

DOWNTOWN STREETScape & URBAN DESIGN PLAN UPDATE 2016



Acknowledgments

The Downtown Streetscape and Urban Design Plan 2016 Update was guided by a steering committee who devoted much time, energy and enthusiasm to the process. We acknowledge those steering committee members:

- Matt Glaesman, City of St. Cloud
- Patrick Shea, City of St. Cloud
- Steven Foss, City of St. Cloud
- Steven Lawrence, City of St. Cloud
- Pegg Gustafson, St. Cloud Downtown Council and Alliance Foundation
- Murray Mack, downtown business owner
- Ronn Paulson, downtown business owner
- Andy Barth, downtown business owner

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BACKGROUND

Introduction

Downtown St. Cloud has momentum. Significant public and private investment over the past ten years has brought new employers, residents, retailers and public amenities to downtown St. Cloud. Meanwhile, nationwide demand for walkable urban spaces has grown, bringing new opportunities and investment in downtowns. While St. Cloud's Comprehensive Plan identifies clear goals to promote the vibrancy of downtown, the City's Downtown Streetscape and Urban Design Plan was last updated in 1996. This plan identifies new or enhanced elements of the public realm desired by downtown businesses, employees, and visitors to support continued vibrancy.

Plan Purpose

The purpose of this plan is to:

- Establish a consistent design and character for future downtown improvements
- Enhance place-making efforts
- Support economic vitality
- Update the “look” and modernize infrastructure
- Guide design of the 2017 reconstruction of the 10 and 100 blocks of 5th Ave



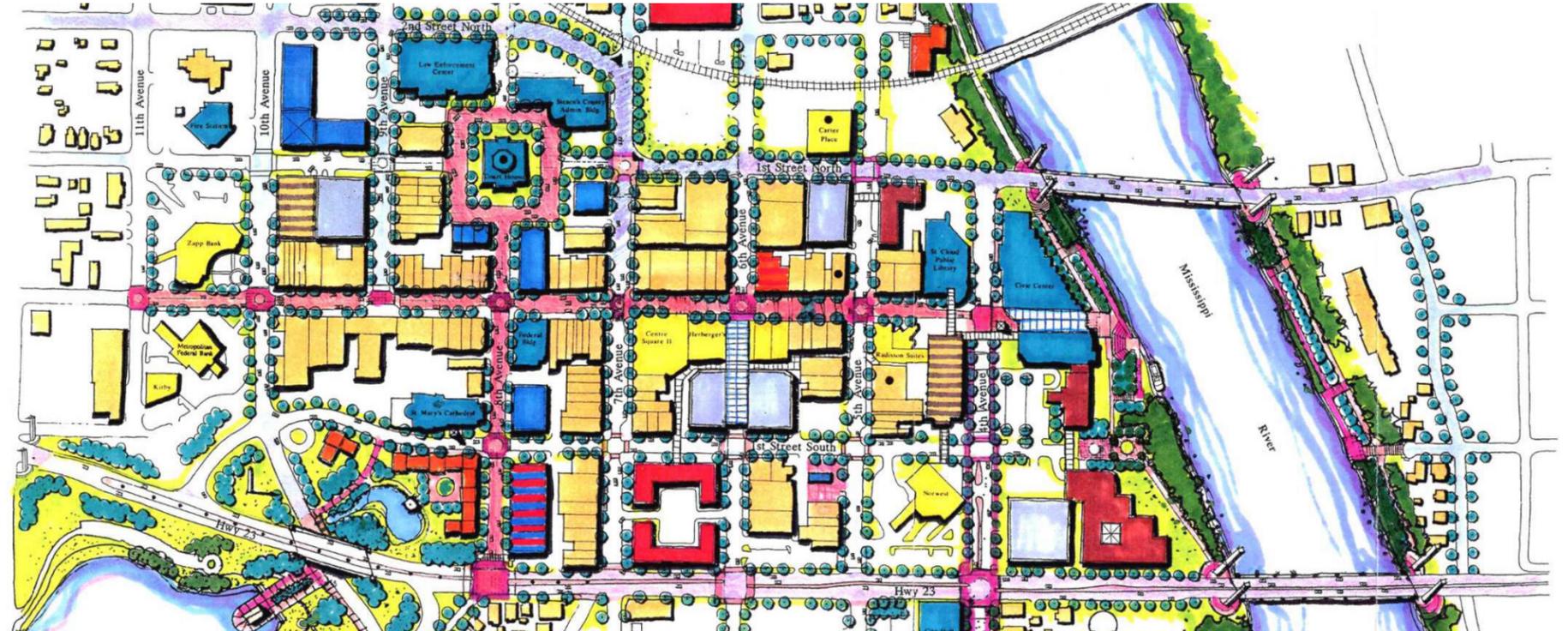
Past Planning Efforts



2015 COMPREHENSIVE PLAN

St. Cloud's 2015 Comprehensive Plan provides a framework and guidance on future development and reinvestment in downtown. Key elements include:

1. Enhance a sense of place and pedestrian activity within the Downtown
2. Bolster support for area retailers and entertainment venues
3. Multi-story mixed use structures oriented toward the street located at or near the sidewalk
4. Diverse range of pedestrian activity-generating uses (retail, restaurant, entertainment, civic) on ground floor with residential and office above
5. Multi-family housing, mixed use buildings should replace surface parking lots and single-story buildings



1996 DOWNTOWN STREETScape AND URBAN DESIGN PLAN

This plan is intended to update the 1996 Downtown Streetscape and Urban Design Plan, which established detailed goals for the redevelopment of downtown St. Cloud. Many of these goals are still relevant today and are reflected in the community feedback and vision statement presented later in this chapter.

- Establish and maintain Downtown St. Cloud as the center of business life, government and cultural opportunity for the St. Cloud Region
- To achieve high quality in the design and visual appearance of Downtown St. Cloud
- Create a design framework that establishes urban, architectural, site guidelines that reinforce the unique, positive aspects of St. Cloud's history and architecture
- Preserve and enhance, as feasible, those unique features of the downtown that are historic, scenic, or in other ways attractive to St. Cloud residents and visitors
- Utilize the CBD Plan as the framework from which to base redevelopment decisions

Our Process

The City of St. Cloud appointed a steering committee to provide input on this process. A series of meetings were conducted to identify goals, desired programming for the streetscape, and review streetscape design alternatives. Members of the steering committee included:

- Matt Glaesman, City of St. Cloud
- Patrick Shea, City of St. Cloud
- Steven Foss, City of St. Cloud
- Steven Lawrence, City of St. Cloud
- Pegg Gustafson, St. Cloud Downtown Council and Alliance Foundation
- Murray Mack, downtown business owner
- Ronn Paulson, downtown business owner
- Andy Barth, downtown business owner

In addition, the city hosted two public meetings at key points in the process. At the first meeting, participants identified their vision for the future of downtown St. Cloud and their desired downtown activities. At the second meeting, participants reviewed streetscape design concepts and provided input on preferred design elements. Input from the public meetings informed the steering committee's recommendations presented in this document.

STEERING COMMITTEE INPUT

Steering committee members provided input on strengths, weaknesses, and opportunities for downtown St. Cloud at their first meeting.

STRENGTHS

- Wide sidewalks and space for pedestrians
- Pavers- wear well, consistent look
- Art
- New lights technology
- Low vacancy rate
- History
- Flexibility

OPPORTUNITIES

- Herberger plaza space
- Lofts under construction
- Rooftop bars
- Enhance connection with convention center
- Increase concerts, arts, entertainment
- Downtowns are trendy: live work play
- Beaver Island Trail, connections to River

WEAKNESSES

- General maintenance
- Limited green space, too much hardscape
- Standards for patio space use
- Empty building (Bonton)
- Too car-centric
- Need more visual interest at west end

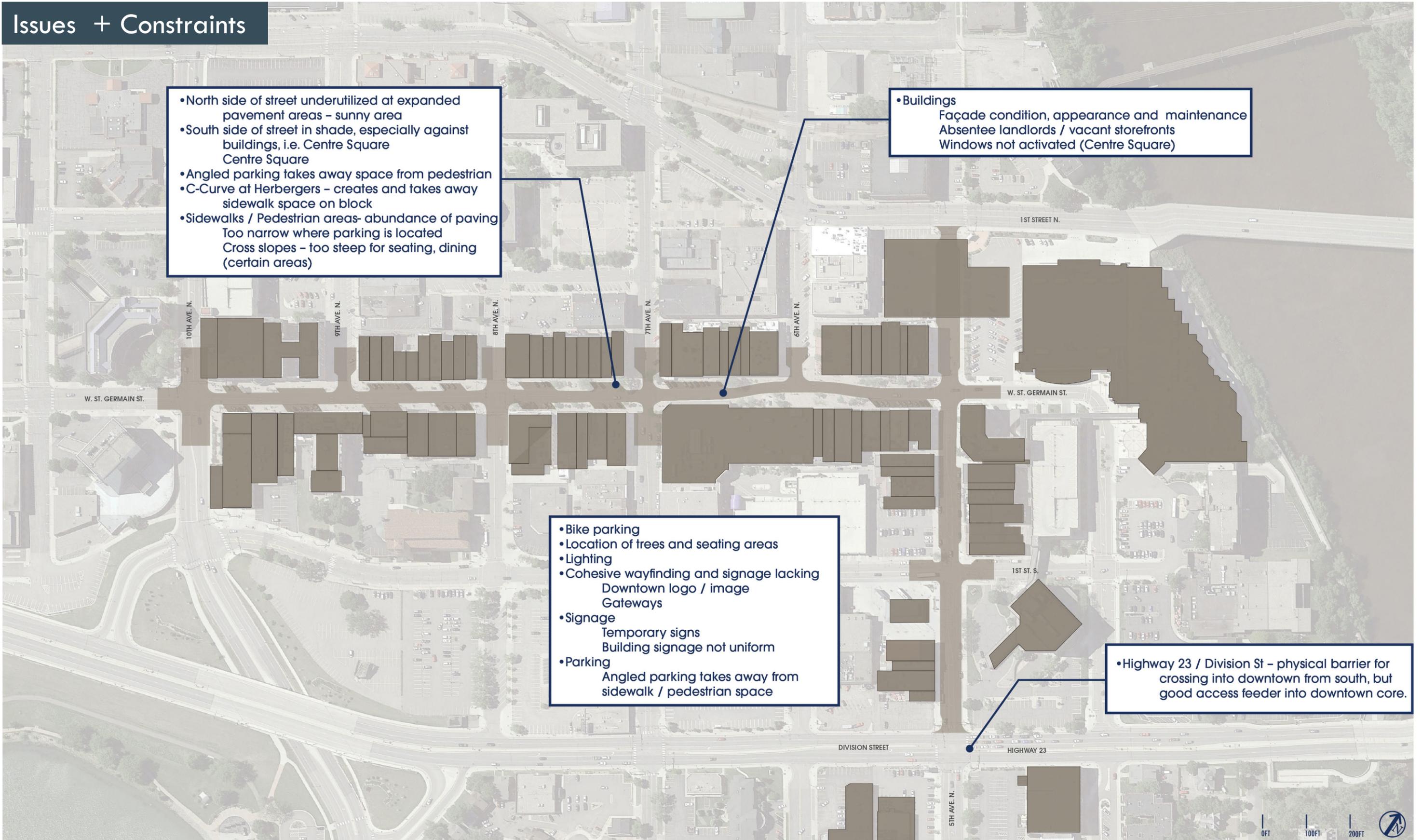
Issues + Constraints

- North side of street underutilized at expanded pavement areas – sunny area
- South side of street in shade, especially against buildings, i.e. Centre Square Centre Square
- Angled parking takes away space from pedestrian
- C-Curve at Herbergers – creates and takes away sidewalk space on block
- Sidewalks / Pedestrian areas- abundance of paving Too narrow where parking is located Cross slopes – too steep for seating, dining (certain areas)

- Buildings
Façade condition, appearance and maintenance
Absentee landlords / vacant storefronts
Windows not activated (Centre Square)

- Bike parking
- Location of trees and seating areas
- Lighting
- Cohesive wayfinding and signage lacking
Downtown logo / image
Gateways
- Signage
Temporary signs
Building signage not uniform
- Parking
Angled parking takes away from sidewalk / pedestrian space

- Highway 23 / Division St – physical barrier for crossing into downtown from south, but good access feeder into downtown core.





PUBLIC INPUT

Steering committee members' impressions of downtown St. Cloud were reflected in the comments made by the general public at the first open house. Below is a summary of key themes that participants expressed at the meeting. A full summary of open house comments is included in the appendix of this plan.

MAINTAIN, ENHANCE AND EXPAND A FLEXIBLE, INVITING PEDESTRIAN SPACE

Open house attendees like downtown areas with ample sidewalk space for walking, sidewalk seating, food trucks, greenery, and informal gatherings.

PROMOTE LOCAL BUSINESSES AND THE ARTS

Open house participants view downtown's array of local shops, art exhibits, and concerts as its main strength. Participants in the open house want to support and expand on these amenities.

ENHANCE BICYCLE INFRASTRUCTURE

Many open house participants noted downtown's limited bicycling infrastructure, and downtown's lack of connectivity to nearby bicycling facilities. Participants also noted downtown's lack of bicycle parking.

