RICE-LARPENTEUR VISION PLAN

Cities of Maplewood, Roseville, and Saint Paul, and Ramsey County

March 20, 2018

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ACKNOWLEDGMENTS

A special thanks to all those, not named on this page, who gave their time and energy to this important planning effort. This document would not have been possible without the dedication of the following individuals who defined a vision for the Rice and Larpenteur corridor:

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EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

The creation of the Rice-Larpenteur Vision plan was a collaborative effort of the Cities of Maplewood, Roseville, Saint Paul and Ramsey County. Two committees helped guide this planning effort: The Gateway Planning Committee (GPC), which was comprised of elected officials from each of the cities and County Staff, City Staff, and the Community Advisory Group (CAG), which included residents, business owners, and other stakeholders. The overarching importance of this corridor and adjacent neighborhoods cannot be overstated; Many of the County's poorest families and new immigrant populations reside in this area because of the concentration of naturally-occurring affordable housing. The corridor plan includes analyses of land use, market conditions, natural resources, sidewalk width, transportation and traffic, community health indicators, resiliency, and bicycle and pedestrian circulation.

The primary purpose of this plan is to create a strategy to manage future growth within the corridor in a manner that will foster an attractive destination with strong businesses, vibrant neighborhoods, and beautiful places. The plan will focus on a corridor that is safe and comfortable with access to the natural amenities offered by Lake McCarrons, Lake McCarrons Regional Park, Trout Brook Trail, Wheelock Parkway, and the Rice Street community gardens, and convenient for motorists, pedestrians, bicyclists and transit users.

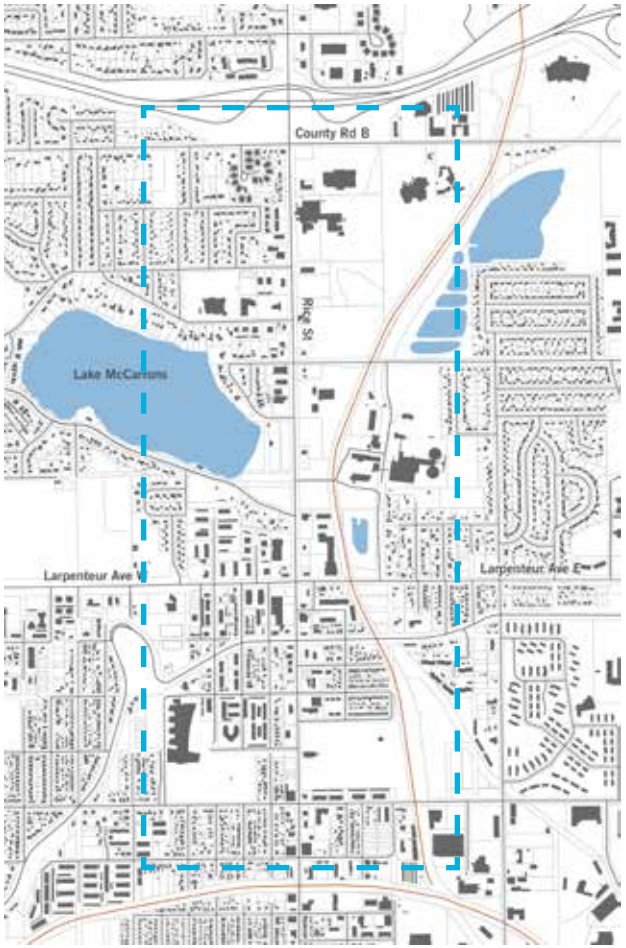
Outlined in this summary are key findings that were based on significant input from the project's GPC, CAG and the community:

- The need to create a safe, pedestrian friendly environment.
- Redevelopment scenarios for the key opportunity sites along the corridor.
- The need to improve the street network along the corridor to improve multi-modal access and circulation.
- Improve connections to amenities and open spaces along the corridor.

PURPOSE

The purpose of this plan is to create a revitalization strategy to bring renewed public and private-sector investment within the Rice and Larpenteur gateway area. The plan will also foster an attractive destination with strong businesses, vibrant neighborhoods, a "heart" to the district with streets that are safe and comfortable for pedestrians. The plan will also inform Ramsey County's transportation planning efforts for work that is expected to take place in the next 5 to 10 years. To this end, the plan:

- Offers a guide for reinvestment that is flexible and will respond to fluctuating market conditions.
- Ensures that potential growth of both private redevelopment and improvements to the public realm will be orderly, predictable, and sustainable, as well as integrated into a mutually supportive plan for the Rice and Larpenteur gateway. Displacement and affordable housing are significant corridor issues, so future redevelopment should be reviewed through and equity lens to ensure supportive outcomes.
- Responds to community needs and desires to ensure equitable outcomes to support current residents.
- Maximizes the potential for market synergy and reinforces urban design, redevelopment, economic development and resilience objectives.
- Will improve the experience within the area by creating pedestrian-friendly streetscapes and by strengthening the connections with nearby points of interest.
- Promotes design excellence in all aspects of the corridor.
- Outlines implementation strategies for amenities and infrastructure improvements.



Map of Study Area

STUDY AREA

The corridor planning project area is generally bordered on the north by County Road B, on the east by Sylvan Street, on the west by Galtier Street, and on the south by Cottage Avenue. The Rice-Larpenteur Gateway serves as a common boundary for the cities of Saint Paul, Roseville and Maplewood. The project area contains a variety of commercial, office, residential, hospitality, and public uses.

PLANNING PROCESS TIMELINE

The planning process was initiated in March 2017 and continued through February 2018. There were approximately five separate meetings with the CAG, seven meetings with the GPC and two joint meetings with both groups. The planning process was extended beyond the originally defined nine months to better coordination with the on-going Ramsey County Transportation Safety study for Rice Street and the ULI Healthy Corridors study for the Rice Street Corridor.

COMMUNITY PARTICIPATION

As the report will detail, the vision created for this place was developed with community input. The major forces, issues, and opportunities associated with the corridor have been defined through a series of interactive committee meetings, business owner interviews, community workshops, and interviews with developers. Two standing project committees were formed to help guide and inform the planning process. The Gateway Area Planning Committee (GPC) was comprised of City and County staffs and elected officials from Maplewood, Roseville, and Saint Paul. The Citizens Advisory Group (CPG) was appointed by the GPC and was comprised of residents, property/business owners and other community advocates. The general public was invited to community workshops to engage in design conversations and exercises to define what currently exists and to imagine what they would like it to become. What resulted was a connected corridor with an identified “heart” for activities- the central area with increased intense compact development, pedestrian-friendly and designed to provide places for residents and visitors to meet, socialize, and find the goods and services they need for daily living. Enhanced transportation modes were envisioned that include narrowed streets, new sidewalks, streetscape improvements, and improved public transit.

OVERALL VISION, DESIGN PRINCIPLES, GOALS AND OBJECTIVES

The goals and objectives have been refined and endorsed by the Rice and Larpenteur GPC and have driven the creation of the Framework Plan.

A. Provide safe connections for walking and biking to and through the area.

- Create safe routes to schools, with a complete sidewalk network and

pedestrian crossings.

- Connect parks and green spaces with inviting and safe green trail systems.
- Create a walkable and bikeable center that feels safe and inviting for users of the commercial spaces.

B. Improve the aesthetic quality of street design to improve the quality and condition of streetscape elements (lighting, benches, bus stops, etc.) and sidewalks.

C. Capitalize on development and redevelopment opportunities associated with the revitalization of the corridor.

- Catalyze positive redevelopment and reinvestment focusing on food as the uniting factor.
- Develop smaller scale, neighborhood retail and office uses as appropriate to provide neighborhood residents with necessary services.
- Provide opportunities and support (education, financing support, etc.) for local residents to develop unique eating opportunities.
- Encourage supportive retail and commercial businesses that contribute to the wellbeing of the community.

D. Create an environment for people first, and the automobile last.

- Right-size traffic lanes to reduce speeds and crossing widths for other users without increasing roadway congestion.
- Provide refuge islands where pedestrians must cross large roads or parking lots.
- Consolidate curb cuts.
- Right-size and consolidate parking lots.

E. Develop a “Village by the Lake” using McCarrons and other blue/green infrastructure to create identity and increase sustainability.

View north along Rice Street at Lake McCarrons County Park

PLACE MAKING

This vision plan responds to the unique qualities of the setting and addresses land uses, open spaces, building massing, pedestrian and bicycle connections, parking, and transportation systems to foster a genuine and memorable place. This plan illustrates how to capitalize on numerous redevelopment opportunities while simultaneously:

- Creating a distinctive entrance to the corridor and the three partner cities of Maplewood, Roseville and Saint Paul.
- Clearly defining edges and transitions to existing neighborhoods.
- Calming traffic while improving mobility.
- Balancing vehicular needs with pedestrian safety and comfort, inclusive of all modes of transportation.
- Improving the climate for reinvestment

MARKET CONCLUSIONS

The market analysis evaluated the socio-economic conditions of the Gateway study area, the market condition of various real estate sectors, including housing (both rental and for-sale), retail, and office, as well as a number of development indicators. Based on a synthesis of these analyses, the following are key conclusions:

- There is a strong market opportunity to capitalize on the growing population of the study area.
- Children are an important component to the local market, and new housing and retail development should consider how children will drive market demand.
- Diverse cultural mix of area residents is an opportunity for entrepreneurial activity, which is currently emerging but not fully leveraged.
- Strong demand for housing of all types; however, supportable rents/prices will likely require new construction subsidies, though key sites could support market rate product.
  - *Market rate housing is most likely to occur north of Larpenteur Avenue in closer proximity to Lake McCarrons and possibly on the Rice Street Gardens (Saint Paul Water Works owned) site.*
- Retail opportunities are constrained as much by competition, parcel sizes, and building stock as they are by trade-area incomes.
- Lack of small retail spaces is a barrier to start-ups/mom-and-pop businesses.
- Office demand is limited to local services because the core of the study area is too distant from major highways to appeal to large office users.
- If the existing amenities focused around water and open space can be better connected to study area households and worker, this will expand the market potential and reach of the study area.

IMPLEMENTATION

The rate at which this plan's recommendations are implemented depends on political will and funding availability. The report details a great many things that can and ought to be done but there are four specific items that need to be mentioned here that can and should happen in the near-term. Implementation recommendations for the upcoming one to two years are as follows:

1. Each of the partner cities should adopt this plan in its entirety as part of their overall comprehensive city plan processes.
2. Partner cities and Ramsey County should form a Rice-Larpenteur Alliance that will continue to meet and guide future decisions along the corridor related to redevelopment and public realm improvements.
3. The partner cities should develop a cohesive set of design standards for the corridor to support the recommendations of this plan. The design standards can be part of a cohesive set of zoning recommendations that can be adopted by all cities or a special set of standards that can be included as part of an overlay district.
4. The partner cities should coordinate infrastructure and pedestrian improvement projects with Ramsey County to ensure future projects meet and exceed the vision and recommendations outlined in this plan.
   - Define a series of interim improvements to enhance the corridor. Examples include, but are not limited to temporary wayfinding signs, parklets, moveable planters, additional/relocated pavement marking, or an organized open street event.
   - Develop a streetscape framework plan to ensure coordination between partner Cities and the County prior to the design and reconstruction of Rice Street in the near future.
   - Provide additional seating nodes and benches at key locations along the corridor.
   - Provide additional landscaping along the corridor.
   - Define opportunities to incorporate public art created by local artists.

