saint Paul Comprehensive Plan for updated information to supplement the Transit Map on page 79 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Bus, Shuttle, and Light Rail Transit System

Refer to page 80 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area. Revise the Bus System section to include shuttle and light rail transit. Replace the descriptive text in this section with the following text:

Buses, shuttles, and the Central Corridor Light Rail Transit Line (which will be operational in 2014) will be the primary form of transit in the Capitol Area.

Objective:

Promote transit as the most economical mode of travel for individual trips between the Capitol Area and other destinations in the metropolitan region.

Guideline:

Add the following guideline to the above objective:

- Explore opportunities to integrate other modes of transportation into existing and planned transit stops. For example, explore opportunities for transit users to obtain bicycles at transit stops that will provide fast and convenient connections to destinations throughout the Capitol Area.

Add the following objective and guidelines to this section.

Objective:

Provide convenient, low cost shuttle transportation to downtown eating, entertainment, offices, and parking.

Guidelines:

- Work with the City of Saint Paul, Metro Transit, private transportation services, and others to support and improve shuttle service, especially frequency and reliability.
- Seek ways to integrate shuttle fares with monthly transit passes or other purchased items.
- Continue to investigate the successful shuttle programs of other cities to identify opportunities to enhance shuttle service in the Capitol Area.
- Ensure adequate shuttle service to satellite buildings and parking areas, such as Lafayette Park, Health and Human Services, and parking areas along Kellogg Boulevard.
- As a means to reduce the need for additional parking in the Capitol Area, collaborate to provide opportunities for providing incentives to use existing underutilized parking areas outside the Capitol Area, which could be serviced by a convenient and reliable shuttle service to the Capitol Area.

Refer to the 2009 City of Saint Paul Comprehensive Plan for updated information that replaces the Future Transit Routes on page 81 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Shuttles

This section of the 1998 Comprehensive Plan for the Minnesota State Capitol Area has been merged into the Bus, Shuttle, and Light Rail Transit Section of this amendment.

LRT/Busway

This section of the 1998 Comprehensive Plan for the Minnesota State Capitol Area has been merged into the Bus, Shuttle, and Light Rail Transit Section of this amendment.

Pedestrian and Bicycle

General

No amendment to the descriptive text. Refer to page 83 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Pedestrian

No amendment to the descriptive text. Refer to page 83 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Enhance the pedestrian environment through the Capitol Area.

Guidelines:

Add the following guidelines to the above objective:

- Use Crime Prevention through Environmental Design (CPTED) techniques in the design and maintenance of pedestrian ways to help ensure the safety of pedestrians.
- Where appropriate, encourage attractive and safe resting areas along pedestrian ways.
- Ensure pedestrian ways are adequately buffered from bicycle and motor vehicle circulation.

Bicycle

No amendment to the descriptive text. Refer to page 84 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Objective:

Make bicycle facilities and integral feature of the Capitol Area circulation system.

Guidelines:

Add the following guidelines to the above objective:

- Ensure that bicycle racks and bicycle storage units are an integral part of building and site design. Ensure that bicycle racks and storage units are conveniently, attractively, and safely located in a manner that does not interfere with pedestrian and motor vehicle circulation.
- Explore opportunities to accommodate alternative vehicles, such as, plug-in bicycles and scooters.
- Explore opportunities to integrate bicycle tracking and management devices as part of a transportation management plan that allows for a reduction of motor vehicle parking spaces provided that the reduction is offset by bicycle commuters.
- Ensure that the Capitol Area parking and circulation system adequately considers and supports electric and gas powered scooters and motorcycles.
- Explore opportunities to encourage Capitol Area employees to use bicycle and/or neighborhood electric vehicles (NEVs) as a fast, convenient, and environmentally sound option for commuting to destinations within the Capitol Area.
- Consider best practices to integrate Segway personal transporters into the transportation system.
- Ensure the signage system includes adequate wayfinding signage geared toward pedestrian, bicycle, and other alternative modes of transportation.

Making the Vision a Reality

Zoning and Implementation Strategy

General

No amendment to the descriptive text. Refer to page 87 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Relationship of Comprehensive Plan, Specific Actions, and Zoning Documents

Refer to page 87 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area. Replace the last sentence in the first paragraph of this section with the following:

These are entitled Specific Actions for Implementation of the Comprehensive Plan for the Minnesota State Capitol Area, 2009 Rules Governing Zoning and Design for the Minnesota State Capitol Area, the Strategic Plan of Locating State Agencies, and the Criteria for Locating State Offices and Agencies.

Replace the first sentence of the last paragraph with the following:

The 2009 Rules Governing Zoning and Design for the Minnesota State Capitol Area consists of development regulations that have been attuned to the specific needs of the Capitol Area.

Replace the last sentence in the last paragraph with the following:

The 2009 Rules Governing Zoning and Design for the Minnesota State Capitol Area provides the CAAPB with a set of legal tools for implementing the Comprehensive Plan.

Funding and Development Strategy

No amendment to the descriptive text. Refer to page 88 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Public-Private Partnerships

No amendment to the descriptive text. Refer to page 88 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Governance Strategy

No amendment to the descriptive text. Refer to page 88 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

Keeping the Plan Current

No amendment to the descriptive text. Refer to page 88 of the 1998 Comprehensive Plan for the Minnesota State Capitol Area.

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