

May 26th, 2022

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The Heights (formerly Hillcrest) Redevelopment
Urban Design Work Group – Letter of Consensus Recommendations

To Monte and the SPPA:

On behalf of The Heights' Urban Design Work Group, we would like to submit our Consensus Recommendations for residential and light industrial development and the public realm. We have organized our recommendations into priorities, requirements, and areas of continued exploration, for your consideration. Beginning with a discussion of the Hillcrest Master Plan (recently renamed "The Heights") and an understanding of its recommendations and requirements, the goal of this work group was to build upon the vision outlined in the Master Plan and develop additional Urban Design guidelines. These guidelines delineate desired qualitative and quantitative design standards that go above and beyond baseline zoning requirements, to create a unique, vibrant, high-quality neighborhood.

Our work group consisted of eight members who applied to the Port Authority to be considered for participation, all of whom demonstrated a special interest in the topic of discussion and a willingness to participate in an exploratory design process. The Urban Design Work Group met ten times between January and May 2022, on a bi-monthly basis. The first two meetings were virtual discussions, introducing the progress accomplished to-date by a variety of stakeholders and public agencies, the requirements in the Master Plan, the 2040 Comp Plan, and other applicable planning documents, as well as urban design best practices. Subsequent meetings were in-person, held at locally owned restaurants within the nearby community, and focused on an iterative design process via charettes, pin-ups, and debate. Our responsibilities included reaching out to neighbors to communicate their concerns, providing design recommendations and constructive feedback, and raising issues and opportunities. After group discussion and review, we have authorized this letter to be sent on May 26th, 2022.

This letter was prepared in collaboration with LHB, the organization that consulted with the SPPA on this community engagement effort and worked with the work group members to prepare a statement of consensus recommendations.

In general, we support the direction for the new neighborhood at The Heights. Throughout the work group process, we have identified the following priorities:

1. **Modern ethos** – Signaling The Heights as a sustainable, cutting-edge, 21st-century neighborhood, all buildings and site elements, on both private and public property, should have a transitional to modern design aesthetic while honoring the architectural history of the neighborhood. Overall, design elements should balance art and science and should seek simple and elegant solutions that acknowledge the need for efficiency, human comfort, and beauty.
2. **Cohesive neighborhood character** – New development at The Heights should be architecturally responsive to neighboring buildings and sites, creating a cohesive neighborhood character. This can be accomplished via standardized setbacks, building material continuity, integrated planting strategies, and unified site elements.
3. **Planting diversity** – All vegetated areas in both private and public areas (including boulevards) should provide thriving biodiversity, canopy coverage, pollinator habitat, and other ecosystem services with native and adaptive plant species. Turf grass should only be used in extremely limited quantities and targeted for areas that provide additional programmatic opportunities such as recreation and athletic spaces.
4. **Stormwater** – All required stormwater management should be implemented within public-facing green infrastructure installations wherever possible. These spaces should be a place where stormwater is celebrated as a resource and public amenity via artful engineering and regular maintenance.
5. **Safety** – All private developments at The Heights should employ the principles of CPTED (Crime Prevention Through Environmental Design) to ensure safe, comfortable spaces are created throughout the neighborhood.
6. **Non-motorized safety and accessibility** – All areas, both public and private, should provide exceptional accessibility for non-motorized modes of travel, ease of circulation, and safety considerations, such as lighting. All development at the Heights should support the ability of residents, employees, and visitors to pursue a car-free lifestyle.
7. **Traffic control** – All streets should be designed to *strongly* discourage truck traffic related to on-site light industrial use from entering the new residential areas west of Howard or the existing residential neighborhoods surrounding the site. Ideally, all truck traffic would be entering and exiting the site along McKnight via Montana or Arlington.
8. **Programming** – In addition to providing varied amenities for residents, employees, and visitors, privately-owned public space (POPS) should be provided in strategic locations

throughout The Heights (see Figure 1). These POPS should be owned, operated, and maintained by the developer/owner, provide 24-hour public access, and include a diverse range of programming. Potential locations have been identified as:

- a. Curved zones right along Howard between Larpenteur and Idaho.
- b. The north-south pedestrian alley on the northeastern-most block, connecting Larpenteur to the northernmost wetland.
- c. Hoyt Avenue pedestrian greenway connection.