SHORT-TERM RECOMMENDATIONS

In addition to the more immediate design interventions and process recommendations, the items below identify the additional short-term design recommendations that should occur within the next 2 to 4 years.

PUBLIC REALM + OPEN SPACE

- Develop a public gathering space at the south-west corner of Rice and Larpenteur adjacent to the MyThrift Store site (northeast corner of site).
- Define opportunities to enhance recreational programming and opportunities to create more youth-focused activities and after-school programming.

MOVEMENT + ACCESS

- Enhanced pedestrian crossings (signal timing, pedestrian count-down timers, enhanced striping/pavement markings, and pedestrian ramps) along Rice Street at Roselawn Avenue, Larpenteur Avenue, Hoyt Avenue, Arlington Avenue, and Nebraska Avenue.
- Study opportunity to create mid-block pedestrian crossings (to include pedestrian rapid-flashing beacons, enhanced striping/pavement markings, and pedestrian ramps) at N. McCarrons Boulevard/Rice Street and S. McCarrons Boulevard/Rice Street.
- Study opportunity to create new traffic controlled intersections (to include pedestrian crossing improvements) along Marion Street and Galtier Street at Larpenteur Avenue and Wheelock Parkway and at Elmer Street/Rice Street.
- Create a wayfinding system for directing bicycle traffic to the key destinations along the corridor.
- Create pedestrian connection through Saint Paul Regional Water Services site to connect to Kingston Avenue and N. Beaumont Street.
- Work with Metro Transit to provide more frequent bus route service north of Larpenteur Avenue.
- Reconstruct Rice Street from Larpenteur Avenue to Maryland Avenue

Rice-Larpenteur Corridor Vision Plan. See Page 55 for additional detail regarding the Vision Plan

REDEVELOPMENT + REINVESTMENT

- Catalyst Site #1: Infill commercial development on the south-west corner of the Rice-Larpenteur intersection in front of the Lamplighter lounge and the MyThrift Store site.
- Catalyst Site #2: Infill commercial development on the north-east corner (Crown Plaza) of the Rice-Larpenteur intersection north of the Burger King fronting along Rice Street.
- Catalyst Site #3: Infill commercial development on the south-east corner of the Rice-Larpenteur intersection east of the Taco Bell (directly west of the RR tracks) fronting Larpenteur Avenue.
- Catalyst Site #4: Infill residential on the former Roseville Armory site located along N McCarrons Boulevard.
- Catalyst Site #5: Infill residential on the Margolis site located along Larpenteur Avenue.
- Catalyst Site #6: Infill senior residential development along S. McCarrons Blvd at new connection of Marion Street greenway.
- Catalyst Site #7: Infill mixed-use development on the St. Paul Water works site located at the corner of Rice Street and Roselawn Avenue W. (this includes the Affordable Used Cars - Maplewood site).

CHARACTER + BUILT FORM

- Create comprehensive design standards/guidelines.

ORGANIZATION + REGULATORY

- Create zoning overlay district.

Photo of catalyst site #7 (Short-term redevelopment recommendation)

Photo of catalyst site #2 (Short-term redevelopment recommendation)

LONG TERM RECOMMENDATIONS (4-15 YEARS)

Identified below is a sumary of the long-term recommendations identified through this planning process.

PUBLIC REALM + OPEN SPACE

- Reconfigure McCarrons Lake County Park to relocate parking lot and expand recreational amenities.
- Park redesign for the Rice and Arlington Field.

MOVEMENT + ACCESS

- Reconstruct Rice Street from Larpenteur Avenue to County Road B.
- Study reconfiguring Larpenteur Avenue between Galtier Street and Sylvan Street.
- Connect Marion Street (defined as Marion greenway) to S. McCarrons Boulevard.

REDEVELOPMENT + REINVESTMENT

- Catalyst Site #1: Infill mixed-use development on the south-west corner of the Rice-Larpenteur intersection on the entire MyThrift Store site (including the Super America site).
- Catalyst Site #2: Infill residential development on Woodbridge Court (Marion Street-Brittany Apartments) and Marion Street.
- Catalyst Site #3: Infill mixed-use development on the Long's Auto Site.
- Catalyst Site #4: Infill mixed-use development on the McCarron Hills Shopping Center site.
- Catalyst Site #5: Infill mixed-use development on the Dairy Queen Site.
- Catalyst Site #6: Infill mixed-use development on the Family Dollar (Burger King, Walgreen's, TGK Auto, Rice Street Car Wash) while maintaining Western Bank building.
- Catalyst Site #7: Infill mixed-use development on Centerline Bus Charter Site (including the Car Hop site).
- Catalyst Site #8: Infill residential development on the Mobil site at the intersection of Rice Street and McCarrons Street.
- Catalyst Site #9: Infill residential development on the Best Car Wash and Auto Care site at the intersection of Rice Street and W. Montana Avenue.
- Catalyst Site #10: Infill residential development on the Auto Zone site at the intersection of Rice Street and W. Nebraska Avenue.

Plan view of proposed improvements at Lake McCarrons County Park.
See Page 97 for additional details.

BACKGROUND


LEFT TURN
YIELD
ON GREEN
Larpenteur Ave
CARRON HILLS
SHOPPING CENTER
Maplewood
WESTERN BANK
& INSURANCE AGENCY
McCarron Lake
CHIROPRACTIC
MERWIN
LIQUORS
SUPER
CA$H
Walgreens
DRIVE-THRU PHARMACY

BACKGROUND

All previously prepared reports, studies, and other documents having a bearing on the Rice and Larpenteur area have been assembled and reviewed to gain an understanding of key findings, objectives, and policies that inform this planning effort. The key findings have been incorporated into the overall project analysis and are represented graphically on the urban design analysis graphics. The studies include:

CITY OF MAPLEWOOD

- City of Maplewood 2030 Comprehensive Plan

CITY OF ROSEVILLE

- City of Roseville 2030 Comprehensive Plan
- City of Roseville Comprehensive Plan Update - On-Going
- Imagine Roseville 2016
- City of Roseville Pathway Master Plan - 2008
- City of Roseville Parks and Recreation Master Plan - 2010

CITY OF SAINT PAUL

- City of Saint Paul Comprehensive Plan - 2010
- District 6 Natural Resource Inventory Plan - 2015
- Rice Street Small Area Plan and Fourty-Acre Study - 2005
- North End District 6 Plan - 2012 (amended 2016)

RAMSEY COUNTY

- Rice Street Transportation Study
- Ramsey County Comprehensive Plan, Ramsey County Pedestrian and Bicycle Plan, and Ramsey County Parks and Recreation System Plan

ULI HEALTHY CORRIDORS INITIATIVE

The overarching goals of the ULI Healthy Corridors project include developing and refining approaches to create commercial corridors that improve physical, social, environmental, and economic health for all who work, live, and travel along the corridors, as well as identifying approaches that can spur real changes.

The ULI Healthy Corridors national experts visited the project area on November 8-10, 2017 to hold a series of focus group conversations and public forums. The goal of this visit was to provide a set of recommendations to questions that had been developed by the Rice-Larpenteur Gateway Corridor Local Leadership Group and community stakeholders. Key recommendations from the study are identified below:

- Form an interjurisdictional Rice-Larpenteur Gateway Collaborative (RLGC)
- Embrace holistic community engagement
- Study branding of the Rice-Larpenteur corridor
- Pursue short-term wins
- Plan ahead for displacement mitigation strategies - includes both commercial and residential
- Plan for Implementation

Activity	Completion Timing
Execute Memorandum of Understanding (MOU) for RLGC	December 2017
Create action plan for the RLGC	Q1 2018
Select 3 priority projects (low cost + short term)	Q1 2018
Identify lead community partner and community and technical advisory group members	Q1 2018
Raise philanthropic and government support to fund action plan + 3 projects	Q2 2018

ULI Health Corridors Implementation Timeline

A summary of the process and recommendations will be compiled by ULI staff and included in the Appendix of this document when available.

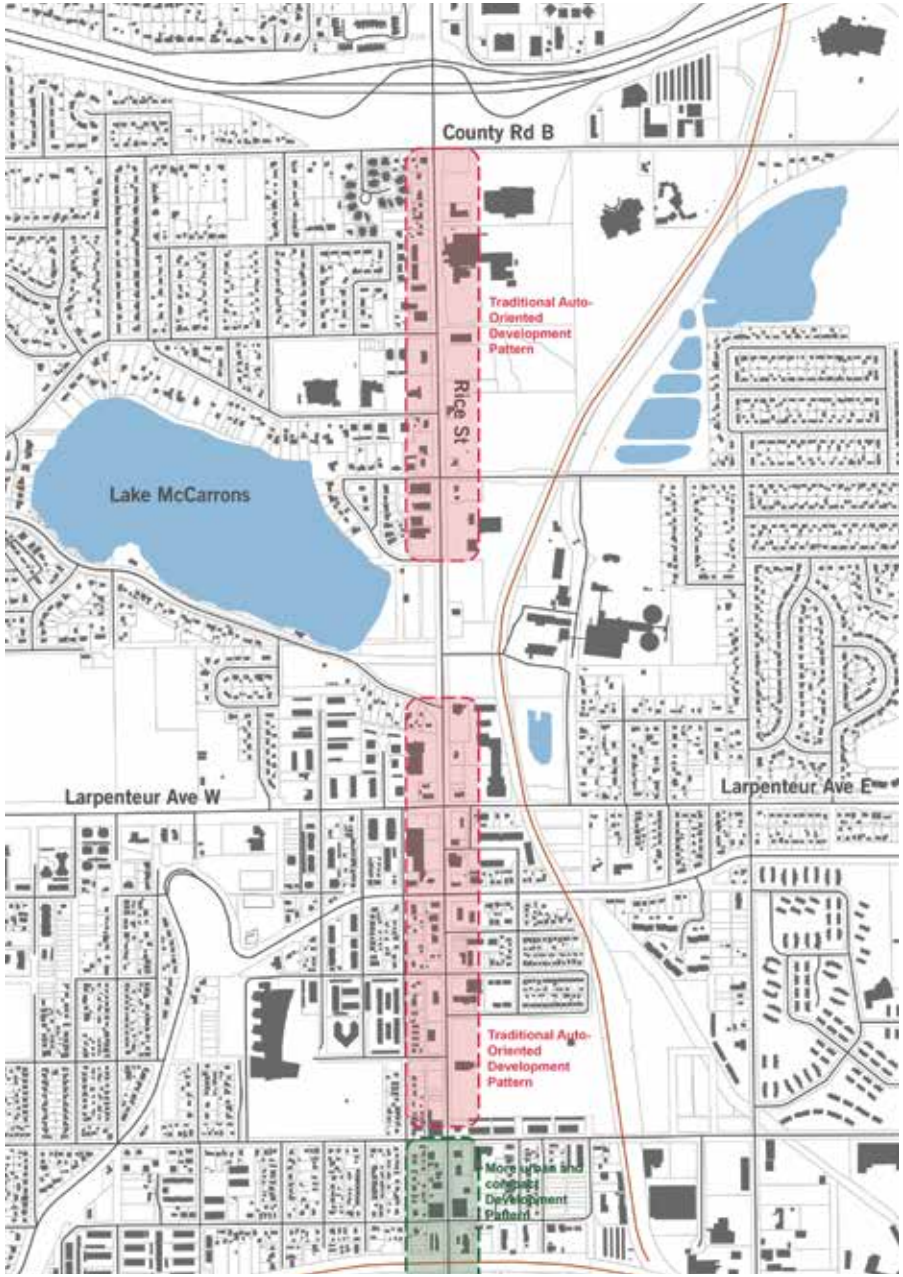
SUMMARY OF EXISTING CONDITIONS

This chapter provides an analysis of current conditions along the Rice and Larpenteur area and summarizes pertinent information regarding development patterns, districts, land use and zoning, pedestrian and bicycle circulation, opportunity sites, and transportation.