BALANCE NEED FOR PARKING AND OTHER MODES OF TRANSPORTATION

Like in many communities, meeting participants shared divided opinions about the role of parking in downtown. While some open house participants support increased walking, biking, and transit use in favor of parking lanes, others support adding more parking to draw visitors to the area.

SUPPORT ACTIVITIES FOR ALL AGES

Many participants expressed a desire for family-friendly activities downtown. Downtown is also a source of nightlife in St. Cloud. Participants want to continue to support these businesses and make a variety of activities available throughout the day.

SUPPORT FOR STEERING COMMITTEE'S DRAFT VISION AND GOALS

Generally, open house feedback aligns with the Steering Committee's draft vision and goal statements which seek to create an active, vibrant, attractive downtown streetscape.



Our Vision + Goals

The following vision and goal statements reflect input from the steering committee and the public about what downtown St. Cloud can become as a result of proposed streetscape improvements. This vision will guide future improvements downtown, while the goals provide a criteria for measuring success.

VISION

St. Cloud's downtown is the center for urban experiences in the region and welcomes people of all ages and abilities. Downtown hosts attractive, vital spaces that make a lasting positive impression on everyone who visits. Downtown streets draw people in; downtown is a gathering place where people enjoy lingering. Thriving business and an active public realm create a unique atmosphere that is beloved in St. Cloud.

GOALS

1. People spend more time downtown and gathering in the public realm.
2. Downtown hosts a bustling hub of activities and businesses that attract people year-round.
3. Vibrant businesses and strategic programming support activity on the street at all hours of the day and times of year.
4. Greenery, pedestrian furnishings, and public art attract people to experience downtown.
5. The historic character of downtown is complemented by high quality, uniquely themed streetscape elements.
6. Downtown is easy to find and easy to navigate by every mode of transportation.
7. Green infrastructure creates amenities for people and improves water quality of the Mississippi River.
8. Innovative public infrastructure supports and promotes economic vitality.
9. Visitors feel safe and comfortable downtown.
10. People know downtown and its businesses. Downtown is a source of pride to St. Cloud.





Scope of the Conceptual Plan

The scope of conceptual design work for this plan focused on the West St. Germain Street, 5th Avenue, and 7th Avenue corridors. The concept developed for these corridors, and the furnishing families identified in this plan, can be used throughout the downtown area as roadway improvements and other developments occur.

Existing Land Use

West St. Germain Street serves as the backbone of downtown St. Cloud, linking the River's Edge Convention Center on its east to the summertime recreational bustle of Lake George. It is home to a wide variety of businesses, including retail, office, restaurant/bar, hotel, entertainment, and now condominiums/housing. The Existing Land Use graphic on the facing page shows the current ground level businesses along the West St. Germain Street and 5th Avenue corridors. One of the goals of this plan, which focuses on the public realm and infrastructure, is to support the health and vitality of the businesses along these corridors.

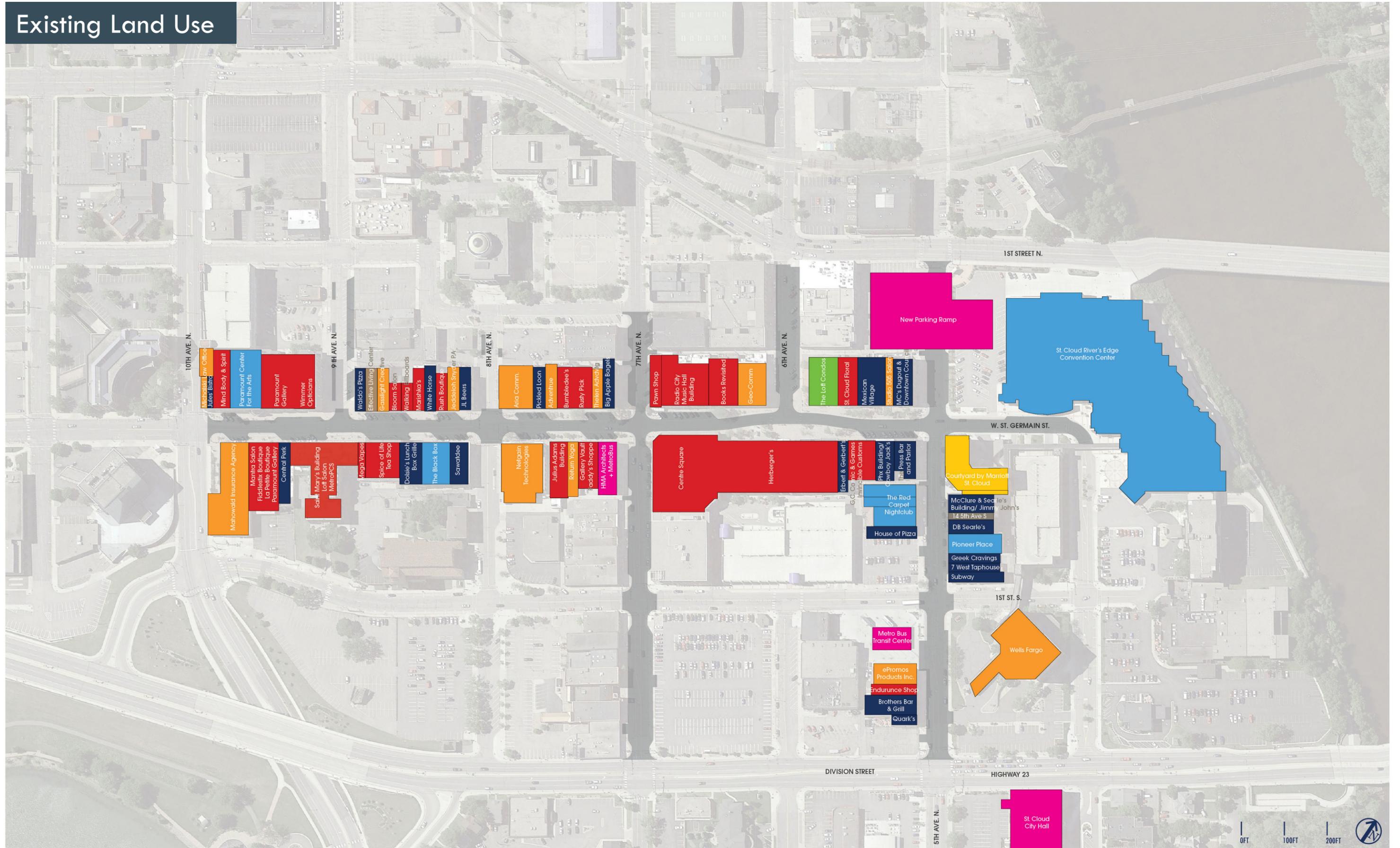
Existing Conditions

Before developing concept alternatives for the West St. Germain Street, 5th Avenue, and 7th Avenue corridors, the team performed a topographic survey to document the existing physical conditions along the corridors. This information was analyzed to identify vehicular circulation and parking, transit stops, existing vegetation, and sidewalks. This analysis revealed a number of locations along the corridor that do not currently conform to ADA accessibility standards, and these areas will require additional attention when the final construction documents for the streetscape improvements are prepared.

The existing right of way along the West St. Germain Street and 5th Avenue corridors is 80 feet, extending from building face to building face, except at the southeast corner of West St. Germain Street and 7th Avenue where it is narrower due to the projection of Centre Square to the north. Existing conditions and street cross sections are shown on the following pages.



Existing Land Use



Existing Conditions Images



5th Avenue includes several historic buildings and hosts music and dining venues.



The Granite Trio are an iconic feature of downtown St. Cloud.



Two major construction projects are underway on W. St. Germain: the 5th St. Lofts, visible at left, and a new municipal parking ramp, shown at right.



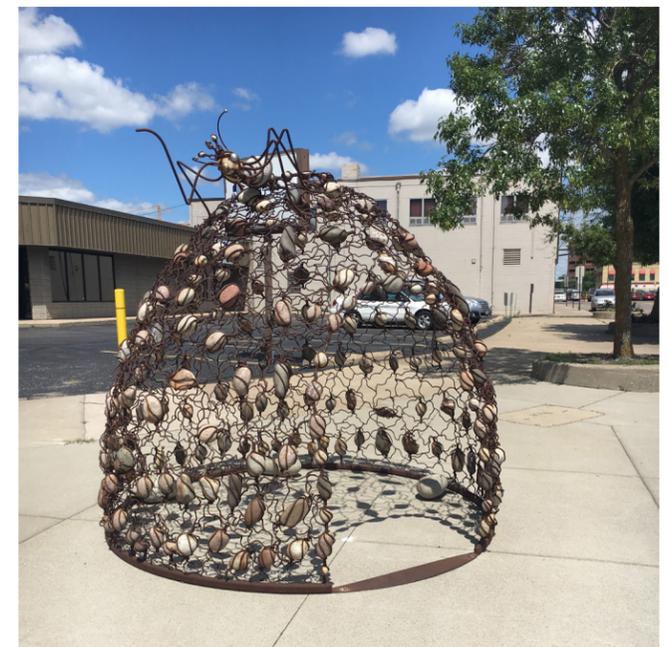
The Beaver Island Trail extension is a new amenity that connects downtown with nearby neighborhoods and the river.



Brick pavers and large, circular planters are typical streetscape features today.

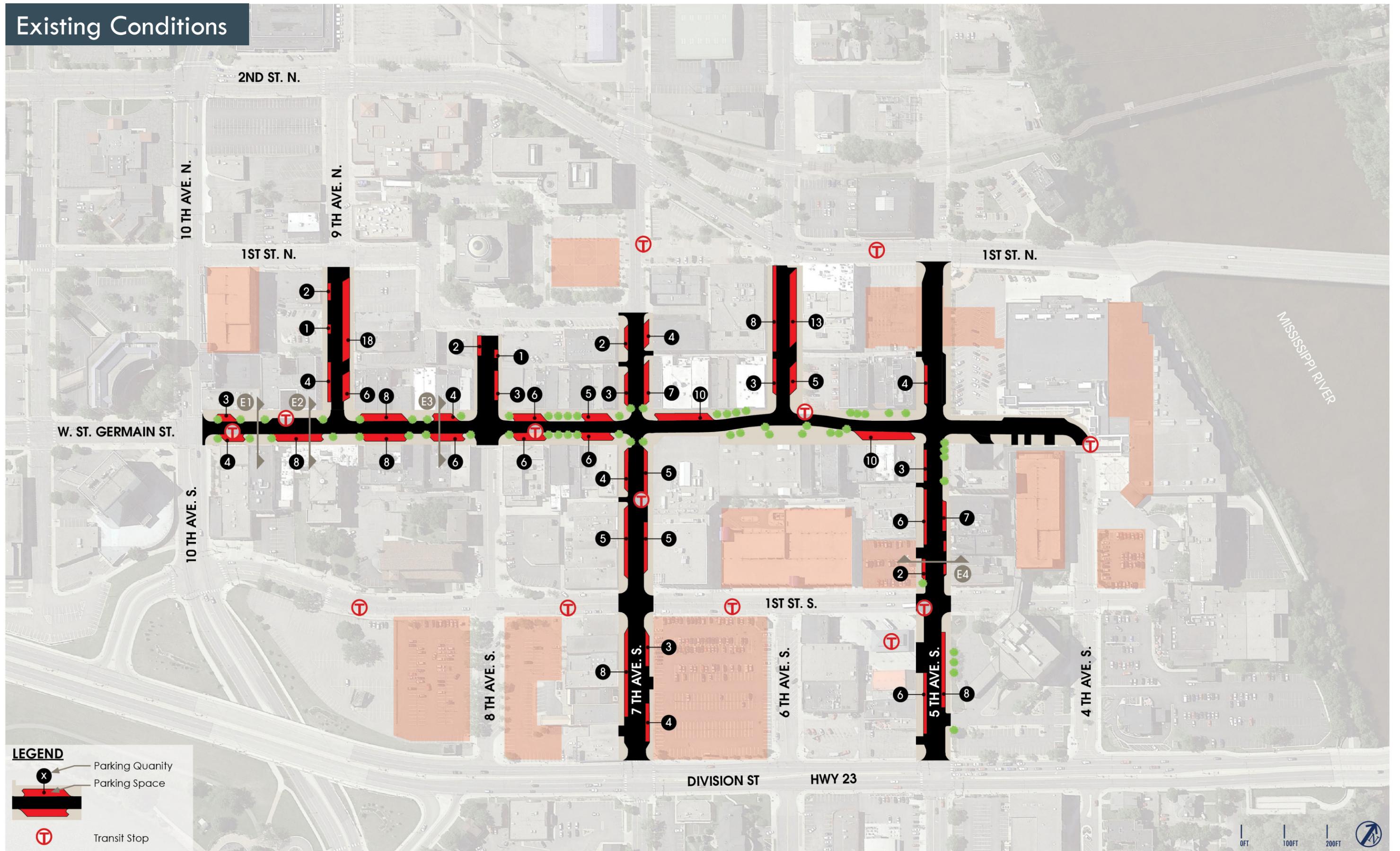


Downtown hosts a major transit hub for St. Cloud's Metro Bus system.

