

*Written Testimony all against proposal presented to the HPC:*

1. Saint Paul Growers' Association, June 11, 2012,  
-Testimony against proposal
2. Terry Henry, Lowertown resident, January 15, 2013  
-Testimony against proposal
3. Larry and Barbara McMullen, Lowertown residents, January 15, 2013  
-Testimony against proposal
4. Mary Woutat, Lowertown resident, January 15, 2013  
-Testimony against proposal
5. Karen Caton, Lowertown resident, January 16, 2013  
-Testimony against proposal
6. John Manillo, January 17, 2013  
-Testimony to Transportation Committee of the Planning Commission, 12/17/12
  - a. December 22, 2012 - Sixth Street Parking Meter Revenue Projection
  - b. December 22, 2012 -Temporary/Seasonal Sidewalk Cafe as Compared to Permanent Concrete Extension
7. John Manillo January 17, 2013  
-Testimony against the proposal including photos of pop-up cafe prototype
8. Yvonne Klappa, Lowertown resident, January 17, 2013  
-Testimony against the proposal
9. Capitol River Council, January 22, 2013  
-Testimony to deny application
10. Larry and Barbara McMullen, Lowertown residents, January 22, 2013  
-repeat testimony against the proposal
11. Andrew Hine, Fort Road resident, January 24, 2013  
-Testimony against the proposal
12. Bill Hosko, January 24, 2013  
-Handout presented at the public hearing – spoke against the proposal

June 11, 2012



REAP WHAT WE GROW

To Whom It May Concern;

The St. Paul Growers' Association has major concerns about the pending decision to put outside seating along Sixth Street in 2013.

The Farmers' Market has gone through many challenges over the last three years. The light rail construction project has caused major road construction challenges as well as the loss of parking for our customers. Now with the added highway 52 bridgework this year we have lost additional parking spaces. What used to be our largest lot for parking is now being used as a staging area for both projects. We have doubled our advertising budget to try and keep our customers coming to the market but still we have seen a twenty-five percent drop over this time period. This is equal to about 150,000 customers on a yearly basis that are no longer visiting St. Paul's Lowertown area. Through surveys we have conducted, parking is the number one reason customers are staying away.

As we look ahead we are faced with another challenge when the work begins on the Saints Stadium. This will take out another of our parking lots. We are doing our best to adjust and make changes but we are running out of ideas on how to keep the St. Paul Farmers' Market one of the top five Farmers' Markets in the U.S.

We have 140 area farmers/growers, 35 of whom live within the City of St. Paul. These folks have been hit hard with the loss of income. This not only hurts them but also other area businesses around the market. You may think that the loss of 22 parking meters is not much, but to us it is huge. With the average turn over time these 22 spaces equal about 220 customers which equals the loss of between \$4,400 and \$5,500 per day at the market.

After meeting with the Board of Directors we are asking you to **please delay** this project until all major work, including the St. Paul Saints Stadium is complete. We believe we can all benefit from the changes that are occurring in Lowertown but we must work together. Please don't make a decision that will make one businesses gain be the loss of business to many others.

Sincerely,

Jack Gerten, Manager  
St. Paul Growers' Assoc.  
651-261-7104

**Boulware, Christine (CI-StPaul)**

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**From:** Terry Henry <lauraplusterry@gmail.com>  
**Sent:** Tuesday, January 15, 2013 9:05 AM  
**To:** Spong, Amy (CI-StPaul); Boulware, Christine (CI-StPaul)  
**Subject:** Please Reject the Proposal to Partially Close Sixth Street and Expand the Sidewalks

To: Members of the St. Paul Heritage Preservation Commission:

According to my understanding, the HPC will hold a public hearing on Thursday, January 24, 2013, at 5:00 PM, to consider the proposal to partially close Sixth Street between Wacouta and Sibley Streets and expand the sidewalk on the north side of the said street to benefit selected private parties. Sixth Street would convert to a curving traffic way with portions of the sidewalks on the north side between Wall and Wacouta Streets (in front of River Park Lofts) and the on the south side between Sibley and Jackson Streets (in front of the Skyway YMCA) would be expanded to complete the curving process. The bus stop on the north side of Sixth Street near the corner of Wacouta and Sixth Streets would be relocated. Finally, all parking on Sixth Street between Wacouta and Jackson Streets and parking for the disabled in front of the Skyway YMCA at the corner Sixth and Sibley Streets would be removed.

We urge the Commission to reject this ill advised proposal.

This idea is totally opposite the announced intention of the Commission to preserve our community as the Lowertown Historical District.

- Whereas the original plan of Lowertown provided for a grid line system of streets, the proposal calls for the conversion of Sixth Street into a curvy traffic way somewhat similar to some of the curvy streets in a number of residential developments in the suburbs.
- The proposed expansion of the sidewalk on the north side of Sixth Street defeats the intention to maintain the distinct historical rhythm of the community as laid out prior to 1900.
- The proposal will do serious damage to Mears Park, a major focal point within the Lowertown Historical District. Rushing traffic will no longer be separated from the park due to the removal of parking on the south side of Sixth Street.
- Since Sixth Street is a major connector of westbound traffic from I-94 and from southbound I-35E into Lowertown and subsequently into the Uptown area, one can imagine serious traffic confusion.

When we reached our golden years of retirement, we moved into Lowertown in 2006 because the beautiful historical culture gave us the comfort of beauty, stability and the rich history of St. Paul. The District seemed to be a smaller version of other American historical sites: Williamsburg, Virginia, (colonial) and Galena, Illinois (time period of Lincoln and Grant).

Converting Sixth Street into a curvy traffic way will begin the unwise decline of the Lowertown Historical District, and our community would merely become another downtown that forgot its history. We would like our District preserved.

Sincerely,

Terry J. Henry, PhD

Laura and Terry Henry  
406 Wacouta Street, Unit 208  
Saint Paul, Minnesota 55101  
(651) 717-4801  
[lauraplusterry@gmail.com](mailto:lauraplusterry@gmail.com)



**Boulevard, Christine (CI-StPaul)**

**From:** Spong, Amy (CI-StPaul)  
**Sent:** Tuesday, January 15, 2013 5:45 PM  
**To:** Boulevard, Christine (CI-StPaul)  
**Subject:** FW: Proposed changes to 6th street between Wacouta and Sibley streets



**Amy H. Spong**  
*Historic Preservation Specialist*  
Planning and Economic Development  
1400 City Hall Annex, 25 West Fourth Street  
Saint Paul, MN 55102  
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[amy.spong@ci.stpaul.mn.us](mailto:amy.spong@ci.stpaul.mn.us)



Making Saint Paul the Most Livable City in America

**From:** Larry & Barbara McMullen [<mailto:lbmc@balsamlake.net>]  
**Sent:** Tuesday, January 15, 2013 4:46 PM  
**To:** Spong, Amy (CI-StPaul); [christinaboulevard@ci.stpaul.mn.us](mailto:christinaboulevard@ci.stpaul.mn.us)  
**Subject:** Proposed changes to 6th street between Wacouta and Sibley streets

We are residents in River Park Lofts, # 107. We moved here from Michigan in 2006 and were charmed and impressed by the Lowertown Historical District. Our condo faces 6th st and we are on the ground floor. Consequently, we are very aware of the traffic flow during peak hours. There are many instances of traffic zooming in from I-94 trying to make it through the stoplights at Wall, Wacouta, and Sibley streets. We strongly feel that the proposed sidewalk will cause all kinds of traffic problems when drivers are faced with a sudden lane change.

We also oppose the sidewalk addition because it alters the appearance and cohesiveness of 6th street and Mears Park. I think some of your preservation guidelines address sightlines along the street in order not to detract from the overall order of the Historic Buildings. In addition, we feel that eliminating the parking spaces adjacent to Mears Park poses safety issues for pedestrians walking on the sidewalk. For parents and children who use the park everyday, and during special events, this will be a major concern. The additional traffic from the completed Baseball Park will also complicate the traffic and parking issues.