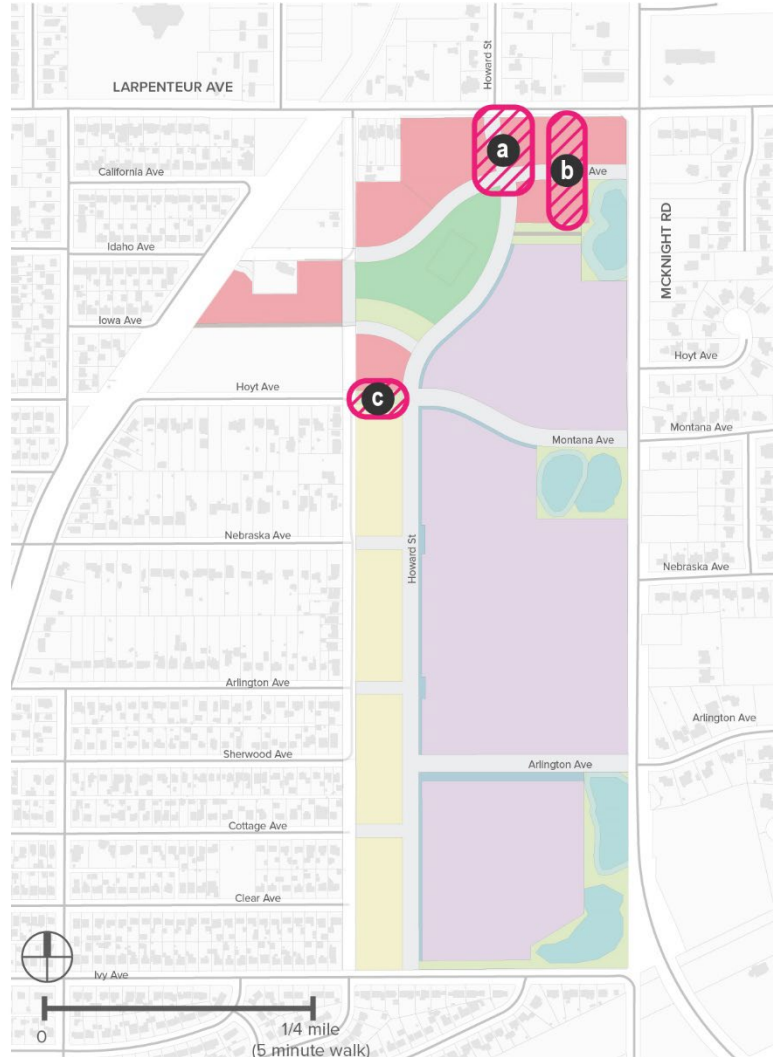


Figure 1. Privately-owned public space (POPS) in The Heights

9. **Community amenities** – Space within the right-of-way should be strategically reserved for community amenity nodes. These nodes should occur with regular frequency throughout the right-of-way and provide seating, public art installations, drinking water access, restroom facilities, shade, bike parking, and/or water features.

10. **Stormwater** – All required stormwater management should be implemented within public-facing green infrastructure installations wherever possible. These spaces should be a place where stormwater is celebrated as a resource and public amenity via artful engineering and regular maintenance.
11. **Wayfinding & Interpretive Signage** – Educational and interpretive signage should be placed frequently and strategically throughout the right-of-way. Directional signage that efficiently directs pedestrians, bicycles, and vehicles to their desired destinations should be used throughout the site. Educational and interpretive signage should help visitors understand the history and ecological context of the site, particularly the cultural context of the Hillcrest Golf Course and its history of Jewish ownership.
12. **Maintenance** – All shared spaces should be maintained at a high standard of cleanliness and ecological function. Mandatory participation in a maintenance fund(s) is expected of all developers/owners for the maintenance of shared alleys, green infrastructure facilities, etc.

By identifying these priorities, we have developed the following recommendations for development within private parcels. We acknowledge that not all of these recommendations may be feasible for every parcel, but we feel that they are important to provide aspirational direction for the neighborhood.

General requirements that apply to all zoning types

1. Planting Strategies

- Biodiversity – All greenspaces should be planted with native and adaptive species that provide thriving biodiversity, canopy coverage, habitat, stormwater treatment, and other ecosystem services.
 - Turf grass should only be used in limited areas that provide additional programmatic opportunities such as recreation, gathering, and athletic spaces. This applies to all zoning designations.
 - We strongly encourage the use of planting strategies that consider long-term pest and disease prevention and climate change.
- Canopy establishment – A biodiverse tree canopy should be established throughout the new development, following these general guidelines for biodiverse tree selection:
 - Any one genus should not represent more than 10% of the tree biodiversity within The Heights.
 - Any one species should not represent more than 5% of the tree biodiversity within The Heights.