Development Pattern

The Rice and Larpenteur project area consists primarily of post World war auto-oriented development patterns with a couple of short blocks of traditional compact urban development patterns. The area along Rice and Larpenteur between Arlington and Cottage Avenues is characterized as a more traditional development pattern, which includes more closely-spaced buildings that collectively shape the street corridors and create a more compact, pedestrian-friendly environment.

The remainder of the project area is characterized by widely spaced buildings set back and isolated from the street in order to accommodate highly visible parking lots. In these areas, the land uses are compartmentalized. As a result, streets and signs have been designed to accommodate the motorists, creating a cluttered environment lacking a distinct sense of place. The ultimate challenge for these areas is to balance the functional needs of vehicles with those of pedestrians and to create a sense of personal safety and comfort while also nurturing a memorable image.



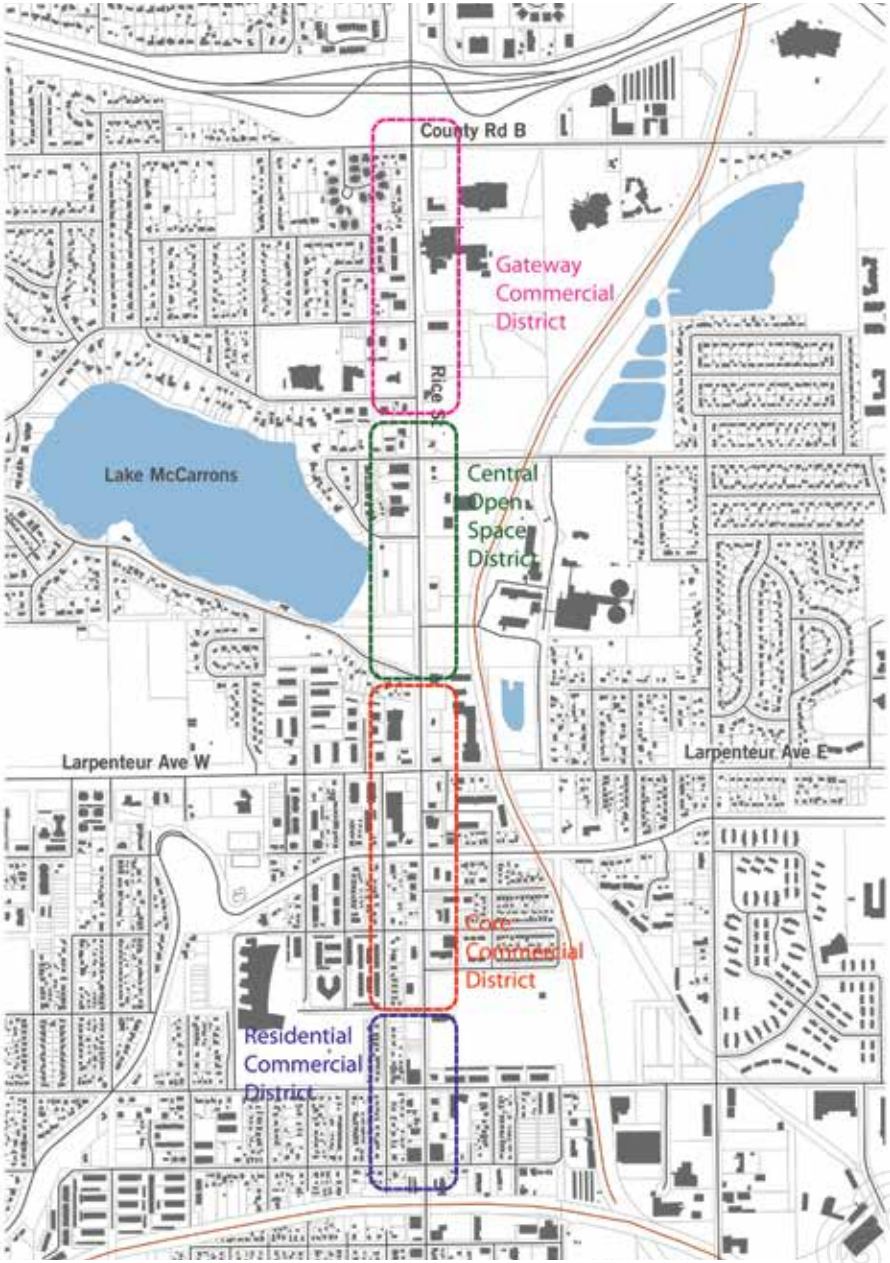
The Rice and Larpenteur gateway area is divided into four main districts each possessing its own distinct character defined by the development patterns, mix of land uses, architecture, and open spaces. The four districts include the Gateway Commercial District, Central Open Space District, Core Commercial District and the Residential Commercial District. The character and unique aspects that define each of the three districts is outlined below.

The Gateway Commercial District is generally located between Highway 36 on the north to N. McCarrons Boulevard on the south. This district is characterized by a mix of single-family residential, auto-oriented commercial uses and a larger commercial/retail center. Cub Foods is located in this district; it is an important source of food and personal goods for many of the residents along the corridor.

The Central Open Space District is located between N. McCarrons Boulevard and S. McCarrons Boulevard. This district includes the Rice Street Gardens, Lake McCarrons County Park and the Saint Paul Regional Water Services properties. Each of these individual open space amenities are in close proximity and contain many natural resource amenities. Trout Brook Creek and the regional bike trail are located adjacent to the Saint Paul Regional Water Services site that is connected to Lake McCarrons Park.

The Core Commercial District is located between S. McCarrons Boulevard and Nebraska Avenue. This district is focused around the primary intersection of Rice Street and Larpenteur Avenue. The district is characterized by the numerous auto-oriented commercial land uses and extensive surface parking lots. The Rice and Larpenteur intersection creates numerous pedestrian/bicycle/vehicular conflicts, and the sidewalk infrastructure is fragmented, making it difficult for pedestrians to move through the district.

The Residential Commercial District is located between Nebraska Avenue and College Avenue. This is the most southerly district along the corridor and is characterized by a more compact development pattern and a mix of commercial and residential uses. The right-of-way along this section of the corridor is much narrower than other areas resulting in less sidewalk and boulevard areas. Buildings in this section also tend to be closer to the street with a majority of the buildings being 1to 2 total stories.



Land Use and Zoning

Generally, the existing land uses reflect the corresponding zoning designations. The zoning designations vary greatly City by City. The defined zoning districts are identified below :

Maplewood (east of Rice Street and north of Larpenteur Avenue)

- Primary zoning categories along Rice Street is BC (Business Commercial) and F (farm residence district).
- Business Commercial
  - This distirct allows for a wide variety of land use types including: single dwelling unit with a business, hotel/ motel, retail/commercial buildings, laundry, bakery, theater, auto repair shops, and natural/ petroleum gas facilities.

https://library.municode-com/mn/maplewood/codes/code_of_ordinances

- Farm Residential District
  - This district allows for any permitted uses in the R-1 district which includes: single-family homes, public parks/playgrounds, or one manufactured home.
  - Allows for commercial farming or gardening, commercial green house and sale of agricultural products on the premises.
  - Much of the Farm-zoned property is owned and operated by the St. Paul Regional Water Services which operates its public utilities operation with a conditional use permit.

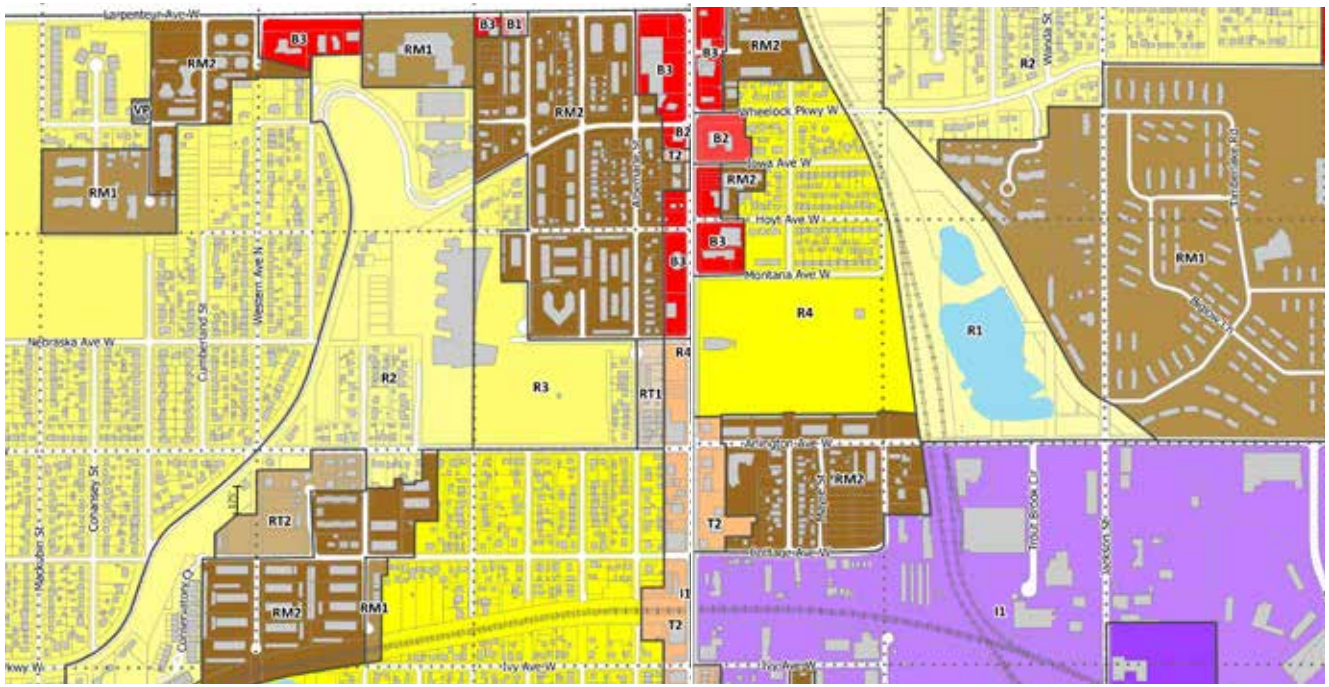
Roseville (west of Rice Street and north of Larpenteur Avenue)