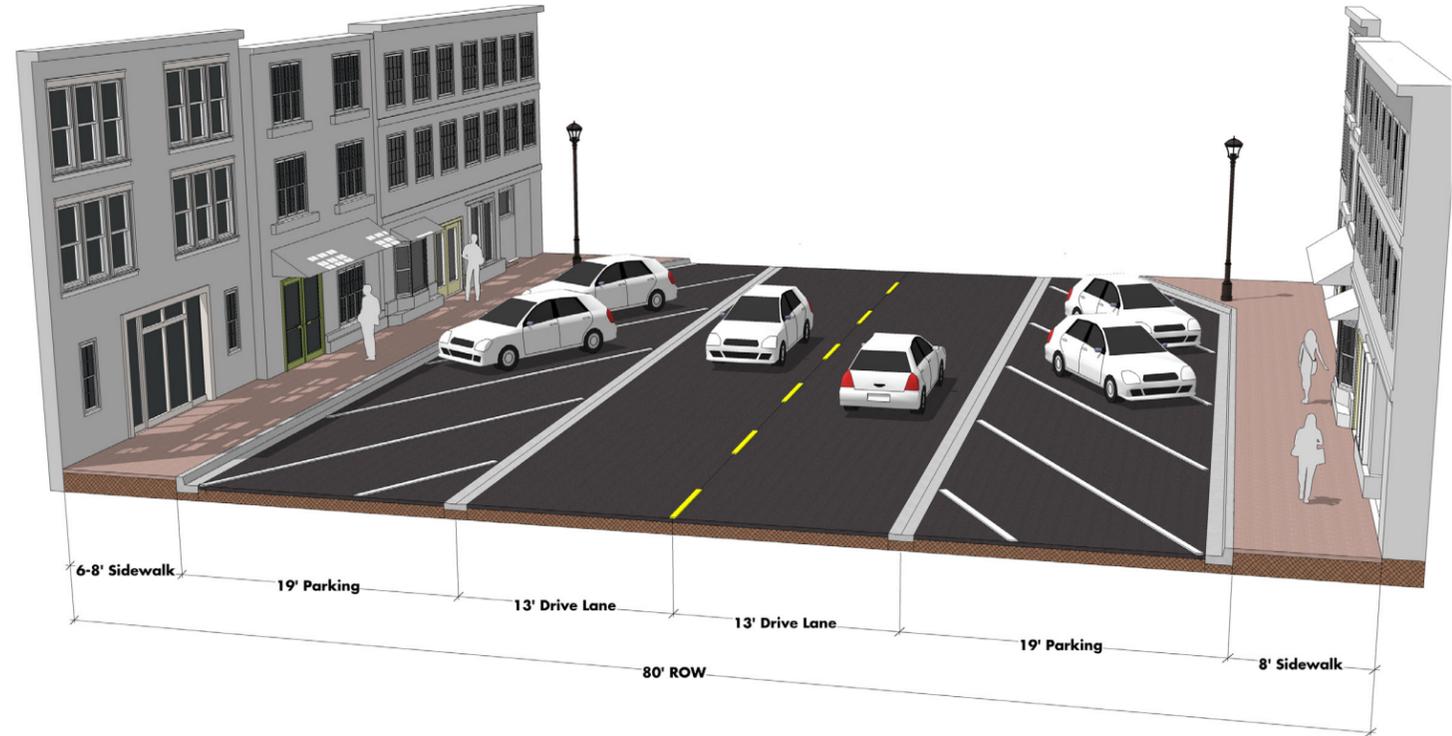
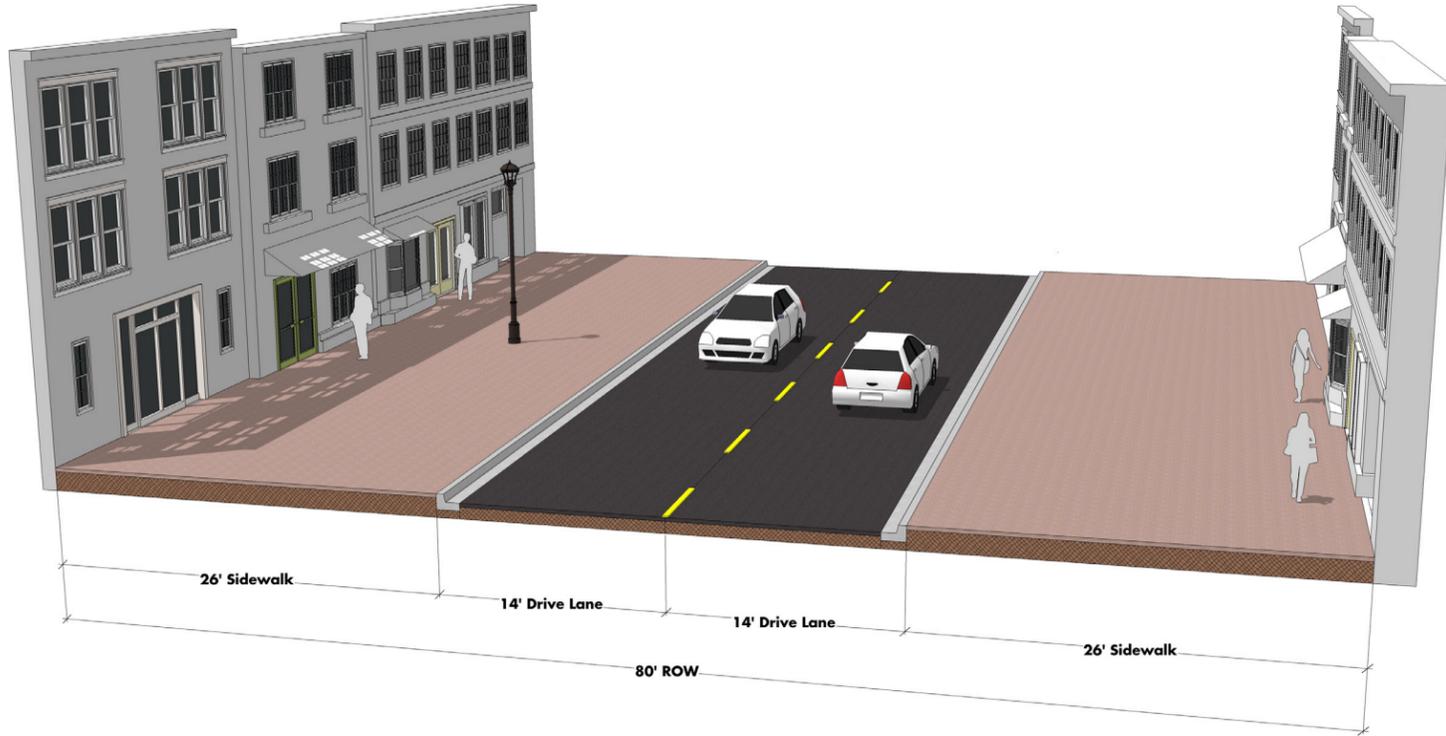


Public art creates visual interest on downtown streets.

Existing Conditions

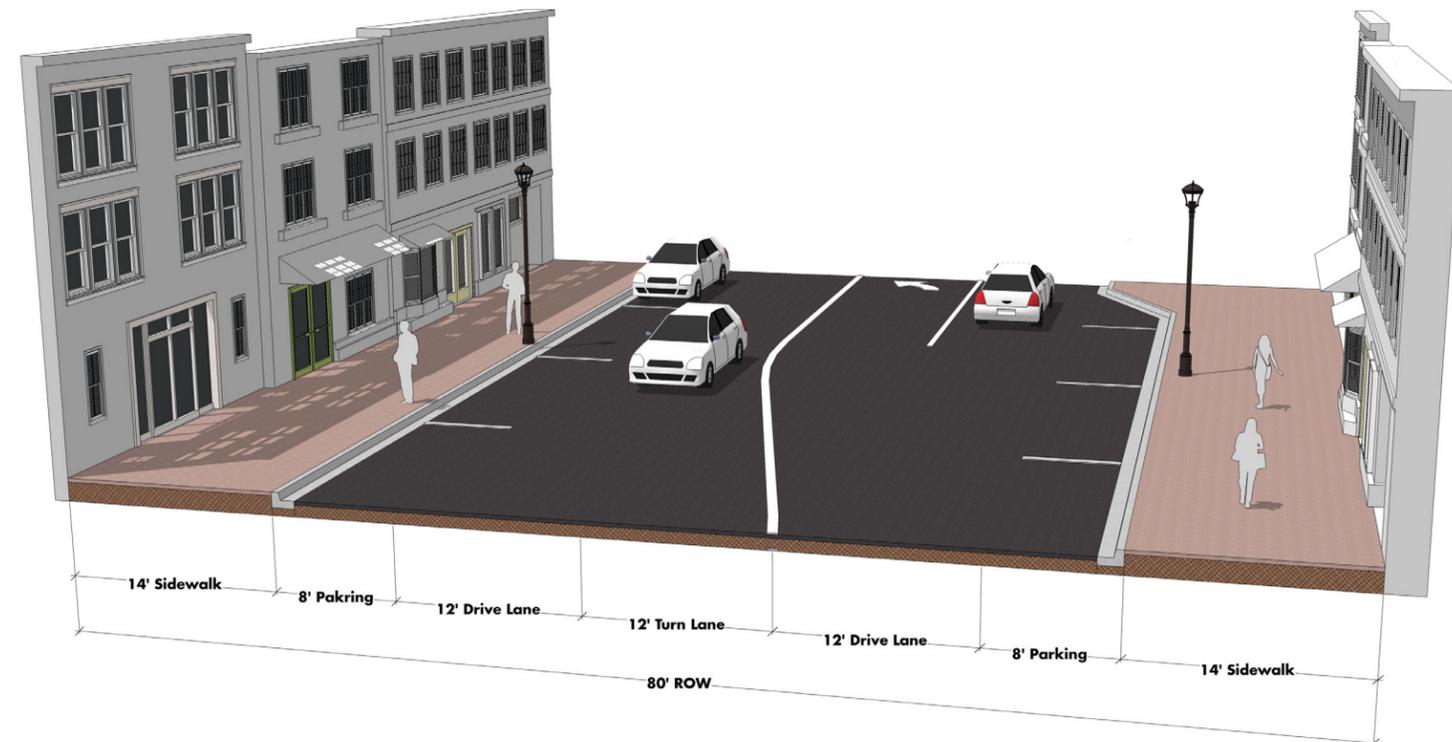
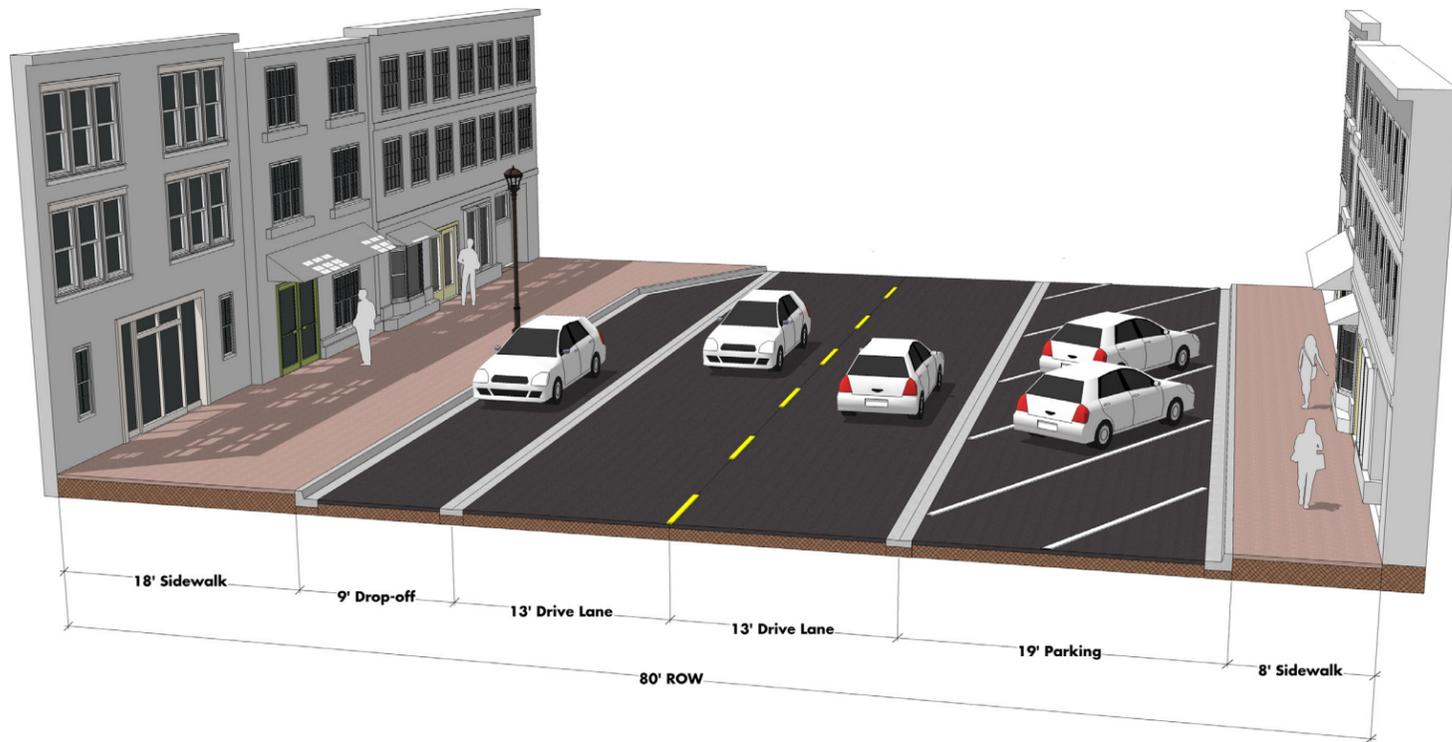


