



Capitol Area Architectural and Planning Board



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To: Members of the Capitol Area Architectural and Planning Board

From: Merritt Clapp-Smith, Executive Secretary CAAPB

Subject: **Proposed** Comments from CAAPB to MMB on the Department of Administration's FY 2022 Capital Budget Requests

Every two years, the Department of Administration submits a list of project funding requests to the MMB and the MN Legislature. The CAAPB is asked to comment on the requests, which it last did in December 2019.

This process follows MN Statute 15B Capitol Area Planning and Preservation, Section 15B.15, Subd. 3: Capitol Requests, which reads, "The commissioner of administration must consult with the board [CAAPB] about building sites and design standards for capital budget requests in the Capitol Area".

As Executive Secretary of the Capitol Area Architectural and Planning Board, I prepared the following comments on Administration's FY 2022 Funding Requests. I will provide a brief report on these at the Board's November 18, 2021 meeting, and am happy to answer any questions. Someone from the Department of Administration will also be attending the meeting and can address questions.

If you have any concerns about the comments that follow, please let me know in advance of the meeting (if able), so that we may better prepare to address them in the meeting.

1. Capitol Complex Parking Fund Debt Relief

The CAAPB is supportive of this request.

2. Parking Management Access Controls

The CAAPB is fully supportive of this effort, which aligns with recent CAAPB studies and multi-agency work on parking and mobility. It also supports the goal of reducing both the cost and amount of land in the Capitol Area related to parking.

This technology enables parking to become a single system, which enables much greater flexibility and efficiency in parking use. CAAPB, in collaborative planning effort titled Capitol Area Commutes (involving Department of Administration, other state agencies, City of Saint Paul, Metro Transit and

Move Minnesota) identified Smart Parking technology on campus among the highest priorities in order to increase efficiencies and maximize return on previous and present investments in parking.

By increasing the efficient use of parking, under a parking management access system, the State can easily identify and reduce unneeded spaces and use that property for other purposes.

Citation from 2040 Comprehensive Plan for the Minnesota State Capitol Area

Chapter 5 THE CAPITOL AREA IS AN URBAN MULTI-MODAL DISTRICT, SEAMLESSLY CONNECTED TO DESTINATIONS

page 123, Baseline 5.3: Vehicular Parking Network - “Parking is now managed in several ways in the Capitol Area: • The State of Minnesota has a district-based parking model for employees in that all State agencies share the pool of parking available in State lots and ramps. Several travel demand management practices are in place that encourage carpooling and transit commuting. Smart parking technologies that help users and increase parking facility efficiencies are being planned and implemented incrementally.”

...page 131, Best Practices and Guidelines, 5.45. Guidelines for design of Structured Parking Ramps: /... “f. Use smart parking technology to maximize use of ramps at all hours of the day.”

3. Ford Building Demolition Phase I

The 2040 Comprehensive Plan for the Minnesota State Capitol Area identifies steps to occur prior to any demolition of the Ford building, specifically:

Chapter 7A of the 2040 Comprehensive Plan, the *Capitol Rice Development Framework*:

*"D-3. **Northeast corner block at University and Rice (includes State Lot C and Ford Building)** ...development of this block will improve the vitality of the district. The state has a role in community development at the doorstep of the Capitol.*

D-3.3 Design and Development Steps (State-led, CAAPB with the Administration Department):

- a. **Ford Building Reuse Study:** Conduct a reuse study to determine scenarios of redevelopment, including site redevelopment guidelines that supply design parameters for future steps. The reuse study should verify the structural stability of the building and explore a full range of alternatives for building disposition (outlining the full range of possible reuses in each scenario) from full building to partial or complete demolition.*

The Department of Administration’s Ford building demolition request does not identify any plans to pursue these steps prior to demolition. Under such circumstances, if the CAAPB wished to issue approval for a demolition permit without the steps being taken, then it would need to amend its Comprehensive Plan regarding the pre-demolition steps.

4. Capital Asset Preservation and Replacement Account (CAPRA)

The CAAPB is fully supportive of this request, as necessary maintenance of State assets.

5. State Building Energy Conservation and Revolving Loan Fund

The CAAPB is fully supportive of investments to reduce the long-term operating cost of state facilities, while reducing their environmental impact.

6. State Building Renewable Energy Production Account

The CAAPB is fully supportive of this investment to improve the efficiency and long-term cost effectiveness of energy utilities.

7. State Fleet Electric Vehicle Charging Infrastructure.

The CAAPB fully supports this request and the effort to move the State Fleet to more climate friendly fueling sources.

8. State Agency Rent Loss and Relocation

The CAAPB supports this request.

9. Centennial Office Building Replacement, Rent Loss, and Relocation

The CAAPB fully supports this request. Should this request require re-development of a new site within the Capitol Area, the CAAPB must, by law, be involved in site-planning and execution of a CAAPB-led Design Competition (at a cost of \$25,000-\$35,000 to the CAAPB).

10. Capitol Complex Security Upgrades Phase II

The CAAPB supports continued funding for safety and security upgrades for the Capitol campus and buildings. CAAPB advisors and staff will continue to participate in the design review of security features.

11. ADA Building Accommodation Fund

The CAAPB supports this funding. CAAPB advisors and staff will continue to participate in the design review of accessibility features within projects located in the Capitol Area, as consistent with CAAPB's statutory role in such projects.

12. Bureau of Criminal Apprehension – Maryland Facility Parking Ramp

This facility is not within the CAAPB defined Capitol Area.