We oppose the sidewalk changes because, ultimately, it affects the beauty and order of the Lowertown Historical District. We have a precious jewel here and we must take care not to let others erode the beauty and symmetry of Lowertown.

Sincerely,

Larry and Barbara McMullen

406 Wacouta St #107  
St. Paul, MN 5501

[lbmc@balsamlake.net](mailto:lbmc@balsamlake.net)

951-717-4885

**Boulware, Christine (CI-StPaul)**

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**From:** Mary Woutat <mgwoutat@gmail.com>  
**Sent:** Tuesday, January 15, 2013 5:49 PM  
**To:** Boulware, Christine (CI-StPaul)  
**Subject:** widening of 6th st.

Since I am unable to attend the upcoming meeting, I would just like to make known my being VERY opposed to this project. When you walk the block of Kincaids and other restaurants on that particular block of St. Peter it is almost impossible to pass through there during lunch or dinner hour. Since on foot is near impossible, you can imagine that if I take my husband for a walk in the wheelchair that that block is impossible to navigate. It is embarrassing for dinner guests to stop their dinner, stand up and move their table over so that pedestrians can walk through. No one seems to enforce that a walking area is left open!!

Mary Gail Woutat  
168 East 6th St.  
#3206  
St. Paul, MN 55101

5.

RECEIVED JAN 16 2013

406 Wacouta Street  
St Paul, MN 55101  
January 11, 2013

COPY TO  
Amy Spang  
HPC

David Thune  
Ward 2 - City Council  
15 West Kellogg Blvd  
Sat Paul MN 55102

Dear David,

As a resident in your district, I am writing to protest this further assault on the Sixth Street roadway by your consideration of the sidewalk expansion which was so vigorously opposed last year. I am advocating a withdrawal of any and all considerations of such changes to Sixth Street.

There are many reasons for denying an expansion:

- 1) no one walks on Sixth Street as there is nothing of interest and the street leads nowhere; even Macy's is moving on. There are only a few doorways open to the public and two of them are bar/restaurants who have received great amounts of money to open up their venues in Lowertown; this has not resulted in any improvement to the area. Other access merely leads to skyway access, hardly advantageous to street traffic. The real estate on the four sides of Mears Park create a citadel, a fortress denying any access except to the bar/restaurants. Compare to the openness of Grand Avenue where businesses of all sorts and sizes invite street traffic.
- 2) Previous drawings and presentations from last year more honestly included the negative impact on the 2 additional blocks: from Wall to Wacouta, and from Sibley west; alterations would also need to be made to accommodate reducing traffic lanes and then enlarging them again as traffic moves west up Sixth from Sibley. As of last year's proposal, property owners would bear the expense of their sidewalk/street alteration. And although it is promised that the real estate owners would pay for their alterations and sidewalks, there is no assurance that taxpayers would not be forced to pick up the default, should Brooks and/or Crockarell (Park Square Court) pull out, thus leaving it up to the city and its taxpayers to foot the bill. Moving Brooks electric supply from under the sidewalk will be a considerable expense. Will David Brooks then pass this expense onto his tenants; has this increase been presented to those tenants? Last time I walked through his buildings, there were more vacancies than tenants.
- 3) As has been previously noted:
  - A) Sixth Street is an exit for I-35; why cram it up with traffic lane reduction? And with

the newly proposed BallPark being served by traffic off I-35? Where is the sense of reduced traffic lanes on Sixth?

B) The loss of parking spaces, notably meters, in an area already lacking sufficient metered spaces, is a real loss. And the City's allowing food trucks around Mears Park has further diminished the number of spaces. This relates not only to the number of metered spaces but also loss of City revenue now generated by these meters.

C) The Sixth street residences at River Park Lofts and The Cosmopolitan would be disadvantaged by any reduction and/or elimination of traffic lanes adjoining their buildings by funneling traffic to a different pattern on Sixth between Wacouta and Sibley.

4) Bus traffic is essential along Sixth Street. Buses service many people of various incomes, and also make connections to Minneapolis buses, even locations which will not be reached by the new rail line. Buses service trips to Mall of America and MSP airport. A real service at bargain prices, especially considering taxi fares in the area. And moving bus stop again... after previous battles by residents at River Park Lofts to remove the stop from the corner of Wacouta and Sixth where noise and traffic directly affect the residents on that corner - this would be a renewed hardship.. The relocation to the middle of Sixth between Wacouta and Sibley greatly facilitated residents and riders as that block was already commercial and did not negatively impact private ownership. Reversal brings back the issue.

5) Already the competition with truck deliveries on both Wacouta and Sixth, servicing the 2 bar/restaurants, greatly affects traffic congestion at the corner of Sixth and Wacouta. Creating an obstacle to a right-hand turn from Wacouta onto Sixth is already a mess.

6) Previous plans(last year's proposal) also illustrated that the bar/restaurants outdoor seating would force pedestrians closer to the roadway as the bar/restaurant services need to be connected to their present indoor spaces. This statement is based upon last year's discussion and drawings of its proposals. The law states that liquor service be "compact and contiguous with store frontage"... or is it proposed that the law be changed?

7) The walkable area in Lowertown at present is the Farmers Market and the wonderful Mears Park- visitors always looking for places to park, these devotees now have the new railway to consider and with which to compete - how much can you plan to cram into Lowertown? That these people should be encouraged to use Brooks ramps is insulting. The City giving up its source of revenue to the private sector - a gift.

8) Minnesota weather is not friendly to outdoor seating for the full year - in the summer it is too hot and humid, and in the winter it is only for the select few who prefer the cold outdoors which enable them to smoke. Even seasonal use of present level of outdoor seating offered by BullDog and Barrio is minimal at best- from my observation of the street throughout the years of my living there

9) And is the City allowing the USE of PUBLIC EASEMENTS for PRIVATE use? It appears to be what is proposed.

Have you considered temporarily blocking off the proposed area with concrete barriers, also including the reduction/expansion to the blocks adjoining Sixth between Wacouta and Sibley? I'm sure there would be an uproar. So why not temporarily put

barriers up to take a reading, see the problems, etc? Do not delve into a venture of \$300K-\$500K (which may require UNDOING later at an even great expense) without trying out the footprint first on a temporary basis.

The resurgence of this expanded sidewalk issue, with little consideration for input besides the friends of the Mayor who own the bar/restaurant establishments, is a travesty. Your preliminary approval and advocacy for this project is inconsiderate of your residents. Mayor Coleman should carefully assess this proposal in terms of the upcoming re-election bid. He should stop advocating for his friends and start to listen to the residents of the city.

I understand that the planning Commission has already defeated the proposal; we await HPC's take on the issue. We also await the building owners Brooks' and Crockarell's decision on whether they choose to go along with the expansion which will cost them considerable out-of-pocket.

Sincerely,



Karen Caton  
Lowertown resident



**Boulware, Christine (CI-StPaul)**

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**From:** John Mannillo <john@mannillowomack.com>  
**Sent:** Thursday, January 17, 2013 9:31 AM  
**To:** Boulware, Christine (CI-StPaul)  
**Subject:** FW: Concrete Sidewalk Extension  
**Attachments:** Sidewalk extension comparison.docx; Projected loss of 22 parking meters.docx

Christine,

This was sent out to the Planning Commission in late December. There is some background responding to the Engineering report from Public Works. I will send some additional material as well. The Capitol River Council Board yesterday voted to deny the Public Works proposal for a concrete extension until the HPC has a chance to finalize new guidelines for the Lowertown District.