- A minimum of 30% of the tree canopy should be composed of coniferous species.
- Strategic areas may have less frequent tree coverage to establish specific biome types, such as savannas, prairies, shrublands, and wetland emergent vegetation.
- Strategic areas may have less frequent tree coverage to keep sight lines clear to public art installations.

2. Stormwater

- We strongly prefer that most/all required stormwater management is accommodated in green stormwater infrastructure oriented toward the public realm. Green infrastructure should be prioritized over subsurface Best Management Practices (BMPs).
- We believe that The Heights should celebrate stormwater and treat it as an amenity and resource.
- Impervious surfaces should be limited to only those areas that require it for basic functionality, such as drives where large vehicles will be maneuvering. Use of impervious surfacing in other areas should require additional BMPs beyond baseline watershed requirements.

3. Retaining walls

- All retaining walls that are visible from the public realm should use high-quality, visually appealing, vandal-resistant materials.
 - Examples of acceptable wall types include gabion walls, living walls, vegetated concrete walls, walls with photovoltaic paneling, and walls with murals.
 - Examples of unacceptable wall types include standard concrete masonry unit (CMU) walls, standard big block walls, and unfinished poured-in-place concrete walls.

4. Solar panels

- We strongly support maximizing the generation of on-site solar energy throughout The Heights and feel that photovoltaic (PV) panels should be included on every building and be highlighted with educational signage/metering at strategic locations throughout The Heights.

5. Maintenance fund

- All developers/owners should contribute to a maintenance fund to ensure consistent, high-quality maintenance of shared neighborhood facilities, such as plowing alleys and shared driveways, maintaining green infrastructure, maintaining POPS, etc.

- We would prefer single-family housing not be subject to an HOA, if that is being considered as a mechanism for maintenance implementation.

Higher-density Residential parcels – For T3-zoned blocks:

6. Dwelling unit variety

- Each high-density residential building should provide at least four types of dwelling units within each building (i.e. can't all be studio apartments; needs to include studio, 1-, 2-, and 3-bedroom units).
- We strongly support mixed-rate housing developments that provide identical finish levels in all units and exteriors.
- We would like to see artist housing incorporated into the housing mix at The Heights, to support the Arts & Employment District concept.
- We would like to see multi-generational housing incorporated into the housing mix at The Heights, to support a neighborhood that allows aging-in-place.
- We would like to see Live/Work housing incorporated in the housing mix at The Heights, to support the neighborhood's carbon-free goal.

7. Building orientation

- Parcels adjacent to the City Park should have a strong orientation toward the park, including additional façade articulation, entries for both residential and commercial uses, and site amenities such as patios and seating facing the park. Unless the parcel is also adjacent to Larpenteur, a parcel adjacent to the park should have their front yard facing the park.
- Any building façade that is visible from the public right-of-way should have high-quality architectural treatments, potentially resulting in elevated façade requirements for buildings where all four sides are facing the right-of-way.
- Parcels adjacent to Larpenteur should have their front yards facing Howard or McKnight.

8. Front yard characteristics

- Amenity space should be included in all front yards. This can include patios, decks, and/or enlarged stoops, encouraging residents to spend time in semi-private spaces adjacent to the right-of-way.

9. Building structure and appearance

- Building entries and public-facing/pedestrian-heavy locations should have enhanced glazing levels (i.e. lots of windows).
- Building entries should have special attention paid to their architectural detailing and overall design interest.

- In keeping with the neighborhood’s Modern ethos, buildings in The Heights should be contemporary in form, support solar paneling, and utilize a tightly edited palette of high-quality materials.
- Step-backs should be utilized in strategic locations (see Figure 2) to reduce the perceived scale of new development relative to the existing neighborhood and the scale of pedestrians.
 - Strongly preferred third-story step-back along interior ROW outside of neighborhood node, and Winthrop and Ivy.
 - Preferred third-story step back along interior roads within the neighborhood node.