- Primary zoning categories for commercial uses include CB (Community Business)
  - Most flexible of the business zoning catagories that allows for a mix of office, commercial, convenience retail, hotel/ motel, restaurants and some limited multi-family housing as part of mixed-use buildings. This district is designed for shopping areas with moderately scaled retail and service uses, including shopping centers, freestanding businesses, and mixed-use buildings with upper-story residential uses. This district is located in areas with visibility and access to the arterial street system.
- Primary residential zoning is LDR-2 (Low Density Residential -2)
  - Allows for a mix of one and two-family dwelling units along with related uses such as public services and utilities that serve the residents in the district
- Primary multi-family zoning is HDR-1 (High Density Residential -1)
  - District provide an environment of predominantly high-density housing types, including manufactured-home communities, large and small multi-family buildings, and single-family attached dwellings, at an overall density exceeding 12 units per acre, along with related uses such as public services and utilities that serve the residents in the district.

https://www.cityofroseville.com/622/Zoning-Code

Saint Paul (South of Larpenteur Avenue along Rice Street)

- Primary zoning categories for commercial uses is B2 (Community Business) and B3 (General Business) along Rice Street
  - This district is larger than a more traditional local business district and is intended to serve the needs of a larger consumer population. The district is characterized by a cluster of establishments generating large volumes of vehicular and pedestrian traffic.
  - District includes mixed residential/commercial uses, supportive housing, education facilities, religious institutions, all office uses, limited medical and most retail services. This district does not allow for adult entertainment and auto related services without a conditional use permit.
- Primary residential zoning is R3 (One-Family)
  - Allows for a mix of one-family dwelling units along with some congregational living options, limited educational and civic uses, and all religious institutions
- Primary multi-family zoning is RT2 (Townhouse)
  - District allows for one-family dwellings to townhome dwellings with a maximum height of three stories.
  - District also allows some congregational living options (many require CUP), limited educational and civic uses, all religious institutions, and minimal commercial uses with a CUP
- RM2/RM3 (Multiple-family)
  - District allows for one-family dwellings up to multiple-family buildings. to townhome dwellings with a maximum height of three stories. Distirct allows heights up to 5 stories for RM2 and no maximum heights for RM3.
  - District also allows for most congregational living options (many require CUP), most educational, all religious institutions, some civic/institutional, some public service and many commercial uses with a CUP.



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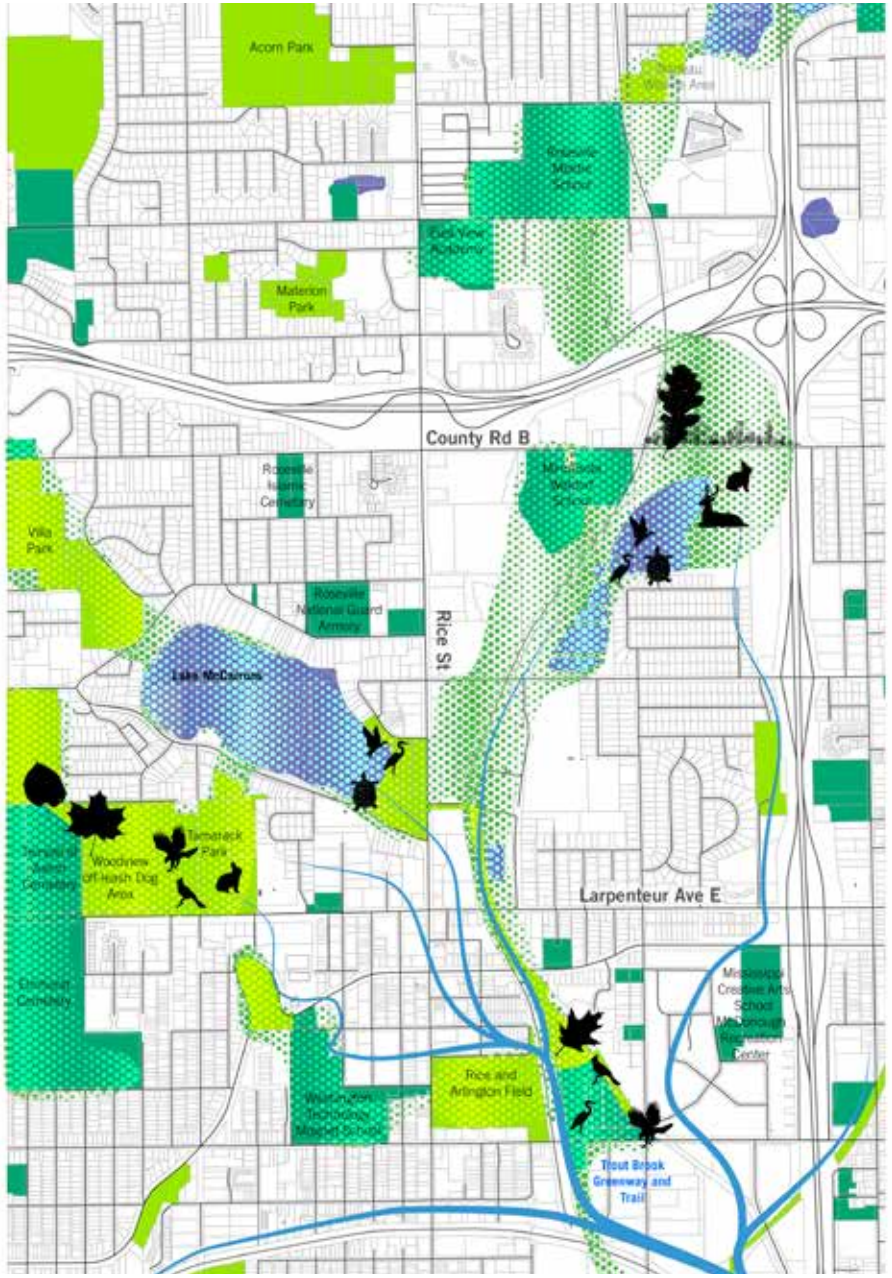
Open Space and Natural Resources

There are several open space and natural resource areas that occur along the corridor. Trout Creek and Lake McCarrons are part of a larger sub-watershed that includes drainage from areas north of the corridor. Numerous parks and open spaces add to the livability in the corridor and provide recreational opportunities. These amenities include: Lake McCarrons County Park, the Waldorf School site, the Saint Paul Regional Water Services site, Trout Creek, Tamarack Park, Rice Street gardens, Woodview off-leash dog area, the Rice and Arlington field, and two school sites. There exists great opportunity to better connect these resources and improve stormwater management along the corridor.

Parking lot and beach house at Lake McCarron's County Park

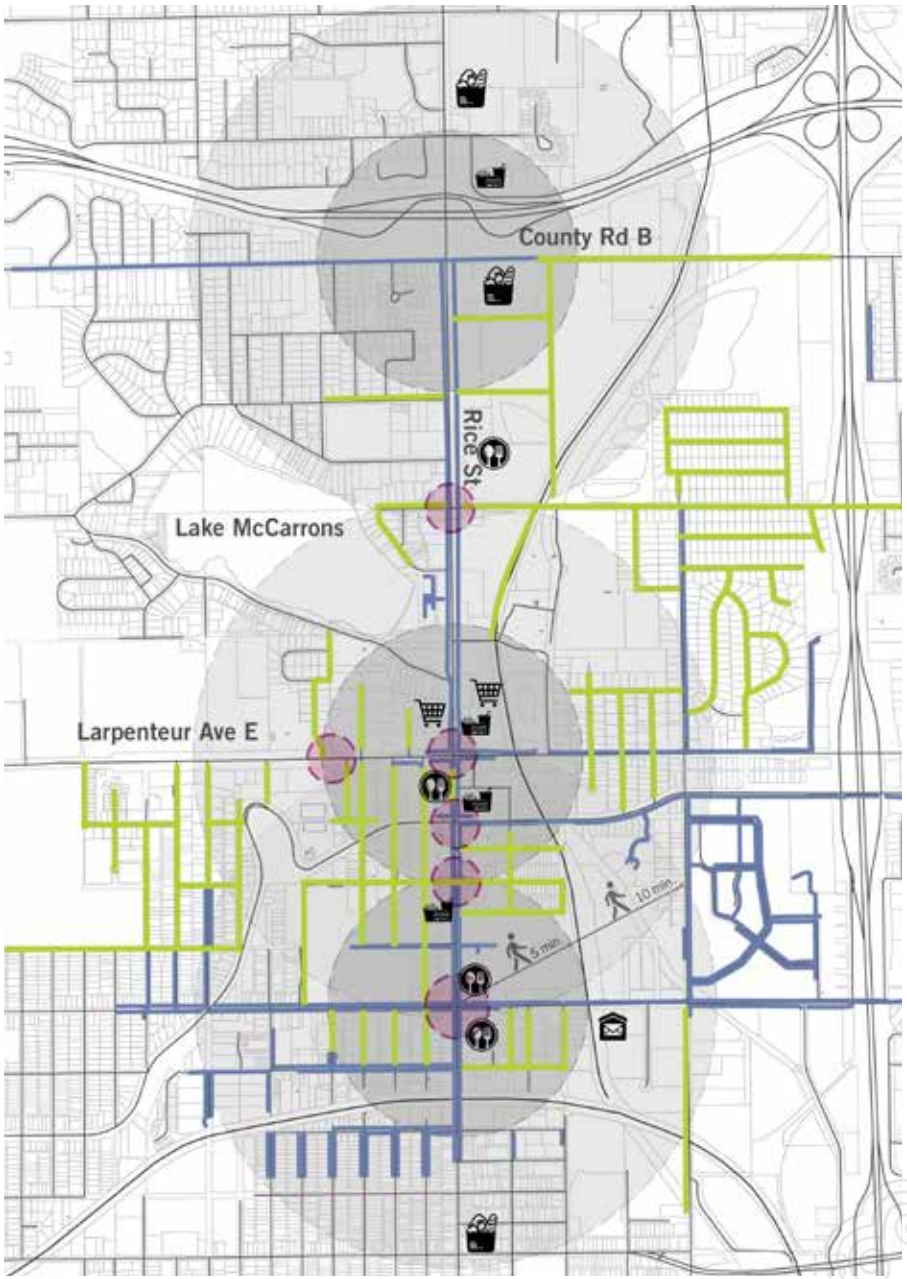


Pedestrian Circulation

Within the current Rice and Larpenteur area there are limited facilities for pedestrians. Most of the sidewalks along either Rice Street or Larpenteur Avenue are narrow and not conducive to the creation of a friendly, walkable street corridor or have important missing links. There are also numerouse sidewalk gaps that make walking a challenge along the corridor. The Rice and Larpenteur Corridor is also characterized by long continuous street blocks without any designated pedestrian crossings resultings in many conflict areas where pedestrians will cross mid-block along the corridor.