John E. Mannillo  
651-292-8306

The Transportation Committee of the Planning Commission this past Monday, 12/17/12, passed a motion to permanently extend the sidewalk on the North side of 6<sup>th</sup> Street opposite Mears Park. This was done without the benefit of opposing testimony and information. I had met on October 29<sup>th</sup> with Rich Lallier and John Maczko of Public Works and provided both with documentation as evidence that the Engineering Report of July 5, 2012 had incomplete and inaccurate information. They agreed that it looked like some revisions should be made and they would do so before the report would be used again. They also agreed to keep me apprised of the process as it moved forward. Although I continued to stay in contact with John Maczko, those of us in opposition to the concrete permanent sidewalk expansion were never made aware of the original report until after its completion. Furthermore it appears that no revisions were made to the incomplete and inaccurate report before the hearing at the Transportation Committee. Most importantly, the organizations, businesses, residents, and other property owners who oppose this permanent expansion apparently were not notified of the Transportation Committee hearing.

As chairperson of the Development Review Committee of the Capitol River Council (District 17), I held an evening meeting of affected Downtown residents in December of 2009. There was a sharp divide between supporters and opponents. I proposed a compromise trial extension design that could be used for outside dining about 4 months of the year. If this turned out to be a popular and attractive solution, while not negatively affecting residents, parking, or traffic flow, this design could be continued in future years.

Saint Paul was not the only city looking to improve urban streetscapes. A cost effective, more attractive and flexible system of sidewalk or pop-up cafes, parklets, and temporary/seasonal cafes have since been designed and installed in most major cities in this country, Canada, and Europe. I personally helped design and install a prototype for 5 days in September 2010. (a benefits analysis is attached)

Since I or any of the other residents, businesses, and organizations are now unable to testify before the Planning Commission Board this Friday, I request this communication and following information be presented as correction and clarification to the initial Engineering Report.

- The Engineering Report (Report) said that the District Council supported the concrete expansion in 2010 and that *some parties* desired a temporary installation and opposed the permanent widening. **Fact:** The District Council first heard of the temporary/seasonal option at the same 2010 Board meeting. At that point, the Board approved both options and urged building owners to consider the seasonal/temporary solution and meet with John Manillo. Since that meeting the Development Review Committee of the District Council on May 19<sup>th</sup> 2012, strongly supported **only** the temporary/pop-up expansion. The full Board then later decided not to either support or oppose either option. That made the position to support the temporary/ seasonal expansion (of the Development Review Committee) as the last Board or Committee official position taken by a group of District 17. (The Board was one vote short of supporting the temp. option, outright).
- The report left blank, information to any "Planning References". **Fact:** The Greater Lowertown Master Plan (comprehensive plan) strongly encourages the temporary/seasonal/pop-up cafés in the Lowertown District. Summary of the Master Plan stated: "Encourage the use of temporary and experimental pop-up installations within the District as a way to activate buildings and spaces without disrupting the well preserved assets (the street grid pattern is also identified as an important asset). The Full Master Plan stated: "Expand the use of temporary/seasonal cafes and plazas. Seasonal cafes are an effective and efficient way to improve the public realm and pedestrian experience. They should be **strongly** encouraged throughout Lowertown, **but especially in the restaurant/retail cluster around Mears Park and the Depot**" (my emphasis). A picture of my prototype café at this location appears next to this statement. Both comprehensive reports have numerous recommendations regarding support of temporary cafes, preservation of the historic street grid pattern, and maximization of on-street parking.
- The Report states as an "Adverse Effect" loss of annual parking revenue from on-street parking meters. The 6 meters on the north side would lose \$8000 and the 16 meters on the South side would lose \$17,500. **Fact:** With the new rates, electronic meters and additional hours required of pay parking, revenue loss would be at a minimum \$55,000 every year (parking meter revenue loss analysis attached). It would be even higher if the City projections offered to justify the recent purchase and installation of new electronic meters are used. This is one of the most occupied on-street parking blocks in Downtown.

State law for "compact and contiguous" regarding liquor sales limits such seating to the area directly in front of any particular liquor establishment. This will effectively limit seating along with traffic restrictions to only about 15% of the entire block face. Then subtract 60% or more each year when outside dining is even used. Along with the 500 daily busses passing immediately next to the north expansion, this would be a shortsighted change to the most successful district of the City, Lowertown.

A permanent concrete expansion of the Sixth Street 10 ft. wide sidewalk in the distinct heart of Lowertown will permanently change the historic district's character, in place since the 1870's. All totaled, the irreversible concrete expansion will cost five to ten times more than a temporary/seasonal café, plus the loss of Downtown's most valuable parking (on-street), and the loss of \$55,000 in revenue each year.



### Annual Sixth Street Parking Meter Revenue Projection

22 meters x \*48.5 hrs./week x \$1.75/hr. = \$1865.25/wk. per meter. (maximum potential revenue per meter)

9 hrs. for 5 days = 45 hrs.  
3.5 hrs. for 1 day = 3.5 hrs.  
\* 48.5 hrs./wk. per meter

\$1867.25 x 51 wks.(adjusted for holidays) = \$95,229.75 Maximum annual potential revenue

Value of parking not included above:

- Fines
- Override from new electronic meters
- Evening and weekend use
- Future rate increases
- \*\*Provision for disabled parkers

Adjustment for 20% projected vacancy:

.80 x 95,229.75 = **\$76,183.80 annual revenue loss to city**

Annual Revenue loss to City if 6 meters are removed for bike lane:

\$3462.90/meter per year x 6 meters = \$20,777.40

\$76,183.80  
(less) 20,777.40  
**\$55,406.40 Minimum annual parking revenue lost to City**

\*\*Actual past audits from exiting meters do not reflect potential revenue due to government employee placard and disabled parking. Eliminating these meters will only relocate those parkers to other metered parking.

## Temporary/Seasonal Sidewalk Café as compared to permanent concrete extension

December 22, 2012

- Cost of the entire block face seasonal extension is less than \$100,000. A smaller section of the block can be converted if desired. This price includes planters, railings and borders encasing the extension. While the permanent concrete sidewalk "estimate" which does not include utility work under the sidewalk, filling of the areaways or the railing and other changes requested by the HPC. This could easily come to a total of more than \$500,000.
- Such a financial burden will fall either to the Building owners or the restaurants or other building tenants, none of which tend to last as long as a fifty year sidewalk.
- Total cost of seasonal sidewalk is known up-front.
- Loss of on-street parking with the seasonal extension is minimized (about 65% less).
- Loss of on-street parking revenue is 65% less as well. The entire purchase and installation of the seasonal sidewalk could be paid off in less than two years with the parking revenue not lost to the permanent extension.
- Seasonal sidewalk extension is reversible if for any reason tenants change, traffic flow or loss of parking becomes a problem. This is an important consideration for the Lowertown Historic District.
- The seasonal extension can be delivered and installed within weeks from an order being placed.
- It can be installed by local contractors and even volunteers as has been done many times in San Francisco, most other U.S., Canadian, and European Cities.
- No special assessment is necessary. This is leasehold, not a capital improvement. No added delay for the assessment process.
- Extension can be installed without closing off traffic.
- Purchase and installation can also be directly financed by the owner.
- Owner can sell this at a later time to be reused elsewhere if necessary. It can also be used in the winter for other applications, of various shapes and sizes.
- City can retain ownership and generate additional revenue through rentals.
- Maintenance, installation, removal, storage and temporary street striping can be assessed or provided for through agreement.
- The deck material stands up to salt and freezing weather.
- ADA Accessible.
- More attractive than concrete.
- One property owner may choose to install the extension while the other one can decide not too extend.
- More compatible (in Compliance to the Department of Interior standards) to the Historic status of the Historic District and specific buildings.
- Seasonal extension eliminates wasted space. There is no need for a 18 ft wide sidewalk for eight months of the year.
- A wooden deck helps reduce the summer heat island effect. It is warmer in cooler weather and cooler in hot weather.
- A seasonal extension can do anything a concrete extension can do.