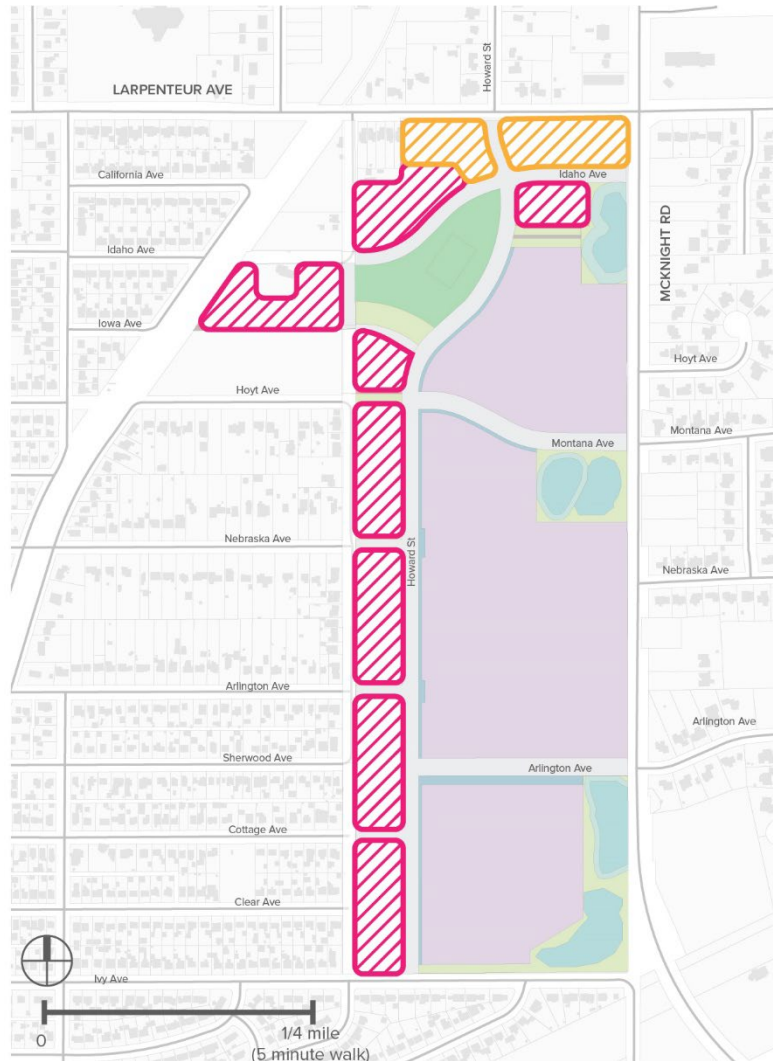


Figure 2. Locations for 3rd story step-backs: pink – strongly preferred; orange – preferred

10. Parking

- All non-affordable, multi-family projects need to pursue the structured parking bonus in the zoning code (Table 66.331) in order to meet density goals for each block.

- Developers should de-couple unit rental from participation in structured parking.

Lower-density Residential parcels – For T1-zoned blocks:

11. Minimum dwelling unit density

- Each block must achieve a minimum density of at least 15 dwelling units per acre.
- Maximum lot size for single family homes should range from 36-40' wide.
- Minimum lot area for affordable housing projects (all units are 80% AMI or less) may follow the minimum lot area allowed by the structured parking bonus.

12. Missing middle housing types

- Missing middle housing is often defined as types that exist between single family detached houses and mid-rise apartment buildings. Each block should provide a minimum of two missing middle housing options, such as:
 - Single family home with Accessory Dwelling Units (AUD)
 - Duplex, side-by-side and stacked
 - Triplex
 - Fourplex
 - Courtyard building
 - Townhouse
 - Rowhouse
 - Medium-scale multiplex

13. Dwelling unit variety

- Each block must provide at least four types of buildings/dwelling unit types (i.e. can't all be townhomes; need to include townhomes, duplexes, triplexes, and multiplexes)
- There should be no more than two similar/identical building types in a row. In the case of townhomes, there may be three similar building types in a row. If an alley separates them, there may be up to six similar types in a row (see Figure 3).



Figure 3: Allowed frequency of identical building types in a row

- There should be lots of variety in building façade treatments, so every building is a different color and design from its neighbors. In the case of townhomes, there may be three similar color/façade treatments in a row.
- We would like to see artist housing incorporated into the housing mix at The Heights, to support the Arts & Employment District concept.
- We would like to see multi-generational housing incorporated into the housing mix at The Heights, to support a neighborhood that allows aging-in-place.
- We would like to see Live/Work housing incorporated in the housing mix at The Heights, to support the neighborhood’s carbon-free goal.

14. Building orientation

- The parcels adjacent to Ivy, Cottage, Arlington, and Nebraska should have their front yards oriented toward those east-west streets, so buildings on the short end of the blocks are oriented the same way as those in the existing neighborhood on the west side of Winthrop (see Figure 4).
 - The corner side yard setback for these parcels should be 24’.
- Parcels adjacent to only either Winthrop or Howard should have their front yards oriented toward those north-south streets, so buildings on the long sides of the blocks are facing Winthrop or Howard (see Figure 4).