LEGEND

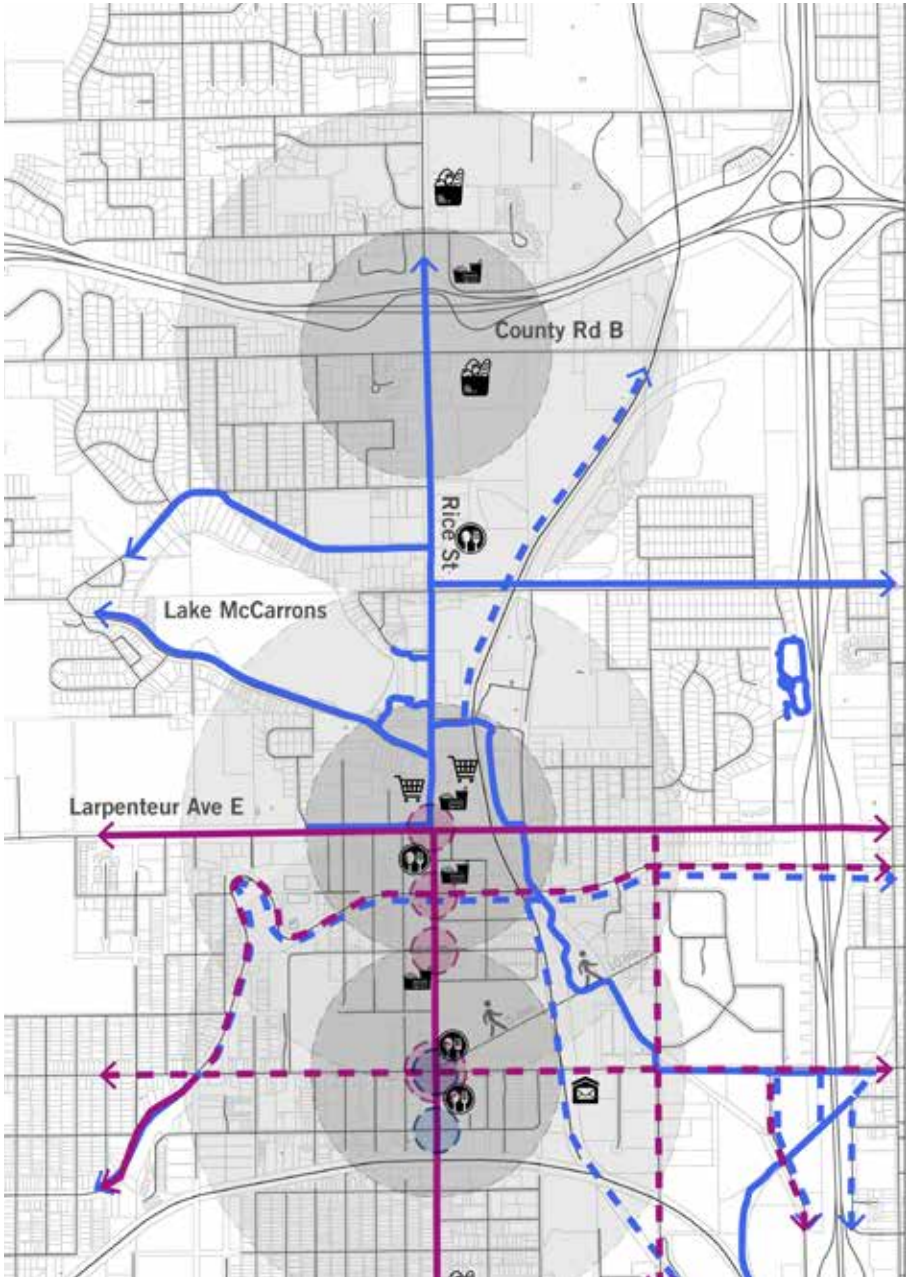
- Existing Bike and Pedestrian Trails
- Proposed Bike and Pedestrian Trails
- Sidewalks
- Sidewalk Gaps
- Pedestrian/Vehicular Conflicts
- Destinations



Bicycle Circulation

Within the current Rice and Larpenteur area there are limited facilities for bicyclists. There are currently no existing or planned on-street bicycle lanes along Rice Street. Bicyclists can be seen utilizing the outside drive lanes along Rice Street to commute along the corridor. Ramsey County plans identify a future bicycle route along Larpenteur Avenue. Wheelock Parkway is part of Saint Paul's Grand Round and portions are slated for reconstruction in 2019. There exists two other east-west bicycle connections along both Wheelock Parkway and Arlington Avenue. The closest designated north-south bicycle connection is along Jackson Street and Trout Creek Regional Trail.

Future bicycle routes proposed as part of this study should be consistent with the Ramsey County Pedestrian and Bicycle Plan.



Summary Transportation and Traffic

The majority of background information for the transportation and traffic section of this document is information created and presented as part of the ongoing Rice Street Transportation Safety Study, which is contained in the Appendix. The Rice Street Transportation Safety Study area includes Rice Street from University Avenue to Larpenteur Avenue in Saint Paul. The primary purpose of the Rice Street transportation safety study is to:

- Identify future investments.
- Design a corridor that will enhance the safety for all modes of transportation.
- Promote economic growth and community investment.

Some of the key findings from the Rice Street Transportation Safety Study include:

- It is estimated there are over 2800 daily pedestrian crossings along the length of the corridor.
- There have been 12 documented pedestrian collisions along the corridor between 2011 and 2015.
- There are an estimated 140 daily bicycle crossings of Rice Street.
- There have been 4 documented bicycle collisions along the corridor between 2011 and 2015.

Average Daily Traffic

- Approximately 16,500 ADT north of Roselawn Avenue along Rice Street
- Approximately 14,200 ADT along Rice Street between Larpenteur Avenue and Roselawn Avenue
- Approximately 15,400 ADT along Rice Street between Larpenteur Avenue and Nebraska Street
- Approximately 13,000 ADT along Larpenteur Avenue west of Rice Street
- Approximately 16,500 ADT along Larpenteur Avenue east of Rice Street

Bus Routes

- Route 62 is the primary bus route along Rice Street
- Approximate frequency of the route is 15-20 minutes during rush hour
  - 15 minutes during the midday
  - 15-60 minutes during the evening
  - 15-30 minutes on Saturday and
  - 20-60 minutes on Sundays/Holidays
- The primary concern with Route 62 is that it is less frequent north of Larpenteur Avenue during the AM and PM.

Metro Transit Bus heading north along Rice Street

ROUTE 62
RICE ST - LITTLE CANADA - SHOREVIEW - SIGNAL HILLS

	APPROX. FREQUENCY IN MINUTES
Rush Hours (weekdays 6-9am and 3-6:30pm)	15-20
Midday	15
Evening	15-60
Owl (1am-5am)	---
Saturday	15-30
Sunday/Holiday	20-60

Fewer and less frequently served bus stops north of Rice St and Arlington Avenue by all 62 routes during the week - both PM and AM, southbound & northbound

Health Impact Assessment (HIA)

Perkins+Will has been utilizing a comprehensive health impact analysis tool that can define the unique assets and opportunities of any given project to improve the overall health equity. The six categories analyzed as part of the process are community + context, community institutions, economic stability, environmental resilience, health + safety and social cohesion + engagement.

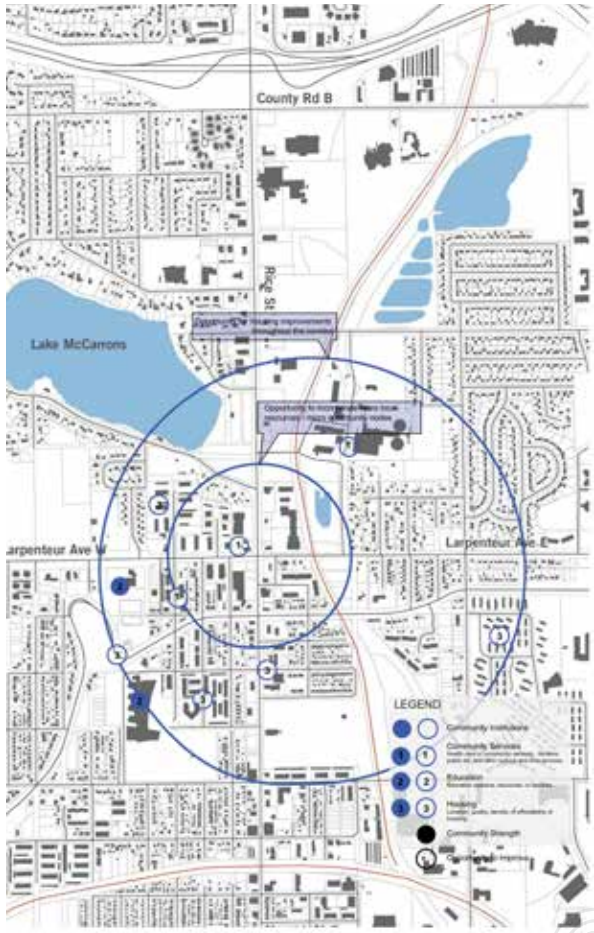
Context and Connectivity

This category focuses the analysis on broader connectivity within the project area and along the corridor. This category emphasizes access to goods and services, incompatible land uses, proximity to mixed land uses and dense areas of the community, access to parks/open spaces and transportation (safety, active transportation, mode of travel and traffic volumes).

HIA Layer: Context and Connectivity

Community Institutions

This category identifies key community institutions and amenities. The category identifies key community services (libraries, public art and other civic services), education (resources and facilities) and housing (location, quality, density and affordability).