John Mannillo

**Boulevard, Christine (CI-StPaul)**

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**From:** John Mannillo <john@mannillowomack.com>  
**Sent:** Thursday, January 17, 2013 9:33 AM  
**To:** Boulevard, Christine (CI-StPaul)  
**Subject:** Sixth Street Sidewalk extension

Dear HPC Members,

*"Those lousy decisions can be with us for 100 years."*

Mayor Chris Coleman at a meeting of the Urban Land Institute, referring to I-94 through the Capitol Area.

The Lowertown streetscape and the grid pattern of its streets have been in place since the 19<sup>th</sup> Century. Lowertown is finally experiencing the most success in any of our lifetimes. This can be traced to a clear direction set by the politically independent Lowertown Redevelopment Corporation beginning in 1978. The heart of this Historic District is Mears Park. Its success supports all of Lowertown. The proposal to dramatically and permanently alter Sixth Street with a concrete sidewalk extension reflects a lack of understanding of how we have preserved this historic district and why we have prosperity.

During the comfortable months of the year, most foot traffic is found on the south side of Sixth Street, along Mears Park. The handful of chairs and tables owned by the bars and restaurants on the north side of Sixth Street are rarely used and most of the foot traffic comes from bus riders entering the buildings to access the skyway system or customers entering the restaurants.

The proposal to expand the sidewalk into what is called a promenade will permanently change the character of the area. Warehouse/industrial buildings never had promenades and it will be jarringly out of character. When talking about preserving a "grid pattern", reference is to the **street** grid pattern. Grids are straight and the proposed permanent concrete extension would create a curved pattern.

The only reasons offered for making this change is that it will "create vitality and the building owners will pay for it, so why not?" These sidewalks do need repair, but why shouldn't the owners be required to make those repairs, through assessment if desired, like any other building owner? Furthermore, there is little potential for upside gain while risking a great downside. In fact, café seating is now primarily used by smokers for a small percentage of the year. Currently 500 buses per day, along with car traffic, drive past or stop at this block, which is more than likely why the current seating is underutilized. Worst case will be if we end up with more underused concrete surfaces that invite uncleared piles of snow.

To add to the downside, the community, including nearby businesses, customers and residents will lose 22 on-street parking meters and an excess of \$55,000 in City revenue every year. We will be giving up public right-of-way for private use. After all these public subsidies, you or I still could not purchase lunch from a food truck, restaurant, or grocery store and sit at these tables.

The Downtown Development Review and the Small Business Committees of the Capitol River Council (CRC) have taken positions to not proceed with a permanent extension until the HPC and Parking Task Force of the

CRC are able to analyze and recommend the appropriate guidelines and solutions. The Saint Paul Farmers Market, the YMCA and surrounding businesses have come out against any loss of parking from a permanent extension. The Planning Commission decided not to support this proposal. The Chamber of Commerce authored a letter in October of 2010 for Saint Paul Business and Community Groups to join in calling for additional metered parking on Sixth Street between Wacouta and Cedar Streets.

While just replacing the existing 10 ft. wide sidewalk is best for the preservation of the streetscape, and maintaining current vehicle traffic flow, a compromise has been proposed. A moveable extension referred to as a Seasonal/Temporary or Pop-Up would do everything a permanent extension for 20% of the cost, be more attractive and inviting, reversible, and without any risk. Most major cities in the USA, Canada, and Europe agree and are now using similar systems. The Greater Lowertown Master Plan, adopted by the CRC, Planning Commission, HPC, and the City Council (April 2012) also agrees. Numerous mentions and examples in the Plan speak to the issue.

I think the best reason for **not** approving this permanent sidewalk extension is common sense. Why would the City allow (temporary) private building owners to use a public street for their private use, while giving up considerable on-street public parking and its revenue, when the building owners are already required to pay for maintenance of their sidewalk? Why would the City allow this concrete expansion installation for a handful of privately owned additional seats for maybe 120 days a year, only to be outside of bars and restaurants that will continue to turn over or change use in the future, when at the same time a versatile, better looking, less expensive solution is available?

John Mannillo





Example of a pop-up café  
Installed in 5 hours, taken down in 1 hour, September 2010













**Boulevard, Christine (CI-StPaul)**

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**From:** YVONNE KLAPPA <yklappa@msn.com>  
**Sent:** Thursday, January 17, 2013 2:21 PM  
**To:** Boulevard, Christine (CI-StPaul)  
**Subject:** re: sidewalk expansion on Sixth Street

I received the notice for the hearing next Thursday, January 24, regarding this proposed project but am unable to attend due to job commitments. I am a downtown resident with a condo overlooking Mears Park, have been for eight years.

I'd like to comment that I am against this proposal and refer you to John Mannillo's excellent article in today's (January 17) Pioneer Press, "An Out-of-Character Promenade Proposal". He expresses my thoughts well and I am in agreement with all he says. I also have sent comments to Dave Thune.

In addition to Mr. Mannillo's comments, I'd like to add that I feel Mears Park is deteriorating from overuse, not receiving the care it needs for the demand placed on it. And it always baffles me how that beautiful clock on Sixth Street side is ignored, half the year it is an hour off as it is not reset. Makes no sense.

Finally, I'd like to add that it also amazes me how restaurants closer to Rice Park are allowed to take up so much sidewalk space when their outdoor seating is set up (hard enough for pedestrians to pass, never mind wheelchairs, especially at Meritage). Yet there is no talk there of sidewalk expansion and taking out parking or bus lanes.

I sincerely hope this project is not allowed to proceed.

Thank you very much,

Yvonne Klappa





CapitolRiver  
Council

January 22, 2013

Heritage Preservation Commission  
Attn: Christine Boulware  
25 West Fourth Street, Suite 1400  
Saint Paul, MN 55102

Dear Ms. Boulware & Members of the HPC:

On January 16, 2013 the CapitolRiver Council Board of Directors met and revisited the matter of the 6<sup>th</sup> Street sidewalk extension at the request of the Small Business Committee (SBC). The SBC made the following recommendation to the Board for their consideration:

*CapitolRiver Council Board requests that the City Council deny the application for the Sixth Street right-of-way changes, until a full public review of the process can be completed, guided by the output from the HPC's updated design guidelines, the CRC's Parking Task Force, and consistency with the 6th/5th Street plan.*

After lengthy discussion the Board took a vote to endorse this recommendation. This action is not intended as opposition to the plan, but rather a request to delay the decision until additional information is available. Specifically, information about the impact of the new Saints ballpark on the parking environment and how the updated historic preservation design guidelines might inform this proposal.

We appreciate the opportunity to share our perspective during this process and welcome any questions you might have about the CapitolRiver Council's position. Thank you for your consideration of this recommendation.

Sincerely,

Melissa Martinez-Sones  
Director

10.  
(repeat)  
January 22, 2013

To: Christine Boulware  
Lowertown Historical Preservation Committee

Subject: Proposed Changes to 6<sup>th</sup> street between Wacouta and Sibley streets

We are residents in River Park Lofts, # 107. We moved here from Michigan in 2006 and were charmed and impressed by the Loweretown Historical District. Our condo faces 6<sup>th</sup> street and we are on the first floor. Consequently, we are very aware of the traffic flow during peak hours. There are many instances of traffic zooming in from I-94 trying to time the stoplights at Wall, Wacouta, and Sibley streets. We strongly feel that the proposed sidewalk addition will cause all kinds of traffic problems when drivers are faced with a sudden lane change.