Existing Sections



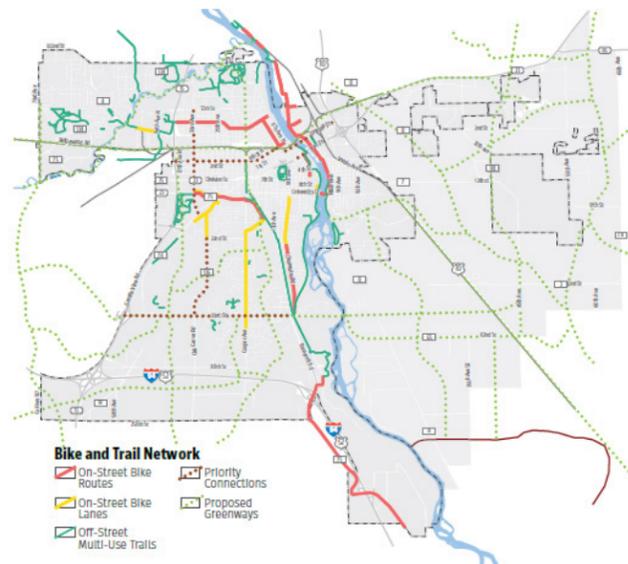
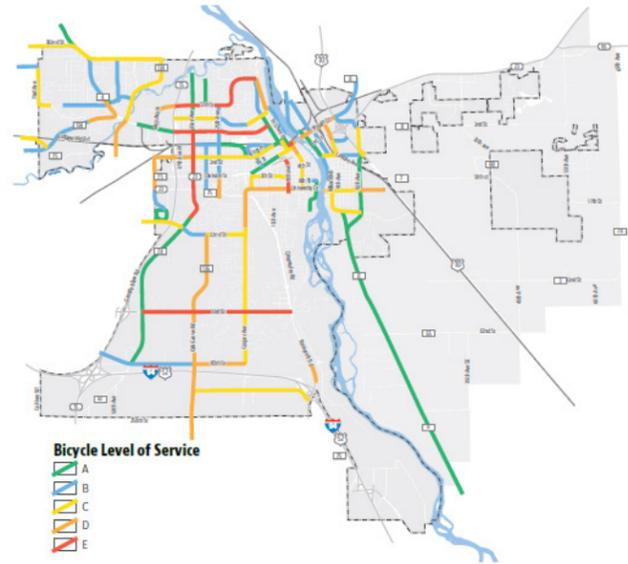
E1 EXISTING ST. GERMAIN - NO PARKING AREA, WIDE SIDEWALKS

E3 EXISTING ST. GERMAIN - ANGLED PARKING BOTH SIDES



E2 EXISTING ST. GERMAIN - ANGLED PARKING (ONE SIDE)

E4 EXISTING 5TH AVE. - PARALLEL PARKING (BOTH SIDES)



Concept Design Development

Based on input received from the steering committee and the public and the defined vision and goals for the project, several different concepts were developed for the study area. A series of eight different Test Fit alternatives, labeled S1 through S8, were prepared to illustrate various cross section options for allocating space among vehicles, pedestrians, private businesses, and vegetation/art/furnishings zones within the 80 foot wide right of way. These Test Fits apply a Complete Streets approach to the corridors by defining a building Frontage Zone, a Pedestrian Through Zone, and a Street Furniture/Curb Zone within the overall space between curb and face of building.

These eight different Test Fit options were then applied on a block by block basis along the study area to create three different concepts. These were named Concept A: Balanced Sidewalk and Parking, Concept B: Additional Sunny Sidewalks, and Concept C: Shared Street and Gateway Medians.

All of the concepts propose reconfiguring parking along West St. Germain from the current angled parking layout to a parallel parking layout. All of the concepts also propose straightening the curve along West St. Germain Street at 6th Avenue. Straightening the street will require the Granite Trio sculptures to be reconfigured or relocated. All of the concepts also rely on 1st Street South being developed as the east-west bicycle corridor within the downtown area, with a goal of connecting this corridor more directly with the Beaver Island Trail in the future. See inset at left.

The primary differences between the concepts are in the location and quantity of on-street parking along the corridor. Less on-street parking creates more permanent opportunities for expanded sidewalk areas for outdoor dining, retail displays, art, furnishings, and plantings. However, parklets, which provide temporary infill of on-street parking spaces with a variety of uses including dining, art, plantings, and other options, provide options for repurposing parking spaces on a temporary basis. Parklets could be integrated into any of the three concepts.

Concept A: Balanced Sidewalk + Parking

Overall, Concept A strikes a balance between vehicular uses, including travel lanes and parking, and the sidewalk spaces available for the building Frontage Zone, Pedestrian Through Zone, and Street Furniture/Curb Zone. This concept maintains parking on both sides of the streets for the majority of the corridors. As mentioned previously, parking areas could be repurposed at certain times of the year through the creative use of parklets.

FEATURES



- Sidewalks are wider than today, allowing more space for plantings and programming.
- Pedestrian bump-outs and enhanced crosswalks make crossing safer at intersections.
- Granite Trio would be realigned.



- 2-way traffic is maintained like today.
- Narrowed street and on-street parking promote traffic calming.



- Parallel parking replaces angled parking on both sides of the street.
- 122 total spaces along corridor vs. 117 today.



- Bicycle through-travel is encouraged on planned 1st St. Corridor.
- Bicycle racks at intersections increase bicycle access to businesses.



- Sidewalks are wider than today, allowing more space for plantings.
- Stormwater management in tree trenches promotes tree health and improves river water quality.



- Bump-outs at 5th, 7th, and 10th create space for downtown gateway features, kiosks or public art.

Enlarged images are presented in the Appendix.



S1 TEST FIT - PARALLEL PARKING (ONE SIDE)



S2 TEST FIT - PARALLEL PARKING (BOTH SIDES)

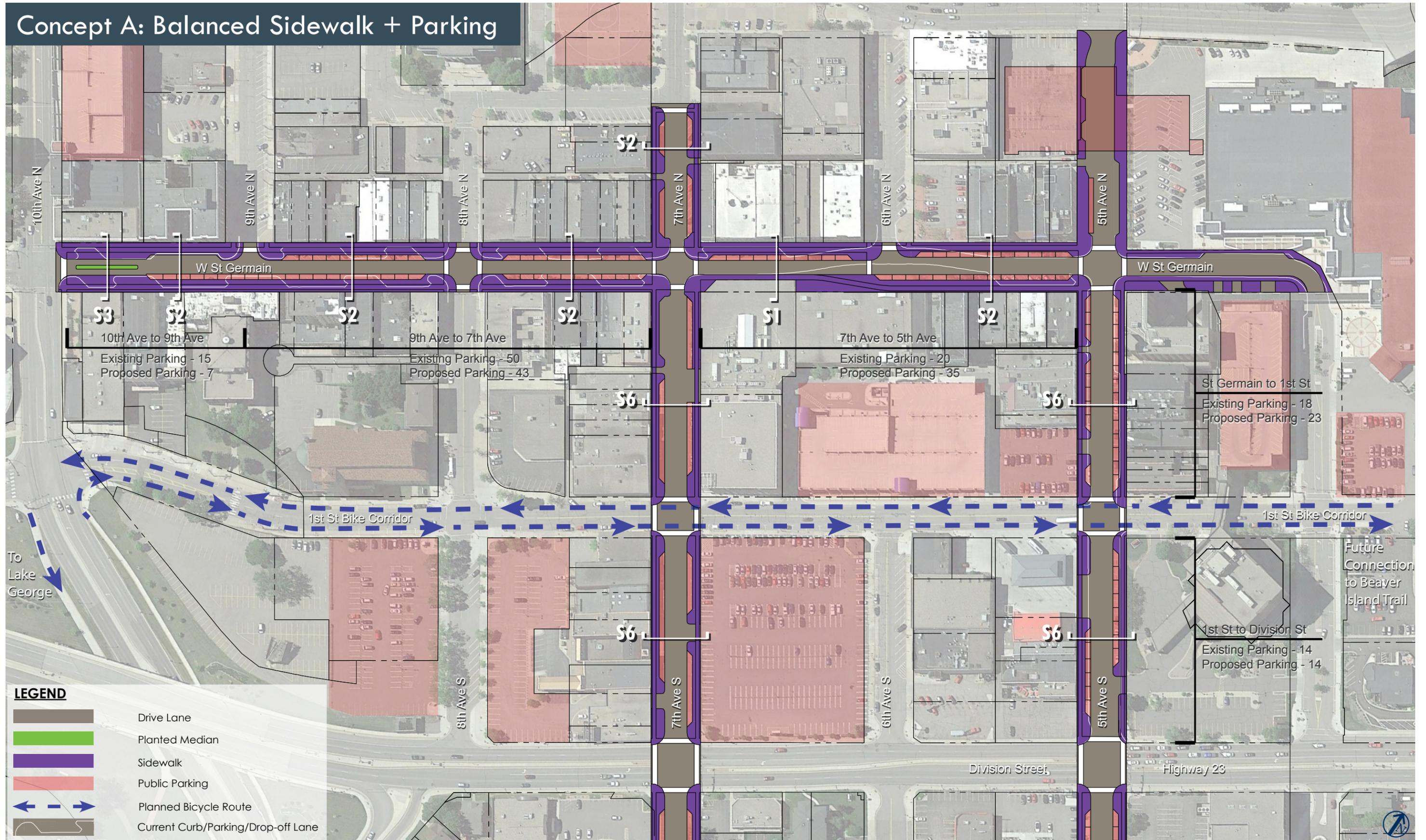


S3 TEST FIT - NO PARKING + PLANTED MEDIAN



S6 TEST FIT - PARALLEL PARKING (BOTH SIDES) + TURN LANE

Concept A: Balanced Sidewalk + Parking



Concept B: Expanded Sunny Sidewalks

Concept B focuses on expanding non-vehicular uses along the sunnier side of West St. Germain Street by removing parking from the north side of the street for the majority of the corridor. These wider sidewalks could be used for outdoor eating and retail display areas, enlarged planting beds with enhanced stormwater treatment, food trucks, farmer or artist markets, or art installations.