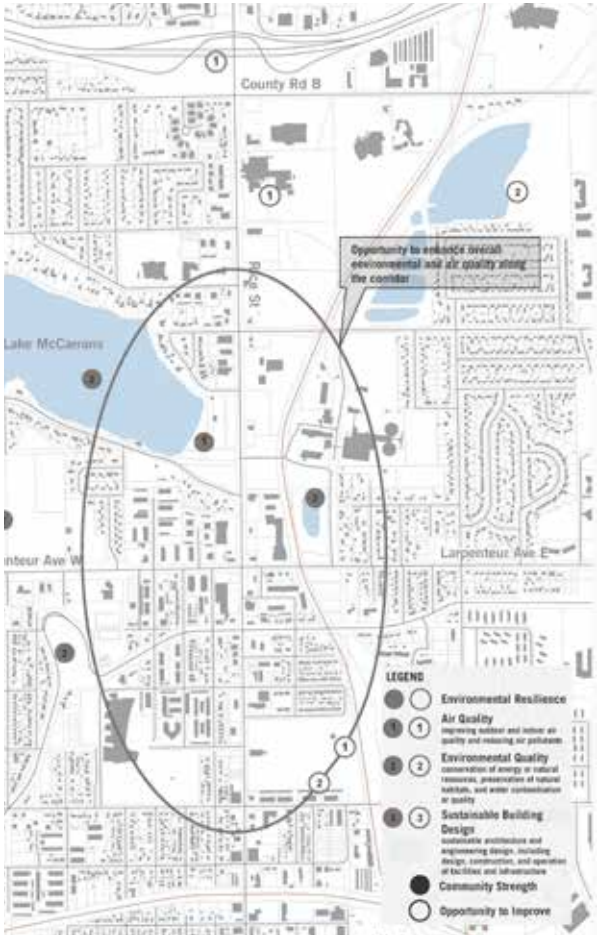


HIA Layer: Community Institutions

Economic Stability
This category identifies opportunities for development/ redevelopment along the corridor and opportunities for increased access to jobs/living wages and employment benefits.

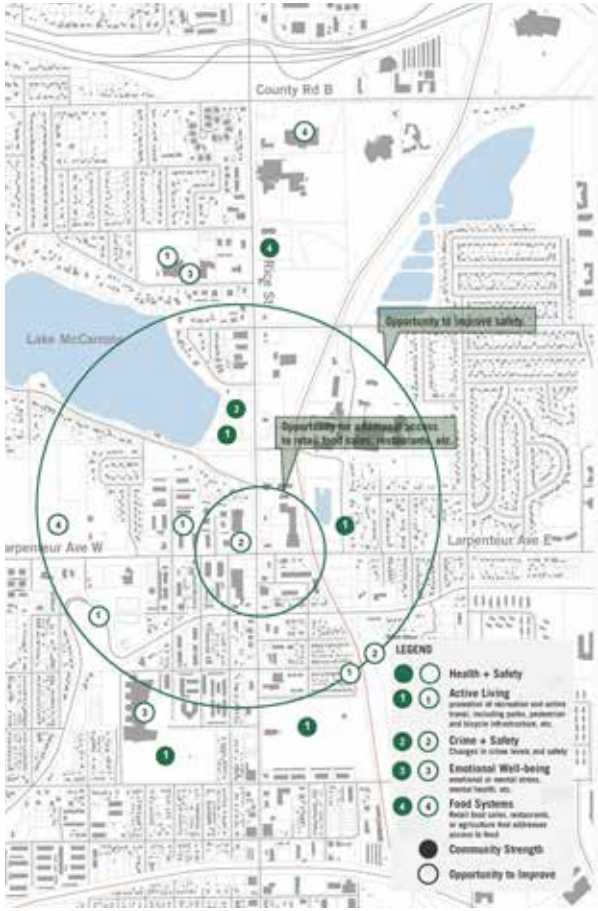
HIA Layer: Economic Stability

Environmental Resilience
This category focuses the analysis on opportunities for enhanced environmental quality within the project area and along the corridor. The key indicators that were identified in this analysis include; opportunities for improved air quality, opportunities for enhanced environmental quality (conservation of natural resources, preservation of habitats, and water quality), and sustainable building design.



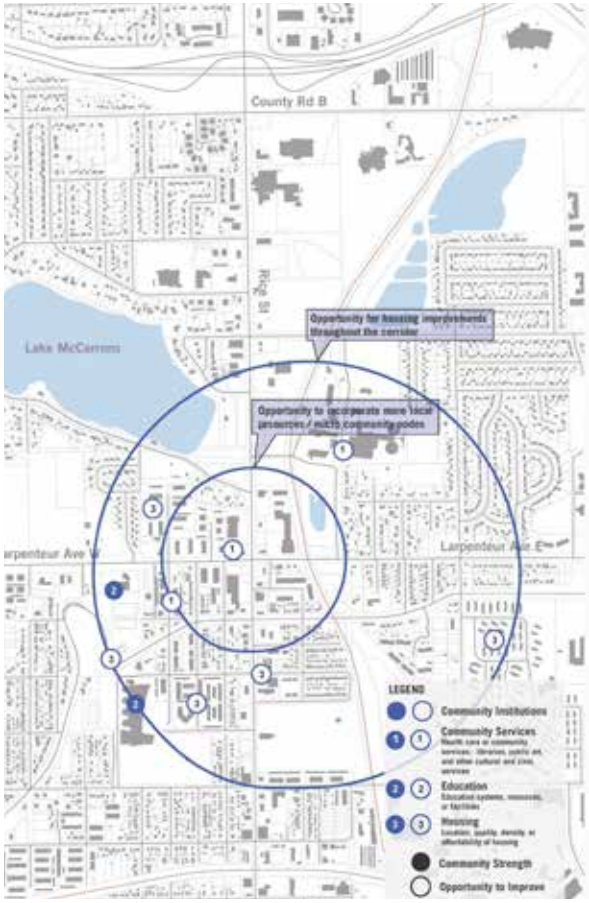
HIA Layer: Environmental Resilience

Health + Safety
This category focuses the analysis on opportunities to improve overall health and well-being within the project area. The key indicators that were identified in this analysis include; the promotion of opportunities for recreation and active living, enhanced safety (and reduction of perceived crime), enhanced emotional well-being and access to improved food systems (retail services, restaurants, and community agriculture).

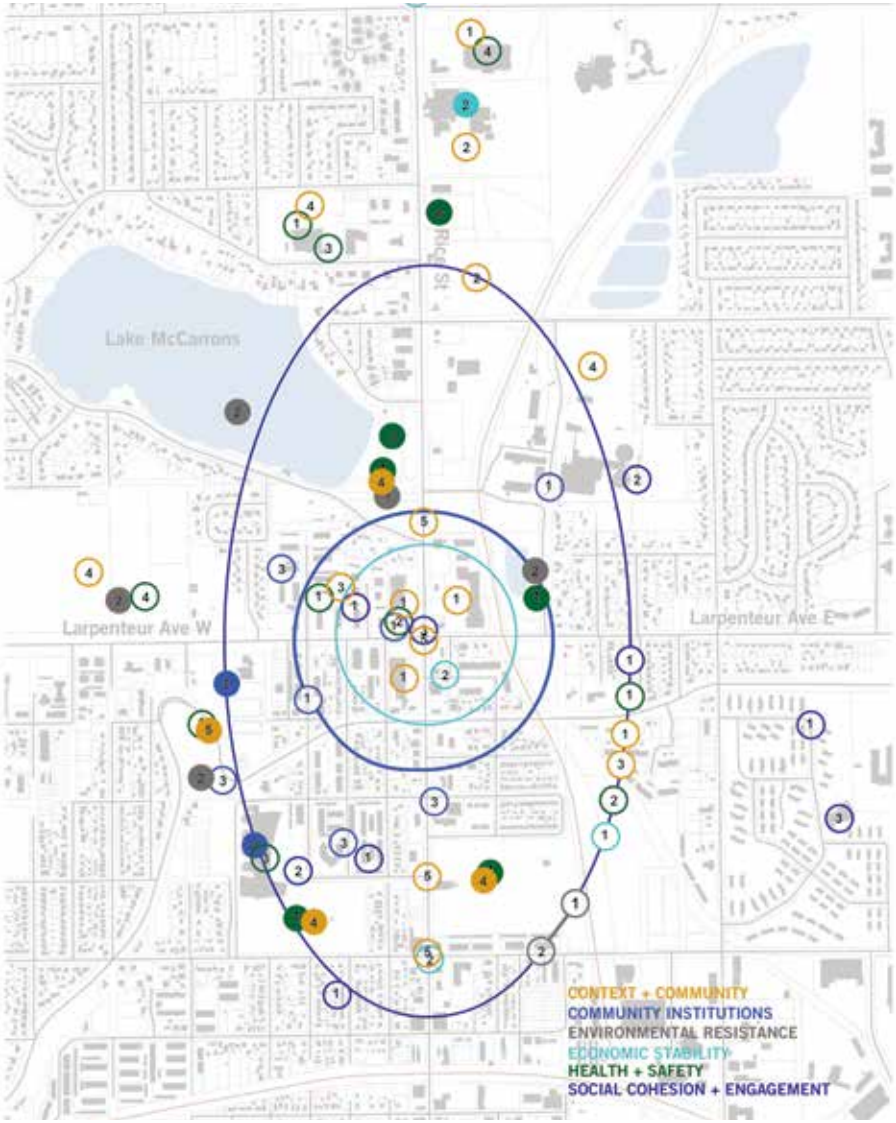


HIA Layer: Health + Safety

Social Cohesion + Engagement
This category focuses on identifying opportunities to improve social cohesion and engagement opportunities within the project area. The key indicators that were identified in this analysis include; improved social equity (equitable treatment of disadvantaged populations and equitable processes that influence displacement of residents) and improved social capital (strengthening relationships in the community, reducing inequality, integration, and community empowerment).