We also oppose the sidewalk addition because it alters the appearance and cohesiveness of 6<sup>th</sup> street and Mears Park. I believe some of your Preservation Guidelines address street sightlines in order not to detract from the overall order of the Historic Buildings. In addition, we feel that eliminating the parking spaces adjacent to Mears Park poses safety issues for pedestrians walking on the sidewalk. For parents and children who use the park everyday, and during special events, this will be a major concern. Traffic from the completed Baseball Park will also complicate the traffic and parking issues.

We oppose the sidewalk addition because, ultimately, it affects the beauty and order of the Lowertown Historical District. We have a precious jewel here and we must take care not to let other interests erode the beauty and symmetry of Lowertown.

Finally, we strongly oppose the use of the public right-of-way for private gain.

Sincerely,

*Larry Mc Mullen*  
*Barbara A. Mc Mullen*  
Larry and Barbara McMullen

## HPC

### Public hearing on 6<sup>th</sup> street sidewalk expansion proposal

Thu 24 Jan 2013

*A. M. Hine*

Thank you for the chance to weigh in. I am Andrew Hine from Ward Two, and I'm a composite materials development engineer at a large manufacturer in Maplewood. I started my career with MN/DOT designing highways while I was studying civil engineering at the U. I'm also an amateur historian and architecture critic who really appreciates your preservation efforts, especially when you are put in uncomfortable positions such as this. By that I mean the Board and Staff must feel pressure to do the right thing from We The People, from Corporate America, and from City officials, who I remind you do work for us, not special interest groups.

Most of my co-workers are suburbanites. The 12 people I work most closely with are a good cross-section of the entire company: 5 of 12 are from MN but not Saint Paul, and the other 7 are from 5 different state and 2 other countries. They often ask me for information about Saint Paul – where to go, which routes to take, where to park, where to spend Corporate party funds ... Despite the fact that upon entering Lowertown from Woodbury via 6<sup>th</sup> Street a driver will find parking meters all around, people are still intimidated by the city. The removal of some of the easiest places to park does nothing to encourage visitors or increase their spending. (As an aside, the people with the most disposable income tend to have the highest levels of education, the highest job grade, come from the farthest places, and are the least familiar with Saint Paul, although people from Maple Grove struggle with finding their way around.) I would not be able, in good conscience, to encourage them to sit right next to buses that pass by 500 times a day, no matter how green the buses may be. I certainly won't be interested in sitting there. That doesn't make me anti-business; that makes me selective and competitive and free.

There is nothing horribly wrong that needs fixing in Mears Park. The Bulldog, Barrio, and Bin all seem to be thriving, due in large part to the thousands of volunteer hours that have gone into enhancing the neighborhood (and let's not forget that it is indeed a neighborhood). The building owners don't NEED more tables; they simply WANT more. Their willingness to pay us to take part of our historic, public land does not justify this inside deal. The opinion of paid lobbyists should not carry any more weight than the opinions of the unpaid, especially when they have little to no appreciation for

architecture, not to mention Master Plans and the like. This issue transcends capitalism and the free market.

There are countless other parts of town that DO need our help, and that do need changing and modernizing. This sidewalk is being forced upon the historic district for all the wrong reasons, some of which I am sure we are not yet aware. One year, parking revenues in the area are estimated at \$90,000, then later it's \$20,000. So which is it? Does this include or exclude hooded meters and free city staff parking? Rates have gone up all across town, and free parking doesn't start now until 5:00, presumably in an effort to increase revenue or make up for lost revenue. These numbers are being massaged regularly to suit the needs of the special interests.

Having been a bartender, and having spent time on the other side of nearly every bar in Saint Paul, I can tell you that the Lowertown bars will not be needing any more favors from us once we've built a ballpark and the trains start to arrive. Giving up a lane of 6<sup>th</sup> Street is a favor, make no mistake about it. The building owners simply want to maximize their profits – fair enough – but at our expense – not fair at all. History is priceless; you know that better than most. It generates far more interest, not to mention principal, than any sidewalk café ever will.

We're tired of the City knocking down good things and then putting up bad ones because they think they know what is best for us. It gives Government a bad name. We are architects, engineers, developers, electricians, economists, planners, and cooks who choose to spend our lives and our money here because of the intangible, incalculable, and invaluable assets we cherish so much. We are not ignorant children. We shouldn't have to work so hard to protect our assets, but here we are. We are counting on you to push back and make sure the People's voices are heard loudly and clearly. Our collective pursuit of happiness trumps that of two or three individuals.

One of my favorite bars is gone now. It was on the second floor of the block in question, and afforded one a superb view of Mears Park. Why the building owners feel the need to expand outward onto our property instead of upward into their own is unclear. They aren't doing it for us; that IS completely clear. At the end of the block, Bin would hardly gain a thing. The servers at The Bulldog and Barrio are probably dreading the possibility of having to serve outdoors. There will still be signposts and utilities and lamp posts and bus shelters all sorts of intrusions. If the building owners need a prettier sidewalk, I'm sure that can be accomplished without ruining the good thing we've currently got going. If left completely to the free market, Saint Paul will end up with nothing but sports bars, laser tag, and Scientologists.

Thank you for sticking up for what is right, and recognizing this for the scam it is. We deserve better.

A handwritten signature in black ink, appearing to read "Andrew", with a long horizontal flourish extending to the right.



'1993 Housing'

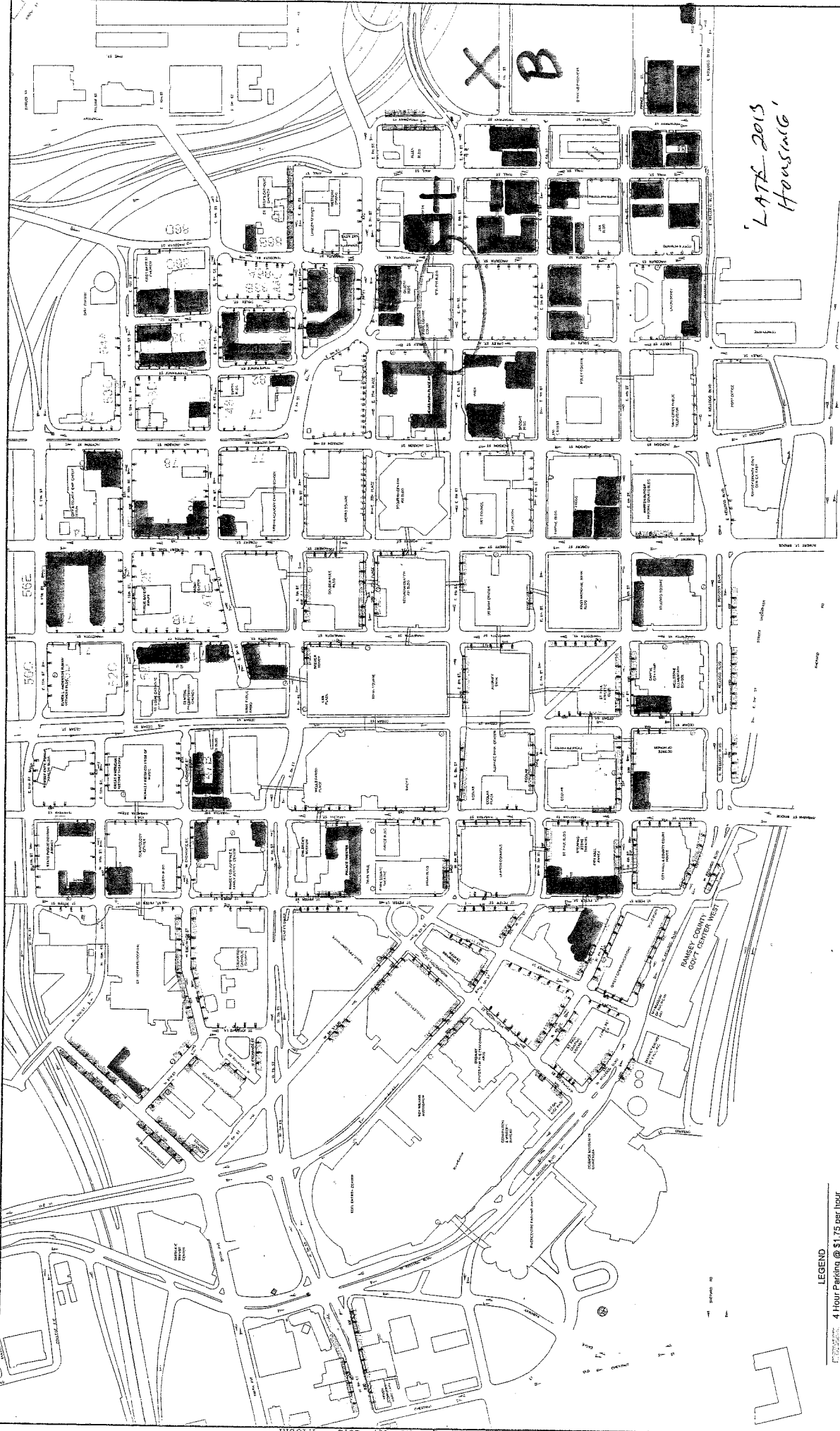
**Downtown Meter Rates and Time Limits**  
11/19/2012