FEATURES



Sidewalks



Driving



Parking



Bicycling



Greening



Gateways

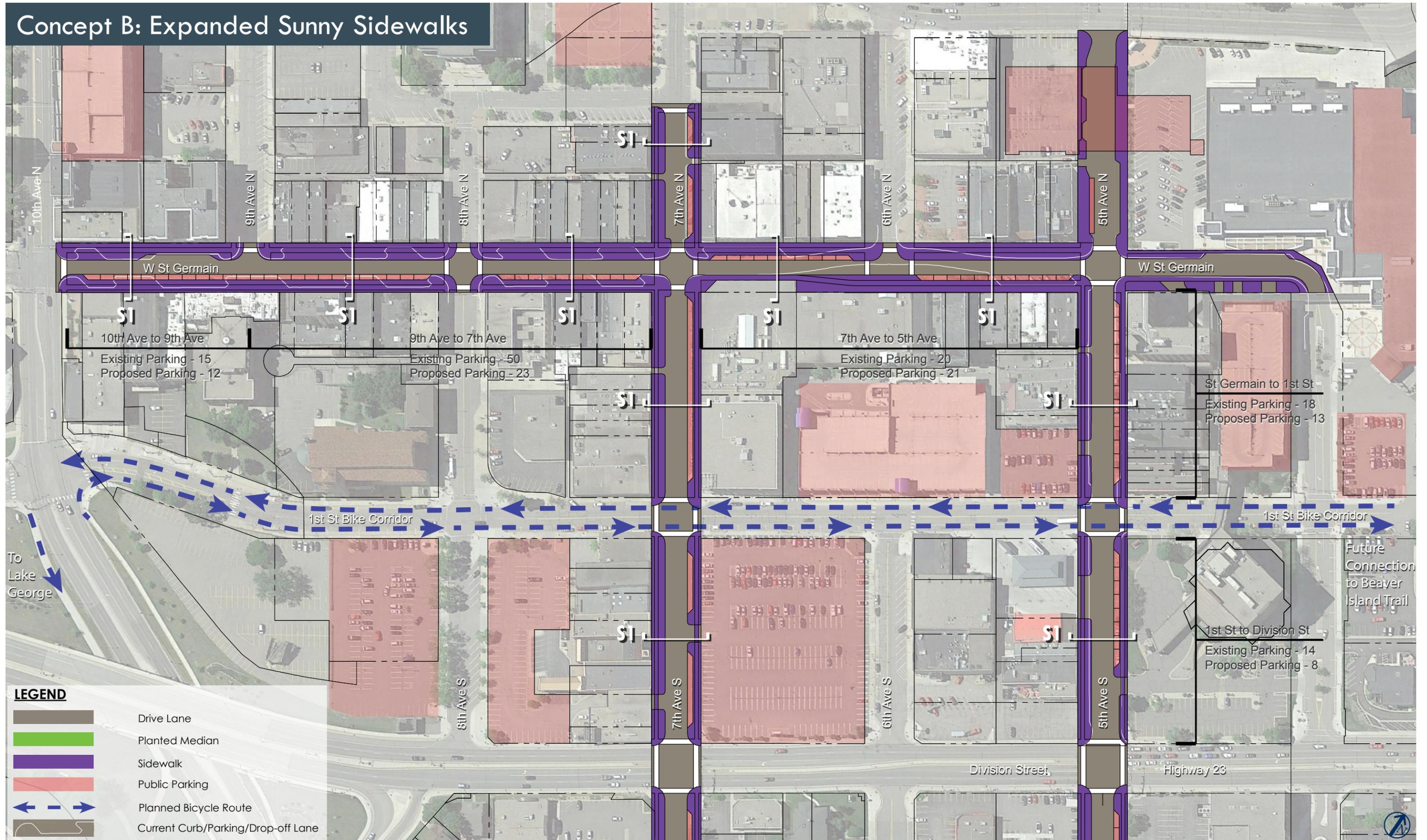
- Sidewalks are wider than today, allowing more space for plantings and programming.
- Pedestrian bump-outs and enhanced crosswalks make crossing safer at intersections.
- Widened sidewalks on north side of St. Germain create additional space for outdoor seating, art, or vendor tents.
- Granite Trio would be realigned.
- 2-way traffic is maintained like today.
- Narrowed street and on-street parking promote traffic calming.
- Parallel parking replaces angled parking on south side of St. Germain (shady side). North side of St. Germain has no parking and widened sidewalks (sunny side).
- 77 total spaces along corridor vs. 117 today.
- Bicycle through-travel is encouraged on planned 1st St. Corridor.
- Bicycle racks at intersections increase bicycle access to businesses.
- Sidewalks are wider than today, allowing more space for plantings.
- Stormwater management in tree trenches promotes tree health and improves river water quality. Widened sidewalks on north side of St. Germain create additional space for greening.
- Bump-outs at 5th, 7th, and 10th create space for downtown gateway features, kiosks or public art.

Enlarged images are presented in the Appendix.



S1 TEST FIT - PARALLEL PARKING (ONE SIDE)

Concept B: Expanded Sunny Sidewalks



Concept C: Shared Street with Gateway Medians

Concept C introduces the idea of a Shared Street, sometimes referred to as a “woonerf,” on the blocks nearest to the Convention Center. The idea behind a shared street is that all modes, cars, cyclists, and pedestrians, have equal claim to the space. While through traffic and parking are incorporated into the shared street, cars are considered guests, not the dominant residents of the space.

FEATURES



Sidewalks



Driving



Parking



Bicycling



Greening



Gateways

- Sidewalks are wider than today, allowing more space for plantings and programming.
- Pedestrian bump-outs and enhanced crosswalks make crossing safer at intersections.
- Widened sidewalks on north side of St. Germain create additional space for outdoor seating, art, or vendor tents.
- Granite Trio would be realigned.
- 2-way traffic is maintained like today.
- Narrowed street and on-street parking promote traffic calming.
- A shared street at the 5th Ave. & St. Germain prioritizes pedestrian travel, but allows cars to drive and park.
- Parallel parking replaces angled parking on south side of St. Germain (shady side). North side of St. Germain has no parking and widened sidewalks (sunny side).
- 53 total spaces along corridor vs. 117 today.
- Bicycle through-travel is encouraged on planned 1st St. Corridor.
- Bicycle racks at intersections increase bicycle access to businesses.
- Sidewalks are wider than today, allowing more space for plantings.
- Stormwater management in tree trenches promotes tree health and improves river water quality.
- Widened sidewalks on north side of St. Germain create additional space for greening.
- Entry medians create additional space for greening at 5th, 7th and 10th.
- Bump-outs at 5th, 7th, and 10th create space for downtown gateway features, kiosks or public art.
- Entry medians create additional space for plantings, signage or artwork at 5th, 7th, and 10th
- A shared street at 5th Ave. & St. Germain invites pedestrian activity and programming, linking activity on St. Germain with the Convention Center and 4th Ave.

Enlarged images are presented in the Appendix.



S1 TEST FIT - PARALLEL PARKING (ONE SIDE)



S4 TEST FIT - PARALLEL PARKING (ONE SIDE) + PLANTED MEDIAN

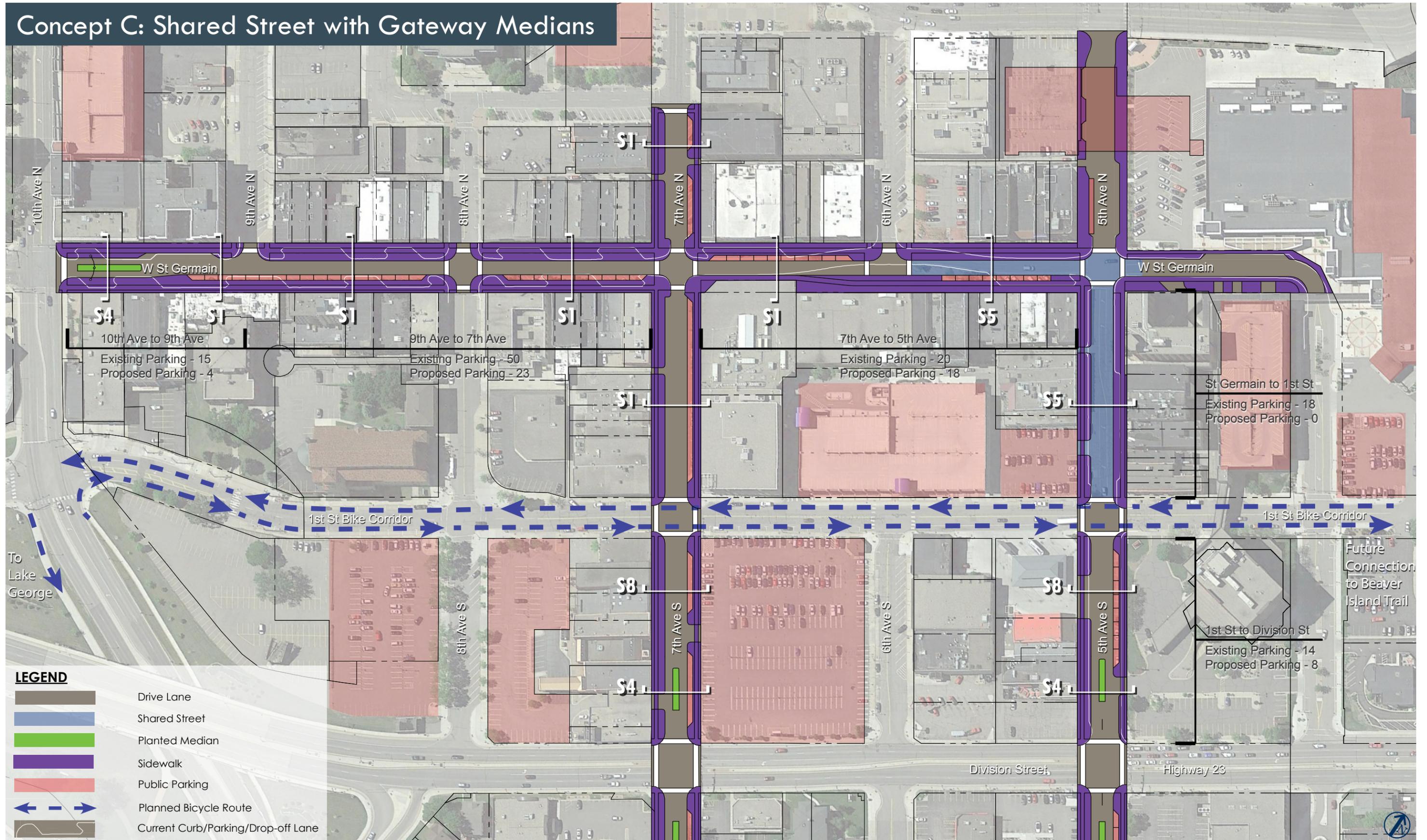


S5 TEST FIT - SHARED STREET



S8 TEST FIT - PARALLEL PARKING (ONE SIDE) + TURN LANE

Concept C: Shared Street with Gateway Medians



Shared Streets

Regardless of the concept that's selected, streets can be flexible. How we use streets can change with time of day or time of year. Here are some ideas that could make each of the street design concepts more flexible:



SHARED STREET: WHAT IS IT?

A shared street (also called a "woonerf") is a street where cars, pedestrians, and cyclists travel together without traditional infrastructure like traffic lights, curbs, and painted lines. They are designed to be pedestrian friendly and encourage vehicles to slow down and be alert for others in the shared area.

SHARED STREETS ARE SAFER

Shared streets allow people to travel but feel like a plaza. They have been proven to reduce crashes at intersections, primarily because they slow cars down.

WHERE COULD IT GO?

The intersection of West St. Germain and 5th Ave. is a potential location for a shared street. This design could support connectivity with Convention Center visitors, create space for night life and concerts, and provide a landmark in downtown St. Cloud.



Parklets



Another way streets can be used flexibly is by adding parklets as temporary infill of on-street parking spaces.

Parklets are an innovative and cost effective way to add public gathering space to public streets. Parklets provide amenities like seating, plantings, bike parking, and public art.



NEW TYPE OF PUBLIC SPACE

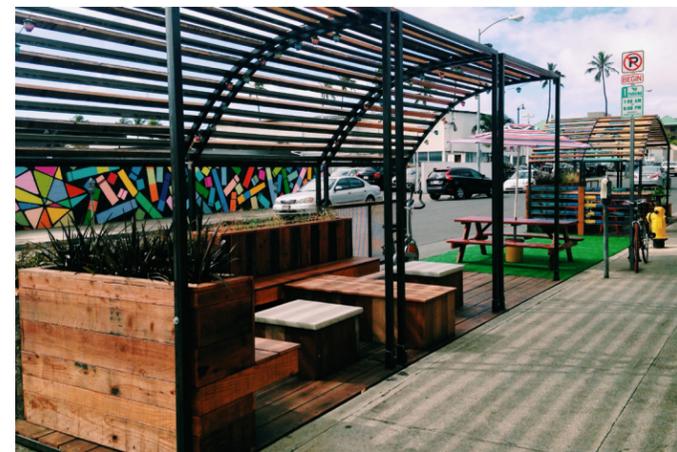
While parklets are typically funded and maintained by neighboring businesses, community organizations, and residents, they are publicly accessible and open to all.

WHERE AND WHEN?

Parklets are located in the parking lane adjacent to the curb designed as an extension of the sidewalk. Parklets can be installed seasonally, allowing businesses to have outdoor seating in summer and more parking spaces in winter.

ADD TO ANY CONCEPT

Parklets could be added to any of the street design concepts.



Materials/Furnishings

The steering committee and public were also asked to review and provide input on a series of images of streetscape materials and site furnishing options for use in the downtown streetscape. Prior to presenting images to the public, the steering committee bracketed the palette of materials and furnishings by selecting an “eclectic” style, as contrasted with “historic” or “modern” styles. This eclectic style will provide a level of visual interest and variety that is consistent with the mix of uses and activities along the corridor. Overall, the steering committee and public preferred materials and furnishings with a mix of concrete, stone, wood, and steel arranged in integrated and curvilinear forms.



Varied benches



Raised planter seat



Social benches integrated with cafe style seating



Wood and steel bench



Wood plaza planter



Cut stone/wood bench



Curvilinear planter



Gus planter integrated with cafe style seating



Raised concrete stormwater planter



Sternberg Town Square light



PREFERRED CONCEPT

The steering committee reviewed comments received at open houses and in subsequent discussions with members of the public and area business owners. After weighing these comments, the steering committee determined that Concept A: Balanced Sidewalk and Parking provides the best option for the corridor. This concept maintains convenient and consistent parking along the corridor, while adding six to twelve feet of sidewalk width for programming space or use by local businesses for sidewalks cafes. Changing the parking configuration on West St. Germain from existing angled parking to parallel parking creates a consistent zone for sidewalk activity the whole width of the corridor, and allows these spaces to be repurposed on a temporary basis into parklets. Parklets may be voluntarily installed by businesses to repurpose parking spaces to seating areas or other amenities.