Figure 4. Building orientation: pink – facing E/W streets; orange – facing N/S streets

15. Front yard setback

- To accommodate a thriving, public-facing, biodiverse tree canopy, all front yards must have a 24' setback and be planted with 2.5" caliper shade trees at max 30' spacing (species selection to be coordinated with overall biodiversity of neighborhood).

16. Front yard characteristics

- Amenity space should be included in all front yards. This can include patios, decks, enlarged stoops, and/or raised garden beds, encouraging residents to spend time in semi-private spaces adjacent to the right-of-way.

17. Alleys & Driveways

- Each block will be served by a N/S alley that runs down the middle of the block. For the northernmost T1 block, the alley should turn west and connect to Winthrop (see plan).
- All driveway and garage access should be off of the rear alley. Garage doors and parking spaces should not be visible from front yards and should be screened from the sideyards.
- Driveway curb cuts should not be allowed within the front yards.

18. Parking

- All non-affordable, multi-family projects need to pursue the structured parking bonus in the zoning code (Table 66.331) in order to meet the density goals for each block.
 - Developers should de-couple unit rental from participation in structured parking.

Light Industrial parcels – For IT-zoned blocks:

19. Building orientation

- Main entrances should be located next to and face the nearest right-of-way, not the parking lot.

20. Yard setbacks

- Twenty-five-foot-wide landscape buffers should be reserved along every parcel edge that abuts a right-of-way, regardless of its yard type designation.
 - The stormwater/landscape buffer along the east side of Howard may fulfill this requirement, even if it is within the right-of-way.
- Fifteen-foot-wide landscape buffers should be reserved along every parcel edge that abuts a publicly accessible trail.

21. Yard characteristics

- Amenity space should be included in yards directly abutting a right-of-way. This can include seating, patios, shade structures, and/or public art, encouraging employees to spend time in semi-private spaces adjacent to the right-of-way.

22. Building structure and appearance – The Arts & Employment District

- We strongly support the Port Authority’s proposal for a unified architectural and mural ornamentation approach to all light industrial buildings within The Heights. The proposed Arts & Employment District treats all light industrial buildings as “background buildings” that have a standardized materials palette, form, and structure. These simple buildings should be ornamented with high-quality art murals on strategic locations along the façades.

- We understand that the City of St. Paul has discussed this approach as fulfilling “alternative compliance” for current zoning requirements for the appearance of this type of building.
- We believe that the Arts & Employment District approach to light industrial development will provide community amenities and neighborhood beautification above and beyond those currently required by the City of St. Paul zoning code and we welcome its adoption at The Heights.
- The following requirements should be added to the Arts & Employment District guidelines:
 - Exterior building colors should be restricted to a cohesive “jewel-tone” color palette from a limited palette of specific, approved colors (see Figure 5).

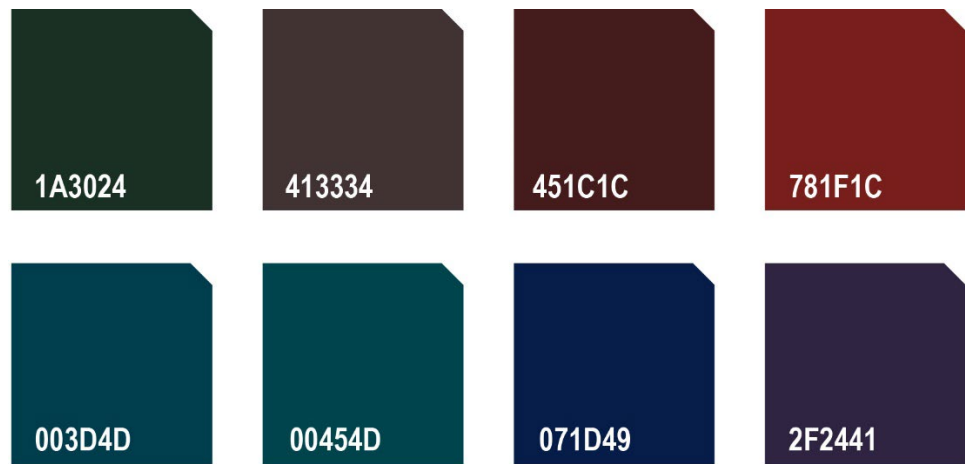


Figure 5. Light Industrial building color palette (from hexadecimal color code)

- These colors should be rich and dark in tone and add subtle design interest to the neighborhood. By limiting the color palette, building owners may maintain a suitable background to showcase the mural art.
- No two adjacent properties, regardless of whether they are separated by a public right-of-way, may have the same exterior color.
- Building entries should have enhanced glazing levels (i.e. lots of windows).
- Building entries should conform to the standard tower/vestibule concept put forth by the Port Authority’s consultant team at Meeting 8 of this Work Group. We feel that plenty of visual interest and variety is being provided by the murals and vegetation around the building, and that consistency should be maintained in the design of the entries (see Figure 6).