Bill Hosko  
1/24/13

12.

- LEGEND**
- 4 Hour Parking @ \$1.75 per hour
  - 2 Hour Parking @ \$2.00 per hour
  - 2 Hour Parking @ \$1.75 per hour
  - 10 Hour Parking @ \$1.00 per hour
  - 10 Hour Parking @ \$0.50 per hour
  - 30 Min Parking @ \$1.50 per hour





LATE 2015  
HOUSING

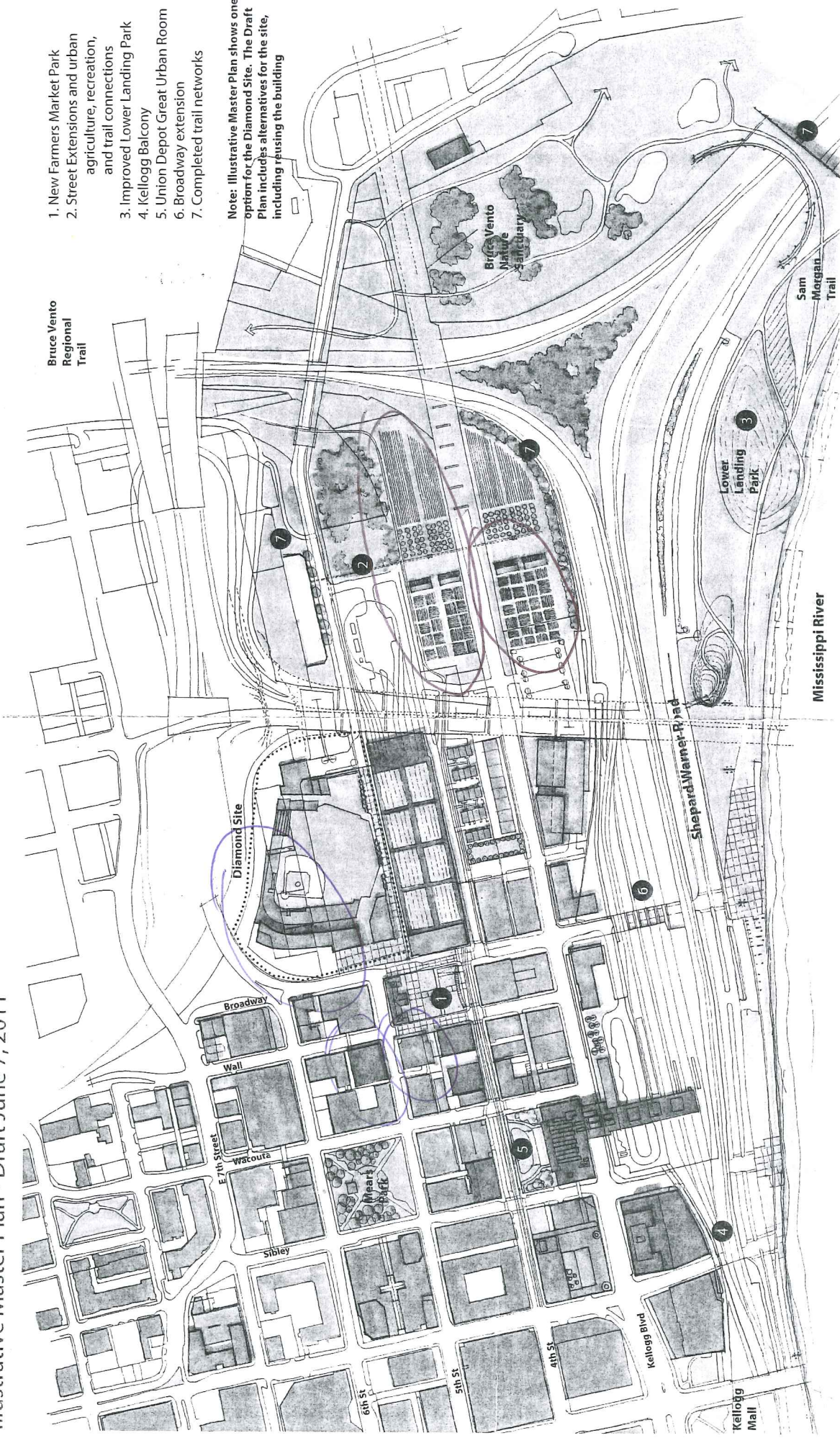
# Downtown Meter Rates and Time Limits

11/19/2012

- LEGEND**
- 4 Hour Parking @ \$1.75 per hour
  - 2 Hour Parking @ \$2.00 per hour
  - 2 Hour Parking @ \$1.75 per hour
  - 10 Hour Parking @ \$1.00 per hour
  - 10 Hour Parking @ \$0.50 per hour
  - 30 Min Parking @ \$1.50 per hour

- 1. New Farmers Market Park
- 2. Street Extensions and urban agriculture, recreation, and trail connections
- 3. Improved Lower Landing Park
- 4. Kellogg Balcony
- 5. Union Depot Great Urban Room
- 6. Broadway extension
- 7. Completed trail networks

Note: Illustrative Master Plan shows one option for the Diamond Site. The Draft Plan includes alternatives for the site, including reusing the building

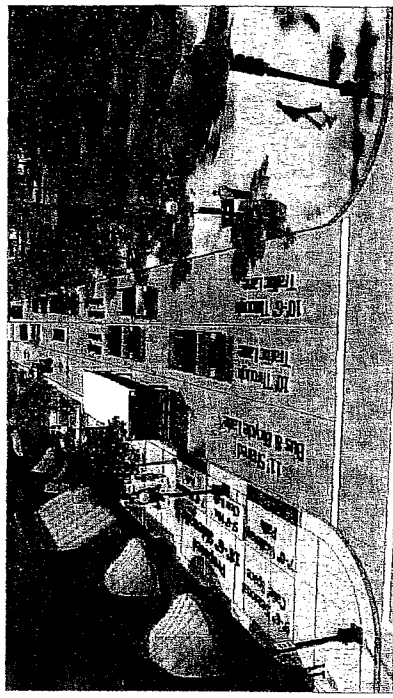


# Greater Lowertown Master Plan

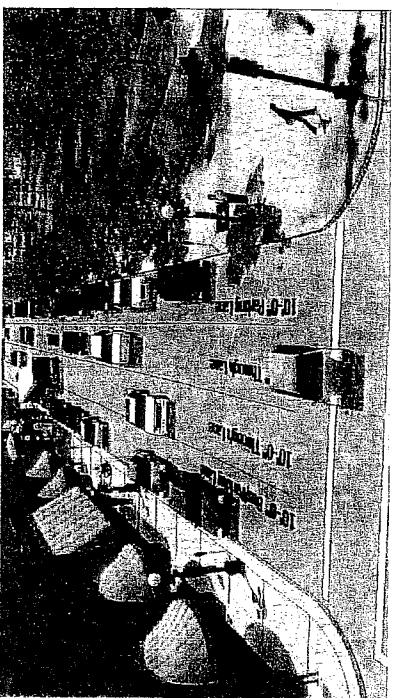
June 7, 2011  
Final Presentation, Draft Plan