In discussions regarding future implementation of Concept A, the steering committee made these additional recommendations:

- Remove the proposed median at West St. Germain and 10th Ave to facilitate better traffic flow
- Review on-street parking pricing to promote efficient use of these spaces for short-term parking and to support daytime and evening activities
- Modernize parking meter technologies to allow credit card payment
- Support a parklet program that enables area businesses to voluntarily convert parking spaces to seating areas or other amenities.
- Partner with a local business to pilot a parklet to demonstrate this use to other businesses
- Continue to support Metro Bus stops downtown
- Implement stormwater treatments with green infrastructure to improve water quality and reduce run-off
- Develop a downtown wayfinding plan
- Support formation of a downtown improvement district. A downtown improvement district could support the streetscape program in a number of ways:
 - *Support parklet pilot*
 - *Fund on-going maintenance of plantings and amenities*
 - *Continue to support public art installations downtown*
 - *Support temporary and permanent place-making activities, e.g. downtown lighting, public art, or seasonal activities*

Preferred Concept: Balanced Sidewalk + Parking

Overall, Concept A strikes a balance between vehicular uses, including travel lanes and parking, and the sidewalk spaces available for the building Frontage Zone, Pedestrian Through Zone, and Street Furniture/Curb Zone. This concept maintains parking on both sides of the streets for the majority of the corridors. As mentioned previously, parking areas could be repurposed at certain times of the year through the creative use of parklets.

FEATURES



- Sidewalks are 6 to 12 feet wider than today, allowing more space for plantings and programming.
- Pedestrian bump-outs and enhanced crosswalks make crossing safer at intersections.



- 2-way traffic is maintained like today.
- Narrowed street and on-street parking promote traffic calming.

Driving



- Parallel parking replaces angled parking on both sides of the street.
- 122 total spaces along corridor vs. 117 today.

Parking



- Bicycle through-travel is encouraged on planned 1st St. Corridor.
- Bicycle racks at intersections increase bicycle access to businesses.

Bicycling



- Sidewalks are wider than today, allowing more space for plantings.
- Stormwater management in tree trenches promotes tree health and improves river water quality.

Greening



Gateways

- Bump-outs at 5th, 7th, and 10th create space for downtown gateway features, kiosks or public art.

Enlarged images are presented in the Appendix.



S1 PREFERRED - PARALLEL PARKING (ONE SIDE)

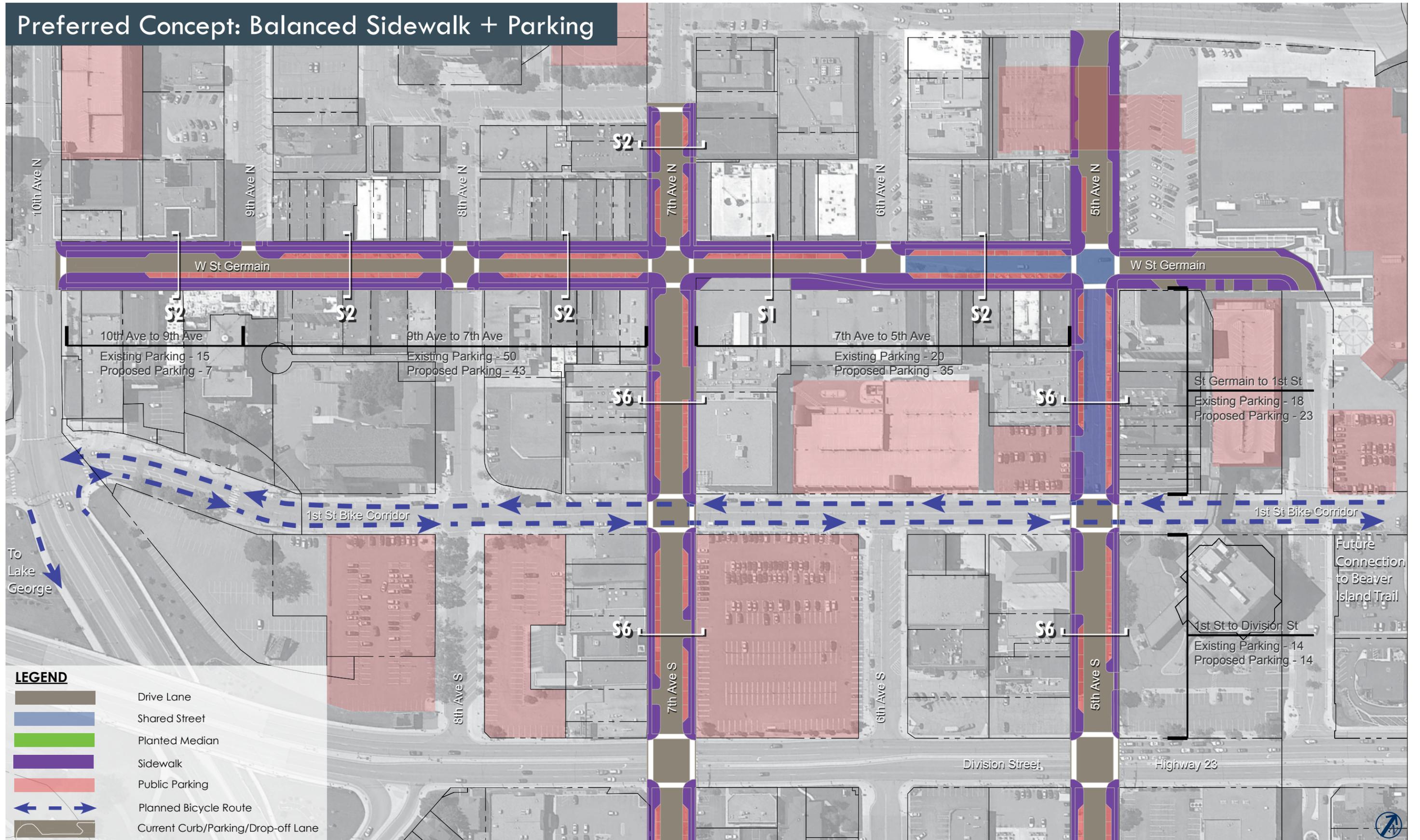


S2 PREFERRED - PARALLEL PARKING (BOTH SIDE)