HIA Layer: Social Cohesion + Engagement



Composite HIA Layers

Health Impact Composite

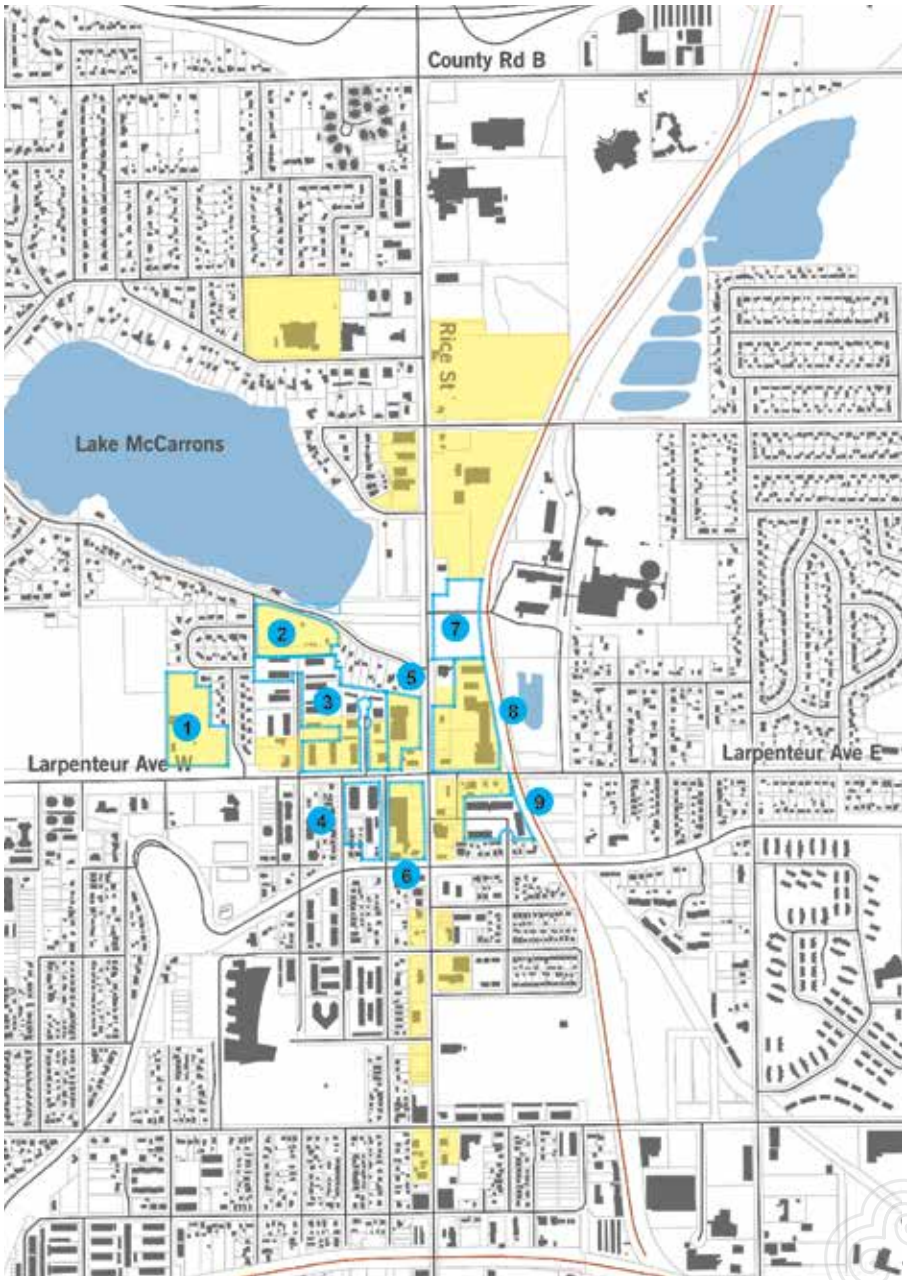
The composite HIA incorporates findings from the analysis of the six categories including; community + context, community institutions, economic stability, environmental resilience, health + safety and social cohesion + engagement. Key findings of the analysis identify three key areas for improvements to imact community health. The findings are identified below:

- There are significant opportunities to enhance community health related to potential improvements at Lake McCarrons Regional Park. Potential improvements should focus on enhanced programming, improved recreational amenities, improved natural features/elements, additional community gathering areas and improved access and connectivity to adjacent neighbohoods.
- A second focus area is the Washington Technology Magnet School. Potential improvements should focus on enhanced access to the broader community, improved recreational amenities (focused on the outdoor athletic fields), improved natural features/elements, and improved access and connectivity to adjacent neighbohoods.
- A third focus area is the existing residential areas adjacent to the intersection of Rice and Larpenteur. Potential improvements in these areas should focus on an expanded and improved housing stock, additional affordable housing, enhanced access to recreational amenities, and improved access and connectivity to adjacent neighbohoods and the core commercial area.

Redevelopment Opportunity Sites

The potential redevelopment opportunity sites were evaluated and determined using information derived from the market study, knowledge of potential redevelopment opportunities and opportunities that reinforce the desired goals and objectives of the project. The opportunity sites are mapped to show those parcels that have short-term redevelopment potential and those parcels that have long- term redevelopment potential.

Potential redevelopment sites on the east and west sides of Rice Street



LEGEND

1	Margolis Bros. 5	.97 Ac.
2	Schlosser	4.74. Ac.
3	G+G Management LLC	11.43 Ac.
4	Hillaway Investments	2.33 Ac.
5	Osborne	2.69 Ac.
6	MEK Properties	2.90 Ac.
7	St. Paul Water	4.62 Ac.
8	Kraus Anderson	6.82 Ac.
9	Aldrich Franklin Apts. 3	.3 Ac.
	Redevelopment Opportunity Sites	

MARKET ANALYSIS

A market analysis was prepared that provides a high-level understanding of the key market drivers impacting the Rice-Larpenteur study area and its ability to attract investment and support future development. Findings from the analysis were used to inform project stakeholders throughout the planning process of the potential to prioritize and/or implement elements of the Rice-Larpenteur Gateway Plan based on their market and economic feasibility. Key findings and conclusions from the analysis are presented below. The appendix includes detailed market and demographic data that was gathered and presented during the planning process.

LOCATION

The intersection of Rice Street and Larpenteur Avenue, the heart of the Gateway area, is centrally located within the Twin Cities Metropolitan area. It is approximately three miles from downtown St. Paul and eight miles from downtown Minneapolis. The Gateway area is also well connected to both local and distant destinations in the region. Rice Street and Larpenteur Avenue are important north-south and east-west arterials that each carry over 14,000 vehicles per day and provide connections to both Highway 36 and Interstate 35E. Moreover, there are two transit lines that serve the Gateway area that connect it to both downtown St. Paul and downtown Minneapolis. The Gateway area's central location and connectedness to the region is a critical element in its ability to support new development.

SOCIO-ECONOMIC CONDITIONS

A variety of different socio-economic data was gathered and analyzed to gauge current and forecasted demand for housing, retail, office, and other commercial uses in and near the Gateway area. For purposes of analyzing socio-economic data, a study area was defined as the following four census tracts: Tract 304, Tract 305, Tract 416.02, and Tract 422.01. These four tracts are roughly bounded by Highway 36 on the north, Interstate 35E on the east, the BNSF rail line on the south, and Dale Street on the west.

As of 2015, the Gateway study area has an estimated population of 17,599 people. Despite minimal new housing development, the area has added over 2,100 people since 2000, which is a growth rate of nearly 14%. An important source of this growth has been the influx of families from Myanmar and several other countries. As more families have moved into the study area this has resulted in a sharp increase in the number of young children. For example, the number of children under the age of five increased by 30% from 2000 to 2015, which was more than four times the metro area growth rate for young children.

Much of this growth has been concentrated west of Rice Street and south of Lake McCarrons in an area dominated by older, affordably-priced apartments. Not surprisingly, an influx of families from other countries has also meant an increase in the number of people who do not speak English well or not at all. As of 2015, roughly one out of every seven adults in the Gateway study area met this definition. Across the metro area, it is only one out of every 32 adults.

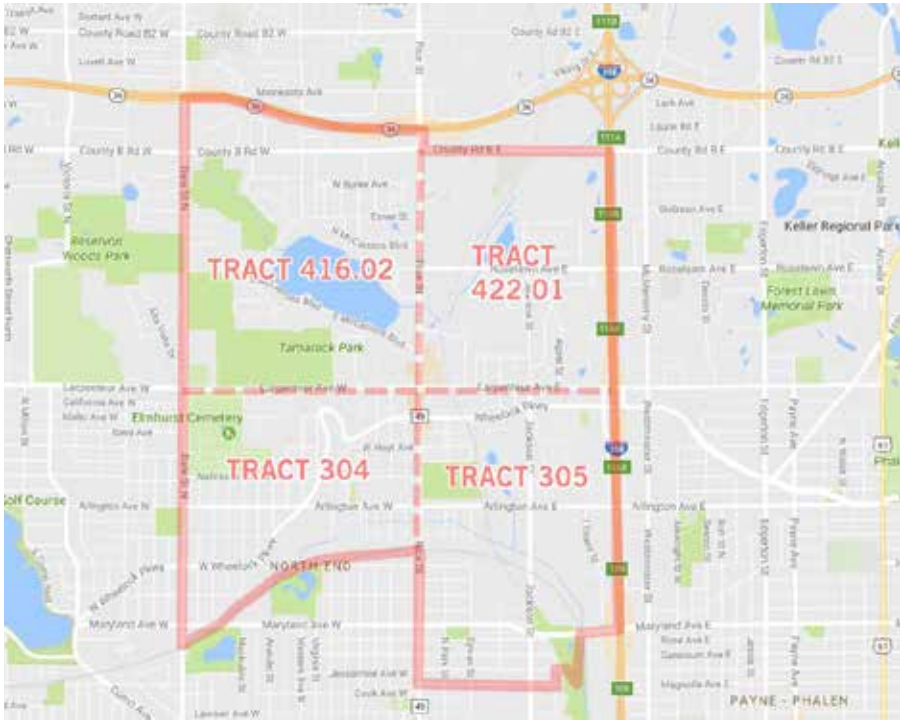


Figure 1: Census Tract Boundaries Used to Analyze Socio-Economic Data in the Rice-Larpenteur Gateway Area

The concentration of affordably-priced apartments is also reflected in the incomes of residents and other characteristics. As of 2015, the median income of study area households was just under $36,000. This is significantly below the metro area median income of roughly $69,000. With a lot of apartments in the study area, a strong majority of households (62%) rent their housing. Across the metro area, only 32% of households rent their housing. Lower incomes also correlates with lower access to vehicles. More than twice the proportion of study area households (17%) than metro area households (8%) do not have access to a motor vehicle. This means more households are dependent on walking, biking, or transit to access, goods, services, and employment opportunities.

	Gateway Study Area	Metro Area
Population Increase Since 2000	13.8%	13.8%
Household Increase Since 2000	0.3%	15.2%
Median Household Income	$35,700	$69,200
Median Age	30.0	36.5
People of Color	35%	25%
Homeownership	38%	68%
Households with Children	40%	32%
Adult Population that Speaks English "not well" or "not at all"	13.5%	3.1%

Source: US Census

Table 1: 2015 Socio-Economic Data Comparison for the Gateway Study Area and Twin Cities Metro Area

Forecasting future socio-economic change can be very difficult for a study area so small in size. However, it should be noted that the cities of Maplewood, Roseville, and Saint Paul, which make up the Gateway study area, are forecasted to add a combined total of 36,200 people and 16,800 households between 2020 and 2040 according to the Metropolitan Council. This is a significant increase in population and households for communities that have been essentially fully developed for many decades.

Most of the forecasted growth in each of the three cities will occur outside the Gateway study area. Nevertheless, this amount of forecasted growth, if realized, will place pressure on the study area to grow as well. If the study area captures 5% of the growth forecasted for all three cities (it currently accounts for 4.7% of the three cities' total population), this will amount to 1,800 more people and 840 more households. This level of growth will fuel demand for more multifamily housing and will support more neighborhood focused commercial businesses.

HOUSING MARKET

The Gateway study area contains a variety of housing types and styles of varying ages and conditions. In the southern portion of the study area, the housing stock consists primarily of older, pre-WWII, one and two-story single-family homes. In the central portion of the study area within 3-4 blocks of the Rice and Larpenteur intersection, the dominant housing type is apartment buildings built between 1960 and 1980. In the periphery of the study area to the west and north, the most prevalent housing type are post-WWII one story rambler and ranch style homes and 1½-story single-family homes.