- Existing Buildings
- New Building
- Renovated and Reused Building

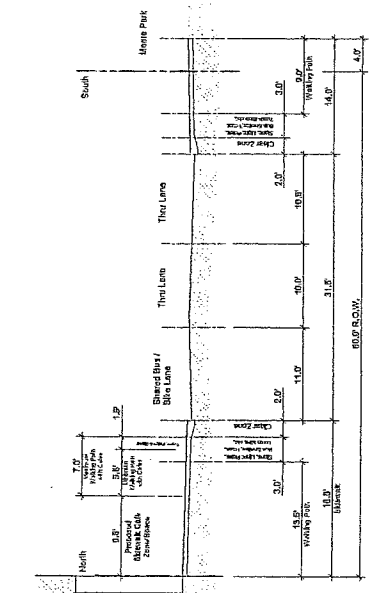




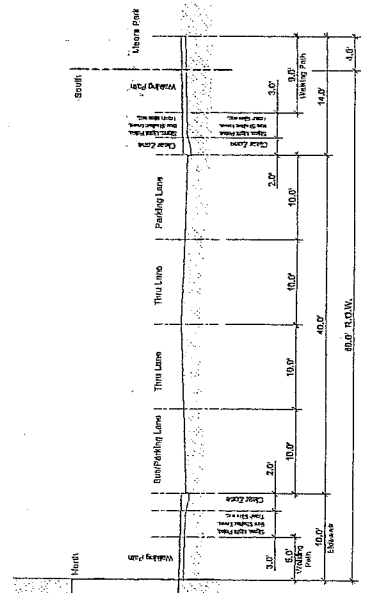
SIXTH STREET EXISTING CONDITION



SIXTH STREET PROPOSED CONDITION

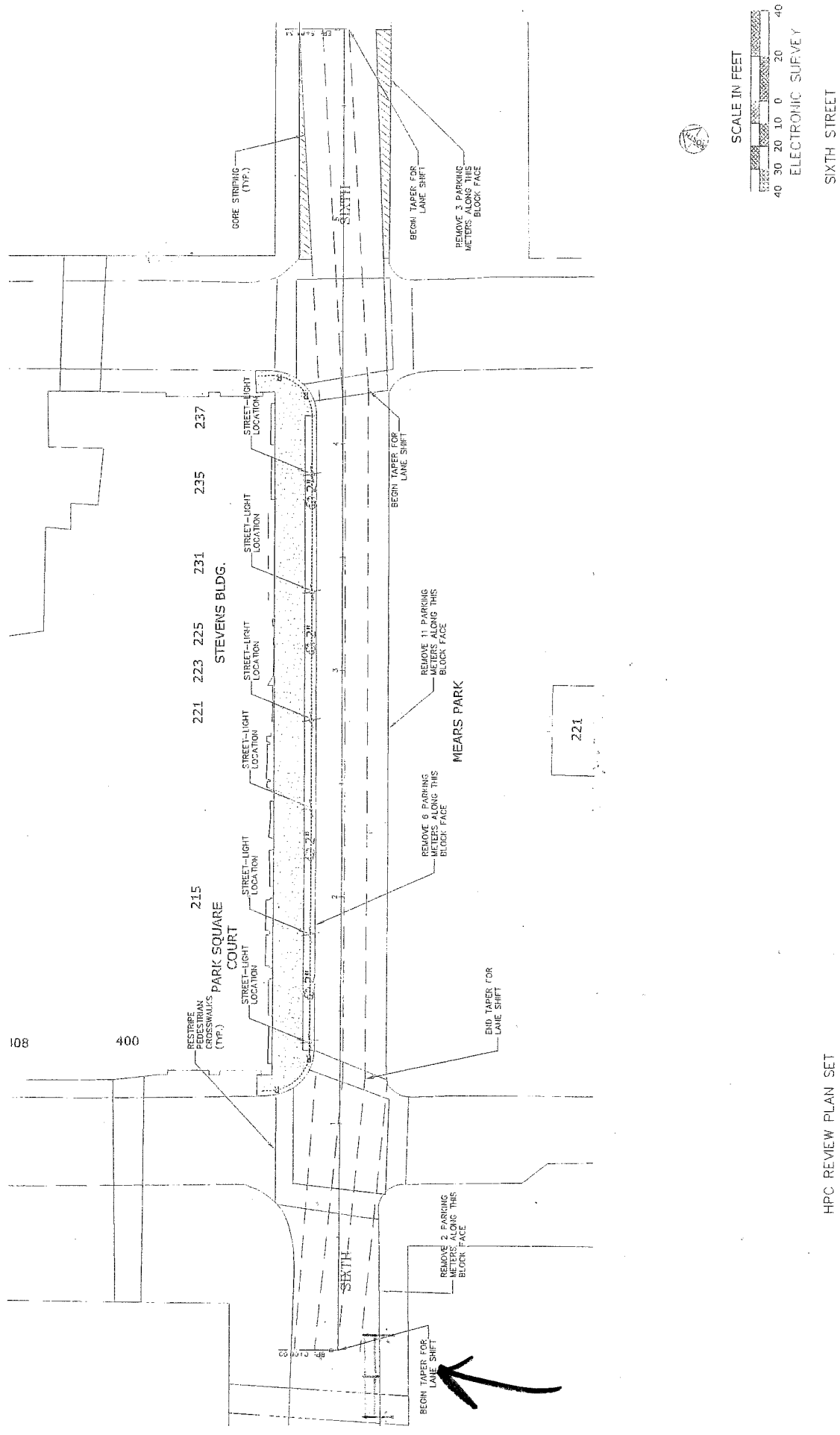


SIXTH STREET EXISTING SECTION



SIXTH STREET PROPOSED SECTION

CONSTRUCTION PLAN



HPC REVIEW PLAN SET

SIXTH STREET  
Sibley St. to Wacouta St.

PROJECT: 13-M-0637	STATE AID: NA
DRAWN: 12	CAD. MADE: PROJECTS/CURRENT/SIXTH ST SW/BASE
DWG. NO: 1564	DATE: 1/23/13
SHEET NO. 10 OF 10 SHEETS	

PREPARED BY: STREET ENGINEERING DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS  
**SIXTH STREET SIDEWALK WIDENING**