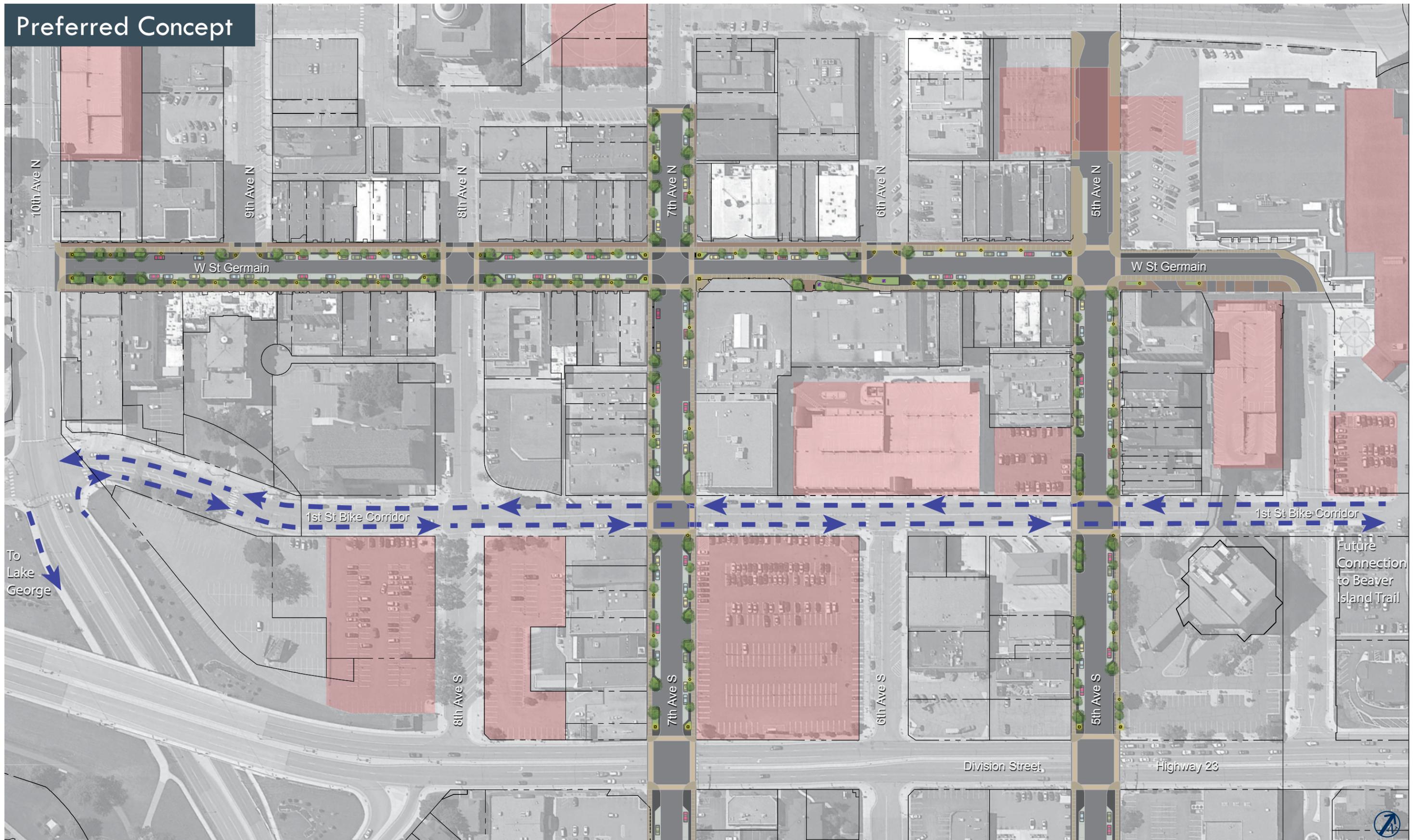


S6 PREFERRED - PARALLEL PARKING (BOTH SIDE) + TURN LANE

Preferred Concept: Balanced Sidewalk + Parking



Preferred Concept



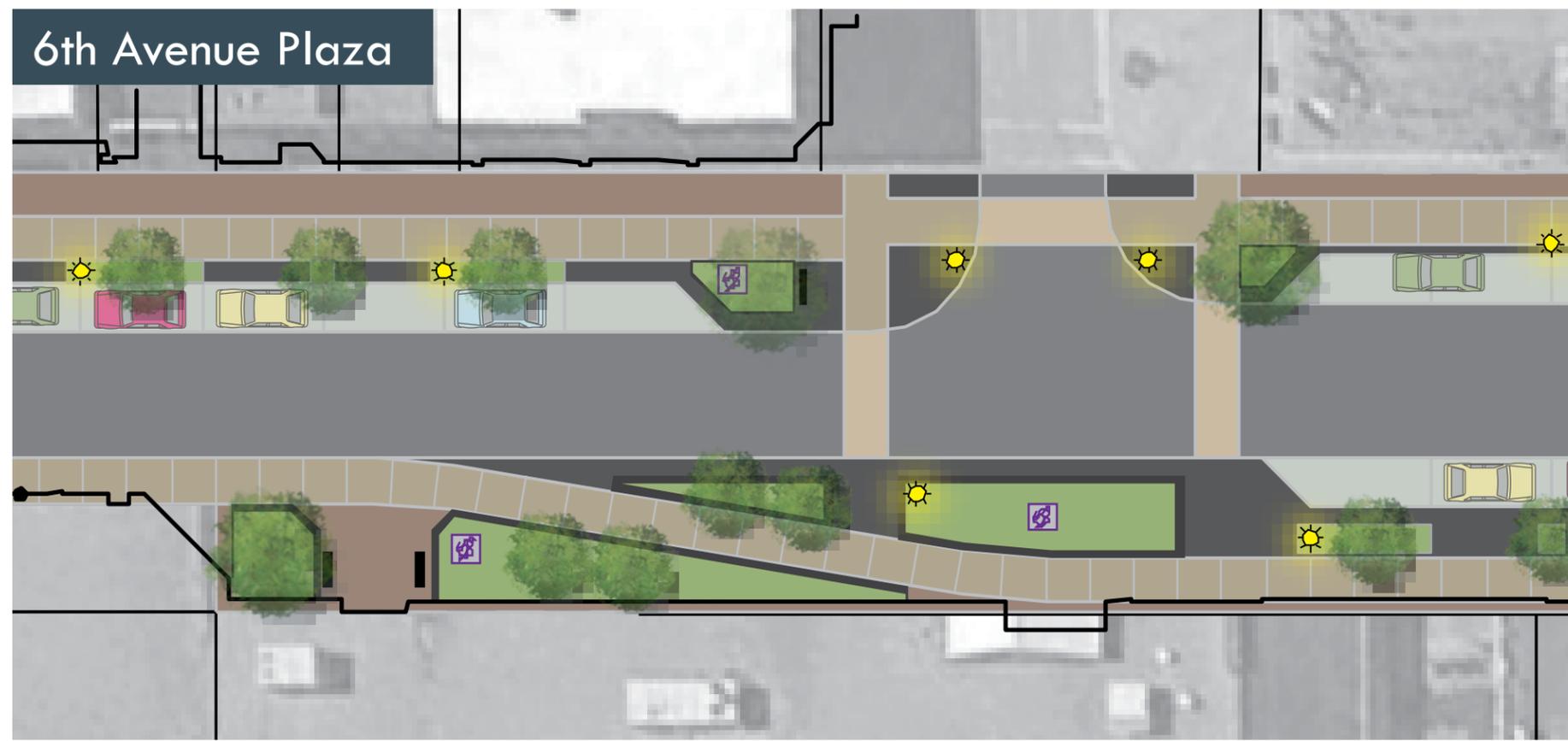
Enlarged Preferred Concept



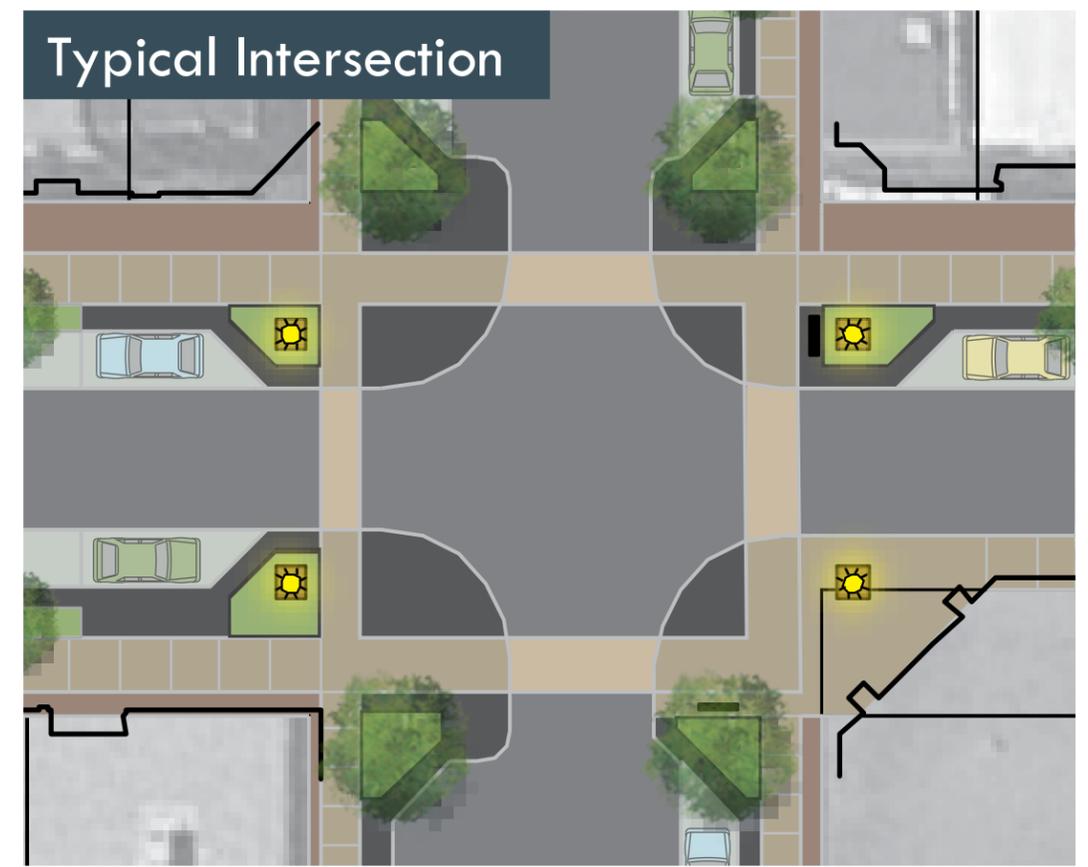
Enlarged Preferred Concept



6th Avenue Plaza



Typical Intersection



NEXT STEPS

ROLE OF THIS PLAN

This Downtown Streetscape Urban Design Plan 2016 Update provides a consistent framework for improvement of the public rights-of-way and boulevard within the downtown area over time. Particular emphasis is placed upon downtown's primary gateways and thoroughfares: West St. Germain Street, 5th Avenue and 7th Avenue. However, these recommendations will inform future reconstruction and reinvestment decisions throughout downtown to ensure a constant character within the public realm.

More detailed streetscape and urban design plans will be prepared in conjunction with the construction documents for specific street projects. These more detailed plans will determine the precise layouts of the streetscape realm, including paving materials and designs, tree, shrub, and perennial planting areas, green infrastructure opportunities, pocket parks, art installations, and streetscape furnishing selections and locations. Downtown property owners and stakeholders are engaged early in the process regarding infrastructure and streetscape design decisions.

IMPLEMENTATION SCHEDULE

The City annually prepares a six year Capital Improvement Program (CIP) documenting and prioritizing public infrastructure, building, and open spaces needs. Financial resources are limited in comparison to capital needs across all departments and public dollars must be spent wisely. The City should incorporate the Downtown Streetscape Urban Design Plan's recommendations regarding restoration and upgrading of downtown infrastructure and streetscape elements into the CIP at the earliest possible time.

The consistent design framework and block-specific recommendations in this plan enable preliminary cost estimates and potential funding sources to be identified for purposes of the CIP's prioritization. Given downtown's traditional gridded street pattern and sheer amount of public boulevard, project implementation will likely occur in multiple construction phases. Incorporation into the CIP will also enable coordination of surface improvements with underground infrastructure repair demands.

FUNDING SOURCES AND IMPLEMENTATION TECHNIQUES

Discussions are underway regarding establishment of a Downtown Improvement District (DID) as authorized by Minnesota state law. DIDs are paid from revenues collected from service charges imposed within that area of benefit. Such services may include snow and ice removal, lighting, signage, parking, parking enforcement, marketing, landscaping, security, and promotion. While the City already currently provides these services and amenities to some degree, a DID would be an essential element of ensuring the acquisition and on-going maintenance of the streetscape elements recommended herein.

The 2015 Comprehensive Plan proposes redevelopment of several catalyst sites and other vacant and underutilized corners within the downtown. The recommended streetscape treatments and street sections should be required of individual redevelopment disturbing the adjacent public right of way. These projects can expedite implementation of the plan's recommendations in advance of a publicly funded road reconstruction project. The design recommendations will ensure consistent character despite the potential lapse between redevelopment and public project timing.



APPENDICES

Downtown Today

Generally, participants in the open house shared that downtown St. Cloud is “full of potential” and they are “optimistic” about the area’s future. The following table lists the comments describing downtown St. Cloud today, organized by general theme.

 Public Places	<ul style="list-style-type: none"> Lacks real family & people spaces Lacks public places to seat for all ages Outdoor seating Outdoor café seating feels loud and polluted due to limited barrier between car and café space 	 Retail + Shops	<ul style="list-style-type: none"> Vacant storefronts un-safe at night Empty fronts Vacant buildings Needs more “grocery” type store if adding lofts Love small business Regional center
 Arts + Entertainment	<ul style="list-style-type: none"> Art crawl is highly successful Performing arts district So much potential Love more arts More events 	 River + Parks	<ul style="list-style-type: none"> Greenery River is blocked off - no meaningful access or guidance to it
 Transportation	<ul style="list-style-type: none"> Developing several terrific restaurants Not safely accessible to pedestrians & cyclists Walkable Very good for walkers Car-centric Parking challenged Exercise greater public transit use downtown 	 Character + Image	<ul style="list-style-type: none"> Embrace existing culture but be open to addition points of view and late night activity Lethargic; Boring; West End tired! Perception is downtown is un-safe Improved vitality – was much worse Run-down in multiple areas Safety Issues Worn Paved Cleanliness Professional Exclusive Average Improving Diverse Unorganized Great Potential Optimistic Emerging Reborn
 History	<ul style="list-style-type: none"> Highlight existing buildings and historical events Historic preservation is essential Bring back the historical public transit elements to downtown – trolley services Historical bus stop treatments 	 Character + Image	<ul style="list-style-type: none"> Embrace existing culture but be open to addition points of view and late night activity Lethargic; Boring; West End tired! Perception is downtown is un-safe Improved vitality – was much worse Run-down in multiple areas Safety Issues Worn Paved Cleanliness Professional Exclusive Average Improving Diverse Unorganized Great Potential Optimistic Emerging Reborn

Downtown in the Future

Many participants shared ideas about how to create a downtown space that was welcoming, attractive, and inclusive. Promoting the arts and celebrating the history of the area were both key themes in improving the downtown. The following table lists the comments describing downtown St. Cloud in the future, organized by general theme.

 Public Places	<ul style="list-style-type: none"> More outdoor seating Add more lighting Large farmers market – like Des Moines Water feature/summer; Heated space/ winter Family and people spaces Places to sit and people watch Spaces for kids and elders to play; ideally for all ages Town square area More comprehensive use of space (Ex: Grand Rapids, MI) Gateway patios Rooftop patios Dumpsters contained/fenced Alleys welcoming through ways Recycling/trash bins 9th Ave. viaduct lighting 5th Ave. to 10th Ave. as a promenade 	 History	<ul style="list-style-type: none"> Some things that highlight our town (arts and culture/historic preservations) Architectural Guidelines St. Cloud Granite City – historic sign recreated – as part of new ramp 5th Ave. is historic cultural core Repurpose historical elements Modernized with respect to history
 Arts + Entertainment	<ul style="list-style-type: none"> More art murals, art painted trash cans Permanent sculpture walk Interactive art – like giant slide in Omaha Playful Variety of types of entertainment Weekend in several spots Festival zone Bars and restaurants Night life Art walk 	 River + Parks	<ul style="list-style-type: none"> More access to river Access from new trail to downtown center River should be central – access crucial! More access to trails Clean connection to river More green space Don't skimp on greenspace
 Transportation	<ul style="list-style-type: none"> Safer entrance points for pedestrians Bicycle lanes (2) Transit hub Fun bus stop- experience trolleys Trolley from Crossroads to Downtown 20th century transit hub Pedestrians only on weekends; evenings Bridge Highway 10 to downtown via St. Germain More downtown street parking on Germain East side as transition from northbound traffic City reinvested infrastructure: curbs, streets 	 Character + Image	<ul style="list-style-type: none"> Appealing to all generations Destination Vibrant employment center for young professionals Weekend destination Vibrant Diverse Inclusive Interesting Livable Local MN only Epicenter Don't cut corners – do it right

STATION 2: ISSUES AND OPPORTUNITIES

Participants at the open house shared their ideas about specific issues and opportunities on West St. Germain and 5th Avenue by reviewing an aerial map of the corridor (illustrated in Figure 2). The following questions prompted participants' responses:

- What are your favorite places on these streets? What do you like?
- Where do you like to spend time on these streets?
- Where is parking important?
- What don't you like about these streets?
- Are there places you feel unsafe or uncomfortable? Where are they?
- What is it like to walk along or across these streets?
- What is it like to bike along or across these streets?

Figure 2: Participants discussing issues and opportunities in downtown St. Cloud



Given the array of comments, participant ideas have been organized by issues and opportunities. Common responses include:

- Accommodating bikes and pedestrians
- Increasing greenery
- Maintaining the brick sidewalks
- Allowing for food trucks in the evening
- Supporting public art
- The Granite Trio is a key feature in downtown and continuing to improve the area around the site would be beneficial to many visitors

All issues and opportunities are listed in the following tables with photographs that match these ideas.

Issues:

- N/A

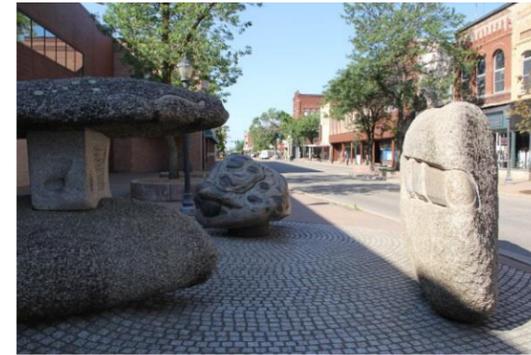


Opportunities:

- More crosswalks at downtown intersections
- Make pretty crosswalks with art
- Wide sidewalks are good

Issues:

- Add greenery
- Need more lighting



Opportunities:

- Love this: People space, no cars. Must stay!
- Huge history
- Keep brick; seating
- Lighting in this area
- People have a relationship with granite trio
- Keep it here!

Issues:

- There was wonderful art here
- I liked the art mural that use to be here



Opportunities:

- Food trucks, late night
- Relieves congestion as bars close
- Nice wide space - good for a festival

Issues:

- Less accessible to these businesses with less parking or bike racks.



Opportunities:

- N/A

Issues:

- Too much glare from lights
- Fix road
- Seating okay, but make it better (art)



Opportunities:

- Love the wide pedestrian walking area and drop off area for Paramount

Issues:

- Architecturally not good



Opportunities:

- Love the flag!
- Could use monumental sculpture at great historical building to highlight

Issues:

- N/A



Opportunities:

- Ramp good to keep parking off street. Make it affordable
- Add art to columns

Issues:

- Will there be parking for them?



Opportunities:

- Need more housing like this

Issues:

- N/A



Opportunities:

- Pedestrian and family safe spaces
- Street cafes are great!
- Do more patios

Issues:

- Need bike lanes
- Need places to lock bikes
- Need more bike parking



Opportunities:

- Decorative bike racks

Issues:

- Need to beautify
- Retail needs updating



Opportunities:

- Food trucks after bars close
- Add windows
- Add seating

Issues:

- Need a wider sidewalk
- Need bike lanes
- Lighting is an obstruction for pedestrians
- Add greenery



Opportunities:

- Like the brick

STATION 3: VISUAL PREFERENCE SURVEY

This station depicted different types of activities and programs urban streetscape support. Meeting attendees voted on their ideal program elements for West St. Germain and 5th Avenue. These elements included a range of uses, such as open space or housing, and street design features, such as bike facilities and street furniture. Participants were asked to vote on whether they would like to see more, about the same or less of any of the features.