Figure 6. Tower/vestibule entry concept from LHB

- Building entries should be well lit for both safety and nighttime visual/artistic interest.
- Murals should wrap the corners of buildings a minimum of one pre-cast concrete panel width, creating visual interest around the buildings when viewed from oblique angles.
- Murals should have pedestrian amenities associated with them, such as places to sit and view them and interpretive signage to learn more about the artwork/artist.
- At a minimum, murals should cover façades at the following densities:
 - Public-facing façade: 30% coverage
 - Trail-facing façade: 15% coverage
 - South-facing façade with solar paneling: 15% coverage
 - South-facing façade without solar paneling, if public-facing: 30%
- Artist selection for murals should prioritize local artists with an emphasis on diverse representation.
- We strongly support the use of exterior solar heating panels, both for its sustainability merits as well as its aesthetic value.

23. Water features

- Beyond the celebration of stormwater, we strongly encourage the use of water features (i.e. fountains) as a community amenity and as a means of mitigating noise pollution related to light industrial activity.

24. Parking

- In locations where four rows of parking run parallel to each other, the first parking/drive-aisle/parking zone should be separated from the second with a

parallel, 20'-wide vegetative buffer. The vegetative buffer should be used for green infrastructure stormwater treatment as much as is practical (see Figure 7).

- For every ten parking spots, a 9 x 18' vegetated island should be included in the parking lot layout. This island should be planted with a canopy tree (see Figure 7).
- Clearly marked pedestrian sidewalks and crossings should be provided perpendicular to the orientation of the drive aisles. These sidewalks/crossings should be a minimum 5'-wide and cannot be located within vegetated islands, but instead should be located adjacent to them.
- A minimum 6'-wide sidewalk should run parallel to the parking row nearest the building (see Figure 7).
- A minimum 12'-wide vegetative buffer should run parallel to the parking rows/sidewalk next to the building façade (see Figure 7).