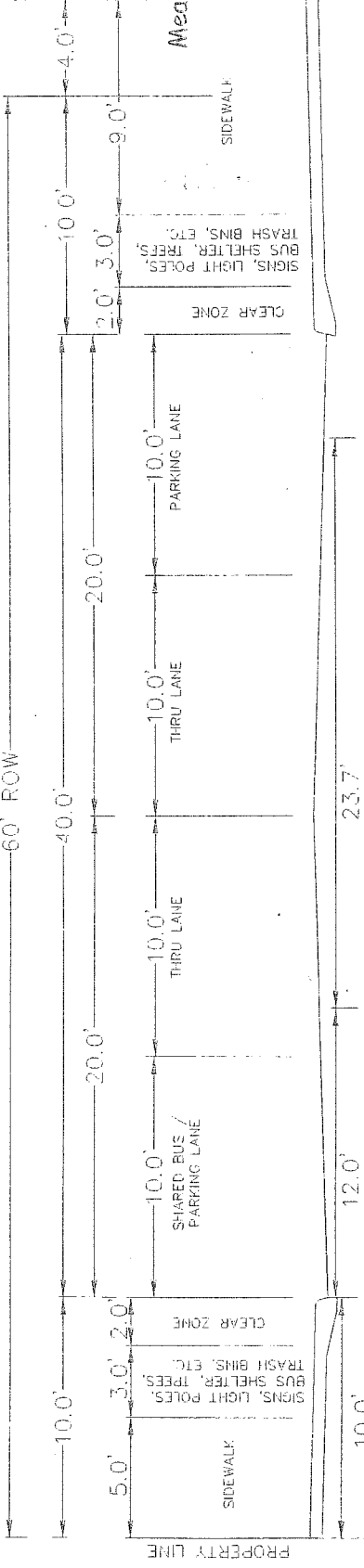
I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.  
Date: 1/23/13  
Lic. No. 17247  
Signature: *[Signature]*  
Name: DAVID A. WEAVER

DESIGNED	JPF
DRAWN	JPF
APPROVED	DAH

SIXTH STREET - EXISTING TYPICAL CROSS SECTION

NORTH

60' ROW



NOT TO SCALE

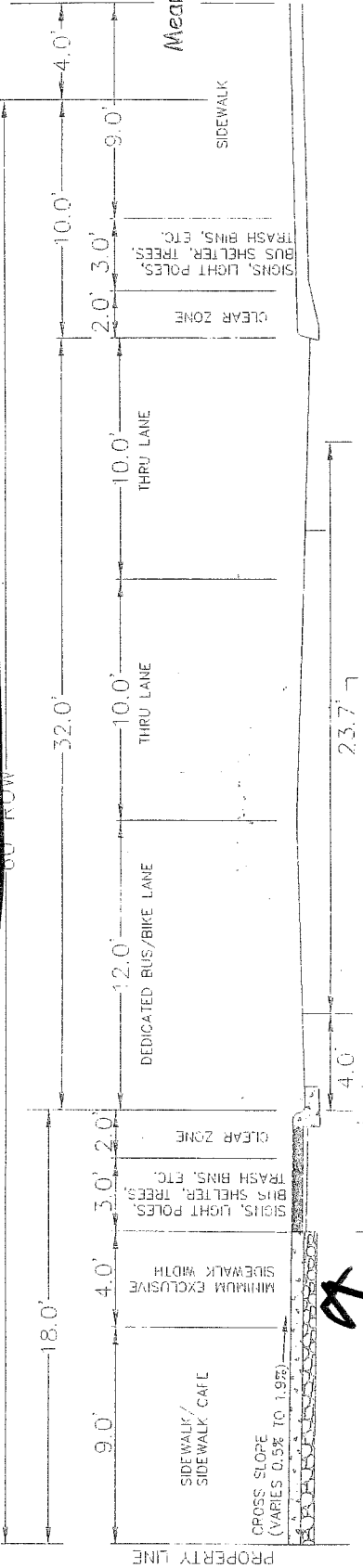
12.0' 5" BITUMINOUS & 7" CONCRETE BASE PAVEMENT  
 STA 1+12 TO STA 4+36  
 (WIDENS AT INTERSECTIONS)

23.7' 5" BITUMINOUS & 7" CONCRETE BASE  
 TRENCH PAVEMENT REMOVAL  
 FOR WATER SERVICE EXCAVATIONS  
 (TRENCH AT 3 LOCATIONS - SEE PLAN VIEW)

SIXTH STREET - PROPOSED TYPICAL CROSS SECTION

NORTH

60' ROW



NOT TO SCALE

23.7' PLACE 5" BITUMINOUS & 7" CONCRETE  
 BASE TRENCH PAVEMENT REMOVAL  
 FOR WATER SERVICE EXCAVATIONS  
 (TRENCH AT 3 LOCATIONS - SEE PLAN  
 VIEW)

4.0' PLACE 0" TO 24" GRANULAR BORROW (2105) OR  
 AS DIRECTED BY THE ENGINEER

6" SIDEWALK  
 (R/F OVER FILLED AREAWAYS)

CONCRETE/PERMEABLE  
 PAVEMENT BAND

TYPICAL SECTION  
 SIBLEY TO WACCOITA

DESIGNED	JIFE	DATE	11/20/13	PROJECT	13-M-0667	STATE AND PROJECT NUMBER	NA
DRAWN	JIFE	DATE	11/20/13	DRAWER	12	CD	PROJECTS/CURRENT/SIXTH ST SW-TIP
APPROVED	DAN	DATE	11/20/13	DWG NO.	1564	DATE	1/20/13
						SHEET NO. 5 OF 70 SHEETS	

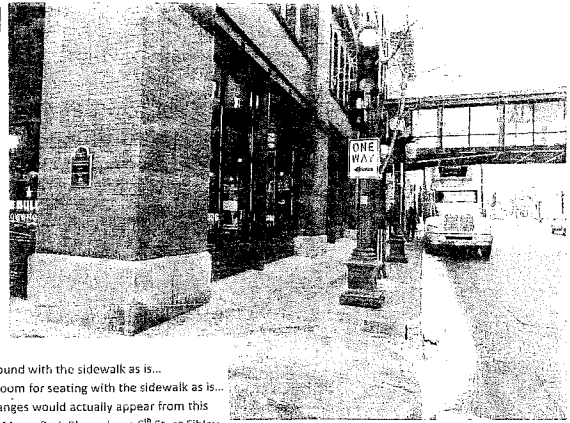
HPC REVIEW PLAN SET

PREPARED BY: STREET ENGINEERING DIVISION FOR THE CITY OF ST. PAUL, DEPARTMENT OF PUBLIC WORKS

SIXTH STREET SIDEWALK WIDENING

DATE: 11/20/13

LIC. NO. 12712

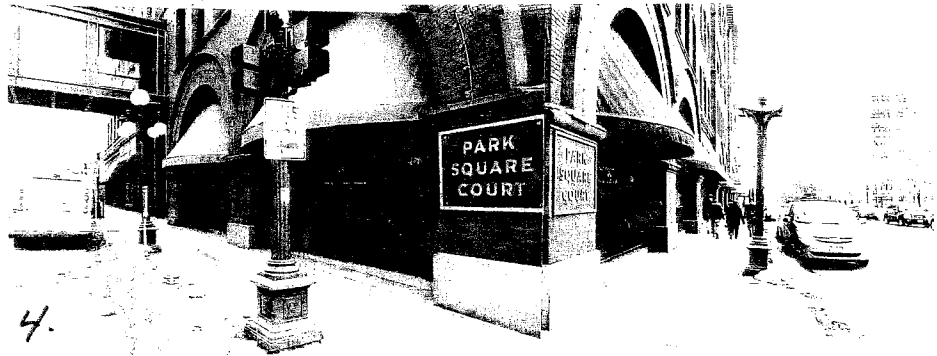


1. Bull dog could add more seating seasonally and year-round with the sidewalk as is...
2. Available restaurant space on this block has plenty of room for seating with the sidewalk as is...
3. Past presentations did not show how the proposed changes would actually appear from this important perspective view between Galtier Plaza and Mears Park Place above 6<sup>th</sup> St. at Sibley St., nor from the opposite and equally important view between River Park Lofts and the Cosmopolitan above 6<sup>th</sup> St. at Wacouta St...



2.

P.C



- 4-5. The Wine Bin has more room for outside seating than long-established Café DeVincis' further up Sibley St...
6. Barrio has room for outside seating currently and while also having two large patio windows that open wide to the elements when the weather permits...



5.

6.

P.7