Top elements participants would like to see more of in downtown St. Cloud include:

- Greenery (26 votes)
- Sidewalk Seating (24 votes)
- Outdoor Market (24 votes)
- Festivals and Concerts (24 votes)

Participants were also very supportive of promoting local businesses. For many of the streetscape elements, participants supported the element, provided it was for a local business, rather than a national chain. The most divisive element for participants is increased parking for cars. Many meeting attendees feel that there is adequate, if not too much, parking in the downtown. Some participants noted that St. Cloud should encourage transit usage and ramp parking. However, some attendees preferred additional parking to attract visitors to local businesses.

All votes are summarized in the table below.

Element	More	About the Same	Less
Sidewalk Seating	24	1	-
Outdoor Market	24	-	-
Plaza/Informal Gathering Place	20	3	-
Races	12	8	-
Permanent Art Displays	19	4	-
Festivals and Concerts	24	-	-
Shopping	23	1	-
Nightlife and Restaurant	18	8	-
Family Play Spaces	17	8	5
Greenery	26	2	-
Housing	23	4	1
Parking for Cars	9	12	8
Bicycle Parking	19	5	-
Wayfinding	20	4	-
Bicycle Travel	19	7	-
Other	<ul style="list-style-type: none"> • No cars only pedestrians, "it was a sad day when we opened the street to cars" • More community spaces and housing • Grocery store • More facilities and infrastructure for bikes • Downtown trolley • Open streets • Family spaces for all ages • More sidewalk seating • More art and art crawls 		

ADDITIONAL COMMENTS

Additional comments were submitted to the project team after the meeting. These are included below.

- If you're planning on having another open house I would suggest looking at a place like the bus station downtown. This way you can gather input from residents who use and walk through the downtown every day. It would also help capture the minority & economically disadvantaged demographics. Based on the crowd last night I don't think there was adequate representation of these folks.
- Encouraging and creating interactive elements.
- For families perhaps have art which can be climbed on/played with (but is safe). Or have an interactive water feature. We've lived in ST. Cloud for 8 years and unless there is an event we don't go downtown because there is not much for families to do. Creating one simple thing can make a difference and bring this demographic downtown more often. For instance incorporating a slide into the stairs like in Omaha. Simple, creative, yet highly popular.
- Encourage people to explore downtown and not just walk through or to and from their destinations. This is similar to the Sculpture walk incorporated this year(which was a fantastic idea in my opinion) Perhaps have "selfie" stations. Challenge people to take a selfie at all 10 selfie locations located throughout downtown. If they complete the challenge they get entered to win a gift certificate for a downtown restaurant. This can encourage people to explore downtown and the more they explore the more \$ they may spend at a downtown restaurant/business. To keep this fresh you can change the selfie stations/art sculptures to different locations.
- Encourage more walking/biking by having more bike racks, tables, chairs, benches, throughout downtown. But make those elements unique don't just have a boring old chair. Have something different but which blends in with the overall theme of the downtown. Something that encourages people to interact with and take a picture(no one is going to get excited to take a picture or sit down on some old boring mass manufactured bench)
- More greenery. Self-explanatory who doesn't want more trees, grass, etc. throughout the downtown. Not to mention this can greatly decrease the run-off and pollutants entering our storm sewer and river.
- Lighting. For those who may feel unsafe downtown. But again make the lighting unique.
- More open street events! These events cater to all demographics and it's a great way to show people what downtown has to offer.
- When I think of other downtowns I go to, I visit them because they have something different which I can't find anywhere else. If we make ST. Cloud attractive and unique people from MPLS/ST. Paul and other areas will travel up here to see it. Or if they are already traveling up here they will mingle longer in the downtown checking out some of the stuff mentioned above.
- I'm excited about St. Cloud's future and believe a lot of great things are coming soon. Especially excited to see how the streetscape plan and the city's study on the river by Cathedral turn out

Public Open House #2 Summary

The City of St. Cloud hosted an open house on December 6, 2016 to present draft streetscape concepts and gather feedback from the general public on preferred concepts for downtown St. Cloud. Approximately 40 participants attended, representing people who live, work, own businesses, volunteer, or come to events downtown. Participants shared their comments with the project team members via questionnaire about three streetscape design concepts:

Concept A: Balanced Sidewalk and Parking

Concept B: Expanded Sunny Sidewalks

Concept C: Shared Street with Gateway Medians

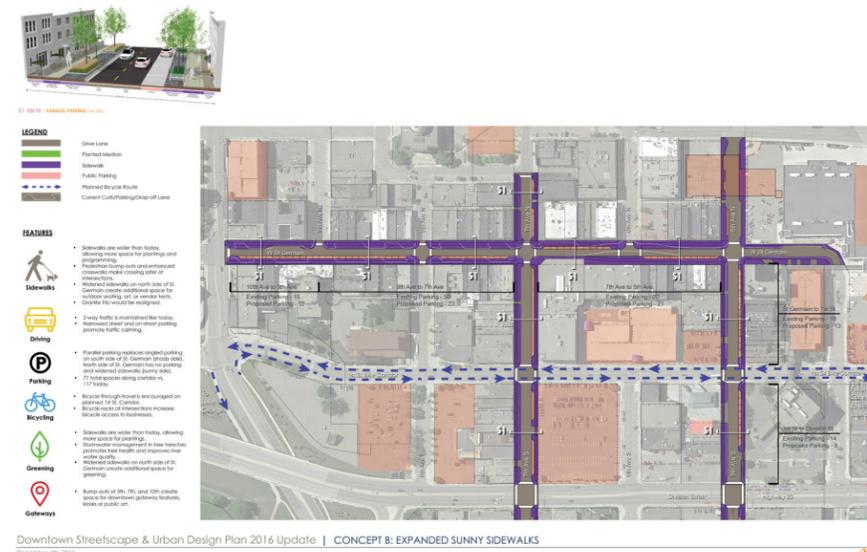
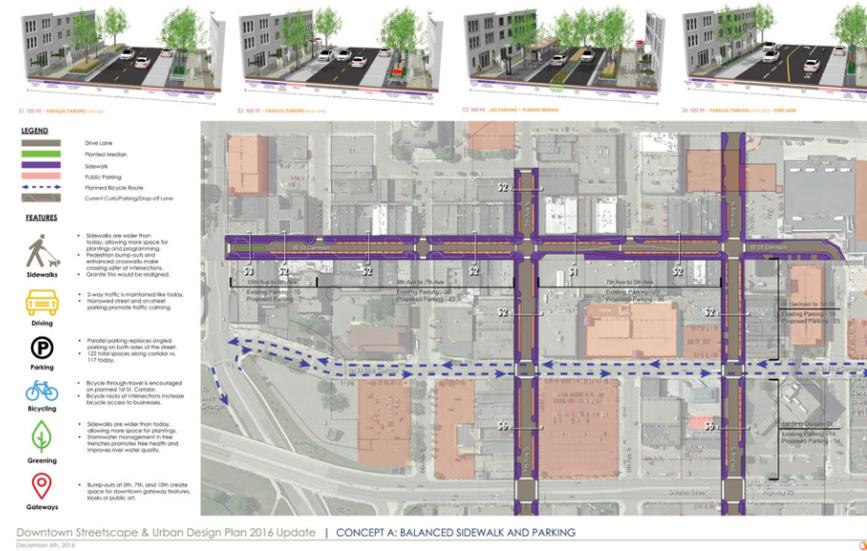
QUESTIONNAIRE RESPONSES

Of the 21 meeting attendees who completed questionnaires describing their reactions to each concept,

- Six preferred Concept A: Balanced Sidewalk and Parking
- Three preferred Concept B: Expanded Sunny Sidewalks
- Eleven preferred Concept C: Shared Street with Gateway Medians
- One attendee preferred an alternative concept

In addition, meeting attendees also weighed in on two “families” of photo images depicting different aesthetics for street furnishings. Of the 21 respondents,

- Seven preferred Family A
- Ten preferred Family B
- Three had no preference
- One respondent preferred both concepts.



Below is a summary of comments meeting participants made regarding the street design concepts and street furnishing families.

Concept A: Balanced Sidewalk and Parking

People who preferred Concept A typically chose this concept because it preserved parking along the streets. Respondents believe that this concept allows for pedestrians and motorists to easily visit shops in the area. One participant, a local business owner noted that “if either of these [Concept B or Concept C] would be accepted, I would probably be forced to shut my door; parking is a big concern.”

Concept B: Expanded Sunny Sidewalks

People who preferred Concept B typically chose this concept because of the increased opportunities for pedestrian access to businesses. Respondents liked the widened sidewalks and seating areas. One respondent noted that they are “excited to see downtown get more functional and friendly.”

Concept C: Shared Street with Gateway Medians

Concept C was the most popular concept. People chose this concept because of its wider sidewalks, increased green space and flexible space. Respondents noted that this concept is “built for people” and that Concept C is “as close to getting back a walking mall as we can get.” One participant noted that it might be beneficial to mix Concepts A, B, and C to address parking needs for select businesses while retaining some of the expanded pedestrian amenities of Concepts B and C.

Other

One respondent preferred another concept to any of the concepts presented. This respondent supports a shared street the entire length of W. St. Germain, which could promote year-round events and opportunities for public art along the street.

Family A

Participants who preferred Family A typically chose this family because of the mix of metal and wood used in the family. Respondents noted they preferred a “more classic style” and thought that the materials were “warm.”

Family B

Participants who preferred Family B noted that furniture in the family was “modern” and “geometric”, combining both wood and metal. The circular designs incorporated in Family B were also popular. One participant commented “I like the curved planters and circular design.”

No Family Preference

Numerous participants did not have a preference towards either street furniture family. However, these participants were excited about including local artists in the design process. One respondent noted that “I would like to see a public process for artist designed work.” Another concern was the importance of developing a set high quality furniture, while staying conscious of budget.

ADDITIONAL NOTES FROM CONVERSATIONS WITH ATTENDEES

The following notes summarize comments expressed by attendees in conversations with planners and staff.

- An owner in the proximity of the Granite Trio sculpture thinks they are okay in the warm months of the year but think they’re a waste of space in the cold months and holiday season when the space would be better suited for additional parking opportunities.
- Same owner expressed concern that a good amount of his clientele have expressed concern with the lack of parking and admitted that they often just drive by if parking isn’t immediately available. Owner is afraid that they won’t be willing to park in the nearby ramps and walk a couple of blocks.
- Is there a way to require employees to park somewhere else instead of taking up a significant amount of customer parking? Owner said that he spoke with the meter maid and learned that about half the cars that are ticketed are there every day, suggesting that they are employees. Maybe parking is less of an issue if they require employees to park in a ramp? Maybe give them a discounted price for the ramps to encourage it?
- Speaking with a bike and healthy living advocate he stated that he would love to see more of the share streets and see a reduction of parking overall. He said the area should be designed and built for people and not for cars (parking).
- A family that does a good amount of biking for recreation and commuting was unsure about not having good bike routes through this corridor. Commuting wise, they were confident that 7th Avenue should be included in the bike route, getting people north and south through the area. Folks that commute by bike don’t use 6th because of the elevation changes north of the project and 7th is used because it has less traffic and is a crossing for Highway 23.
- A business owner in the SW quad of Germain and 7th is concerned about the potential for no parking on the east side of their building (7th Avenue). Their business relies on people being bussed in and having easy (handicapped) access to the front of their building (can’t remember the name of the business).
- One property owner said they cherish the rock trio and really don’t want it to be removed or relocated too far from the original location. Too much history there and feels there will be significant public outcry if altered. Loves the shared streets concept and would like to see it extended along Germain to 7th (potentially preserving the rock trio location).
- One shop owner located on the south side of Germain, just west of 9th would love to have more room for a street side café but feels there isn’t enough room as it is. Also afraid to lose her parking. Option B worked well for her because is preserved parking on her side and gave her more space for staging outdoor items (seating).
- One property owner recalled how there were a number of benches along Germain in the past but led to some homeless people sleeping there. Benches started to be removed for this purpose and there is concern that new seating areas may bring this issue back. I think this might have been when Germain was a walking mall, so with vehicles now driving through the area it might not be as big of a concern?
- One comment about who will take care of the landscaped areas and keep them looking good throughout the year.

Enlarged Section Images



S1 TEST FIT - PARALLEL PARKING (ONE SIDE)



S2 TEST FIT - PARALLEL PARKING (BOTH SIDES)



S3 TEST FIT - NO PARKING + PLANTED MEDIAN



S4 TEST FIT - PARALLEL PARKING (ONE SIDE) + PLANTED MEDIAN

Enlarged Section Images



S5 TEST FIT - SHARED STREET



S6 TEST FIT - PARALLEL PARKING (BOTH SIDES) + TURN LANE



S7 TEST FIT - NO PARKING



S8 TEST FIT - PARALLEL PARKING (ONE SIDE) + TURN LANE