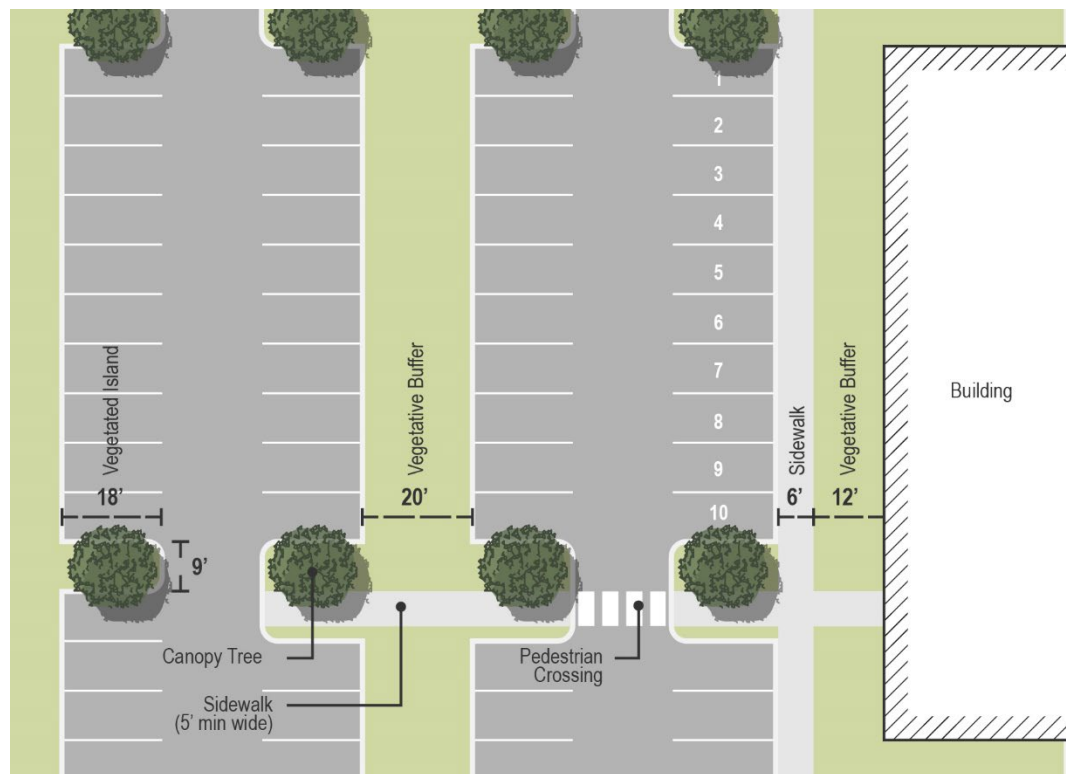


Figure 7. Building orientation: pink – facing E/W streets; orange – facing N/S

In addition to the above recommendations for private property development, we have identified the following recommendations for development within the public realm. We acknowledge that not all of these recommendations may be feasible in all conditions, but we feel that they are important to provide aspirational direction for the neighborhood.

25. Community Amenities

- Art should be incorporated within the public realm via a variety of methods, prioritizing:
 - Crosswalks – colorful and visually prominent, without being distracting to drivers.
 - Intersections/bump outs – good location for pedestrian-scale, sculptural art.
 - Pavement etching in sidewalks, such as the St. Paul Sidewalk Poetry program.
- A suite of complementary site furnishings should be used throughout the public realm.
 - Site furnishings do not need to be identical but should appear to come from the same family. Cohesion should be accomplished via an intentional, edited materials palette and an overall modern ethos.
 - Reclaimed lumber/logs from on-site felled trees should be used frequently throughout the right-of-way for site furnishings/features.
- String lights – Street trees within the Neighborhood Node should be ornamented with string lights as soon as they are large enough to support them. Solar-powered and/or energy efficient fixtures are preferred.
- Privately-Owned Public Space (POPS) should be well-connected to the adjacent public realm.
 - Cohesive materials, lighting, and signage should be used to blur the line between the public realm and POPS.
 - Directional tactile pavers should be used as a wayfinding edge condition in all POPS and similar amenity zones.
- We are in support of the proposed dedication of 12' of private property along the north edge of the site back to the County right-of-way to provide the additional space needed to accommodate retail and commercial frontages and a future transit stop.
- All wetlands within the open space network should have boardwalk and/or trail access for pedestrians, providing the ability for pedestrians to come into close proximity to a variety of wetland ecologies (from open water to vegetated wetland) at multiple locations and providing places to sit.

26. Programming

- A festival street/pedestrian-oriented alley should run north-south through the northeastern-most block of The Heights, continue across Idaho, and connect to the northernmost wetland (see Zone B in Figure 1).
 - A pedestrian-friendly intersection, driveway curb cuts, crosswalks, and high-quality roadway materials (such as pavers) should be provided across Idaho to denote this special location and especially the intersection.
- Three to five gathering nodes should be included throughout the public realm/open space network. These nodes should include seating options for varying sizes of

groups and individuals, shade, interpretive signage, public art, and/or interactive elements, such as an interactive fountain.

- These nodes should be located in logical areas that have a strong relationship to nearby activity/programming, adjacent parks/recreation, or water features, such as the wetlands.
- There should be varying levels of intimacy throughout the public realm/open space network. Some areas should be designed for solitary reflection and some areas should be designed for groups to gather.
- Walking loops – Sidewalks and trails should be designed to create an overlapping network of 0.75- to 1-mile-long walking loops, each with distinctive wayfinding, signage, art, site amenities, and vegetative themes, such as edible landscapes and pollinator habitats.

27. Safety Lighting

- Sidewalk and alley illumination are very important safety considerations and should be considered in all development projects.
- All light fixtures that are installed within the public realm or open space network must be impact- and vandal-resistant (i.e. “high abuse” lighting). Fixtures should include specialized hardware to secure fixture components.
- All light fixtures that are installed throughout the site, whether on public or private property, must be Dark Sky-compliant, dramatically reducing or eliminating light pollution on-site.

28. Traffic Calming Measures

- To prioritize pedestrian safety, bump-outs should be included at all intersections and mid-block crossings.
 - Exceptions may be made along truck routes where traffic exits to McKnight.
- To prioritize pedestrian safety, a tabled intersection (i.e. the drive lanes rise up to the sidewalk/top-of-curb level, rather than vice versa) should be included at the intersection of Howard and Idaho.
 - This intersection should minimally include a four-way stop, for traffic control.
 - A roundabout solution should be considered for this intersection if it would improve pedestrian circulation and safety.
- In all instances where the multi-modal trail on the west side of Howard crosses an east-west street, the crosswalk should be boldly marked and tabled up to the elevation of the trail/top-of-curb, with the drive lanes rising to meet them.
- To prioritize pedestrian safety and in anticipation of increased pedestrian movement across Larpenteur, the new south side of the Howard/Larpenteur intersection should include a bump-out to reduce the distance pedestrians have to traverse across Larpenteur.
 - Marked crosswalks across Larpenteur should be included within the scope of the SPPA’s infrastructure improvements.

- All intersections, whether on public or private property and regardless of modality, should consider permanently clear sight lines.

29. Planting Strategies

- Planting height requirements – We understand that there is an 18” height restriction on plantings that occur within 10’ of a curb that does not have an adjacent parking lane or within 30’ of any intersection (Sec. 105.04.c.3). We feel that this requirement conflicts with the sustainability goals of the site and the City of St. Paul.
 - We suggest that this height restriction be increased to at least 30”, preferably 36”, to accommodate a much wider array of biodiverse, low-maintenance planting options for the boulevards and stormwater corridor. Acceptable planting materials would only have airy seed heads and/or widely spaced leaves and stems between 18 and 36” tall to maintain clear sight lines.
 - Minimally, we request that this height restriction is measured from the top-of-curb rather than at grade, so the deeper portions of stormwater installations can include plants tall enough to survive frequent inundation.
- We strongly support the use of edible landscapes. This can include both cultivated and forage-able food sources.
 - If Native American food traditions and/or food equity issues are being explored via edible landscapes, an appropriate representative of those communities should be present and compensated throughout the planning and design process.
 - Edible landscapes should include educational signage that explains the history and use of the selected species.

30. Stormwater

- As described in the Master Plan, there should be a prominent green infrastructure corridor down the east side of Howard.
 - This stormwater feature should include artful engineering elements, such as weirs and runnels, and biodiverse plantings.
 - Opportunities for seating, shade, public art, drinking water, bike parking, etc. should be located in nodes adjacent to the Howard stormwater corridor at least once every 600’.
- In general, all stormwater treatment should be executed in an artful way that aligns with the site’s overall modern ethos.

31. Wayfinding/Interpretive Signage

- In addition to standard street wayfinding signage, additional directional signage should be implemented throughout the site to clarify truck navigation and provide them with clear, direct routes to their destinations.

- Wayfinding cues should be prioritized for areas where there is high pedestrian and bicycle activity, intersections, and gathering nodes. Clearly note directions to trail connections, other commercial areas, etc., and distances to destinations.
- Educational and interpretive signage – There should be frequent installations of signage that explain site elements such as green stormwater infrastructure, net zero interventions, historic significance, murals, etc.
- All signage must exclusively use high-quality, long-lasting, vandal-resistant materials. Materials such as clear plastic that yellow and scratch over time should not be acceptable.
- Graphic design standards – All signage must conform to graphic design standards set forth by the SPPA.
 - We recommend engaging outside experts on a neighborhood branding effort.

In addition to the overall priorities and recommendations we have outlined, we also request that the SPPA, the City of St. Paul, and all related agencies continue to explore and refine the following:

- As residential development continues over the next several years, we strongly encourage Metro Transit to consider adjusting the 64 bus route slightly to have a bus stop at Larpenteur between Howard and McKnight. We understand that a 12' dedication of property along of the south side of Larpenteur is planned to be given back to the County right-of-way to accommodate a future transit stop for this purpose.
- In anticipation of increased pedestrian movements across Larpenteur, we would like Ramsey County to install a pedestrian bump-out on the north side of the new Howard/Larpenteur intersection to minimize the distance pedestrians need to traverse across Larpenteur.
- To improve pedestrian safety and ease of circulation across McKnight, Larpenteur, Winthrop, and Ivy (and all intersections adjacent to The Heights), Ramsey County and the City of St. Paul should install marked crosswalks, bump-outs, and/or ped-crossing warning lights. Every intersection should have four crosswalks.
- To complete the activation of all four corners of the Howard/Idaho intersection, we would like the St. Paul Parks Department to consider including an event space, such as a small amphitheater or plaza, at the northeast corner of the park.
 - Also consider an activated four-sided commercial/restaurant space near that corner of the park.

- We would like the Parks Department to consider including a new high point within the park, as it is the nearest public parcel to the location of the former high point within the site.
- We would like the Parks Department to consider incorporating significant topographical variation throughout the park and to develop programming that complements this landscape typology.

Thank you for the opportunity to provide our detailed input and shared vision for a dynamic neighborhood at The Heights. We appreciate your consideration of our Consensus Recommendations.

Sincerely,

Susan Bergmann

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Frankie Torbor

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Andrew Wise

Cc: Monte Hilleman, SPPA

LHB Project No. 190781

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