RENTAL HOUSING

Throughout the Twin Cities metro area the rental housing market has been extremely tight for many years. This is true of the study area as well. The average vacancy rate in the study area is under 3%. This is well below equilibrium (considered 5%) and there is a very high demand for existing units. High demand typically means landlords can raise rents without increasing their number of vacant units, which can lead to displacement of households who are not experiencing commensurate increases in wages.

Because almost all of the rental housing stock in the study area are older apartment buildings that lack features and amenities found in newer buildings, data was gathered on average asking rents for buildings built between 1960 and 1980. The study area average is currently just over $800 per month. This is about $150 less than comparably aged buildings throughout the metro area. Although this means rental housing in the study area is affordably priced, the average asking rent has been increasing rapidly since 2012. Therefore, given the lower incomes of many households, this is undoubtedly placing a great deal of pressure on existing households to remain in their current homes.

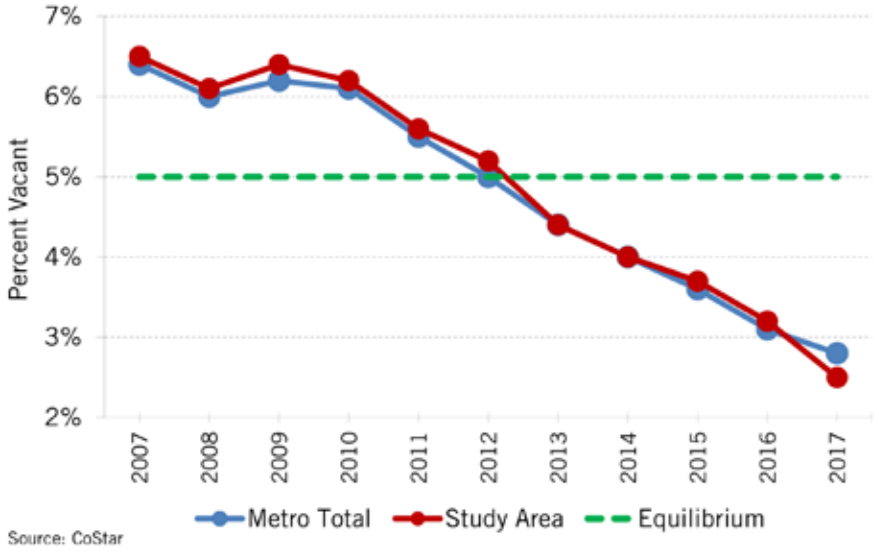


Figure 2: Average Vacancy Rate (Market Rate Apartments Built Between1960-1980)

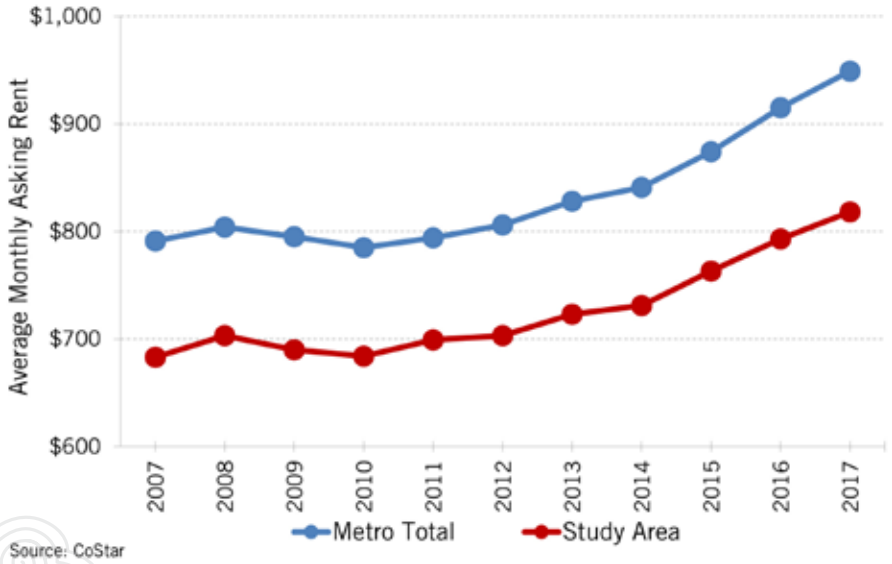


Figure 3: Average Monthly Asking Rent (Market Rate Apartments Built Between 1960-1980)

FOR-SALE HOUSING

The for-sale housing market endured a significant bust in the late 2000s. In many areas, home prices actually dropped for the first time in decades. It has taken years for prices to rise back to pre-bust levels. Currently, the for-sale market is very healthy in terms of price appreciation. However, supply remains very low, which is inhibiting first-time homebuyers to enter the market. This is pushing more prospective buyers into affordable neighborhoods, such as the North End of Saint Paul. This is certainly helping existing homeowners realize strong gains in their property values. However, it is also resulting in rapidly rising prices, which is ultimately reducing housing options for many lower incomes households.

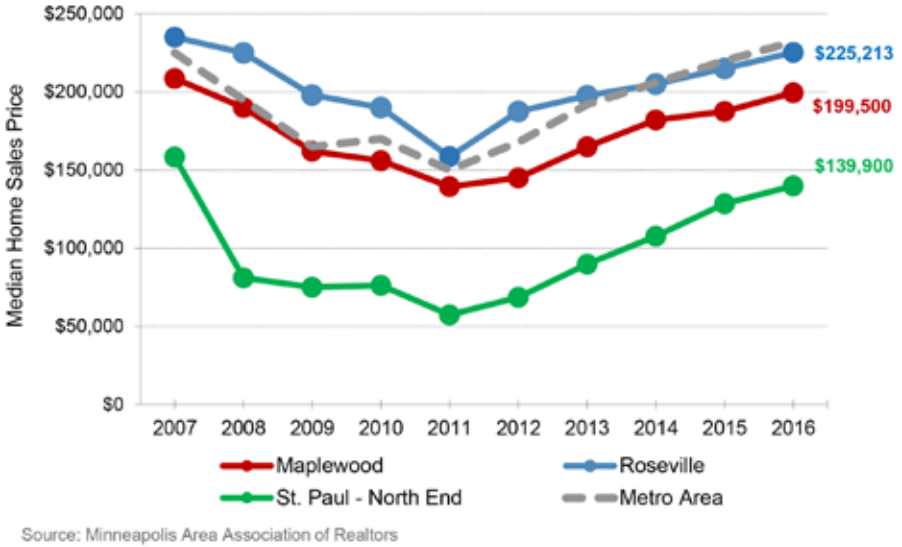


Figure 4: Median Home Sales Price

RETAIL MARKET

Macro Trends

Across the metro area and Ramsey County, the vacancy rate for retail space has declined in recent years due in large part to the recovery from the recession. However, this has not translated into increased asking rents. This is likely a result of increasing uncertainty in the retail sector due to increased on-line sales. Broad region-wide trends suggest that retail vacancies have declined in recent years, but rents have struggled to rise in part due to the uncertain long-range impact of on-line shopping.

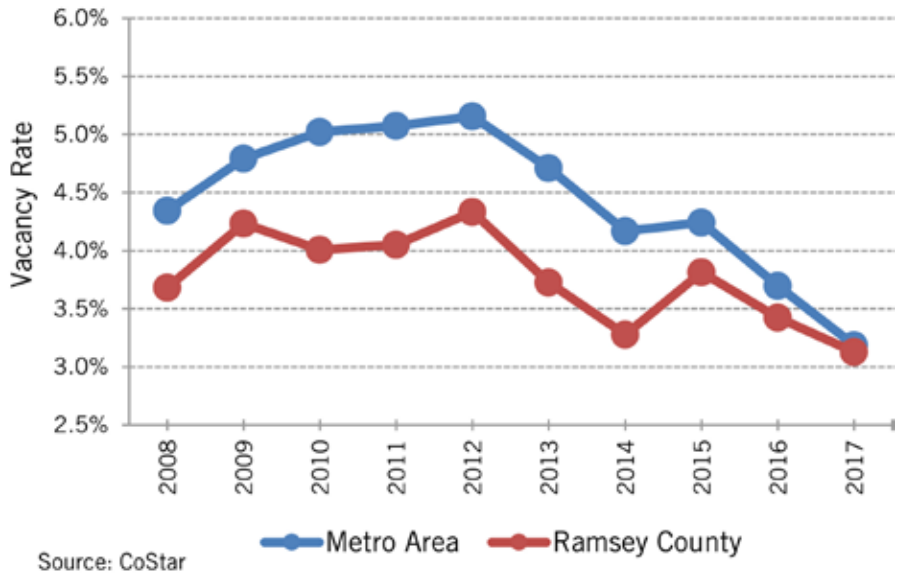


Figure 5: Average Retail Vacancy Rate

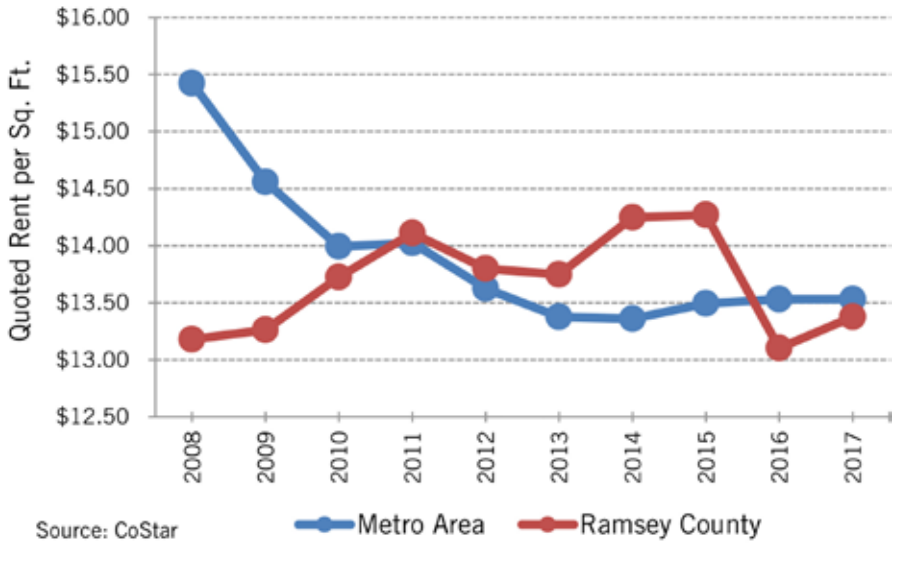


Figure 6: Average Quoted Retail Rent per Sq. Ft.

STUDY AREA RETAIL SITUATION

Based on a visual inventory, there are 63 businesses located along Rice Street in the study area, most of which are independently-owned businesses versus chain stores. Important stores that anchor the district are Setzers Pharmacy, Walgreens, and myThriftStore. There is no major anchor, such as a grocery store or large discount merchandiser (e.g., Target or Walmart) that attracts customers to the study area from beyond a 1-2 mile radius. Therefore, most of the businesses rely on the local household base to support their operations.

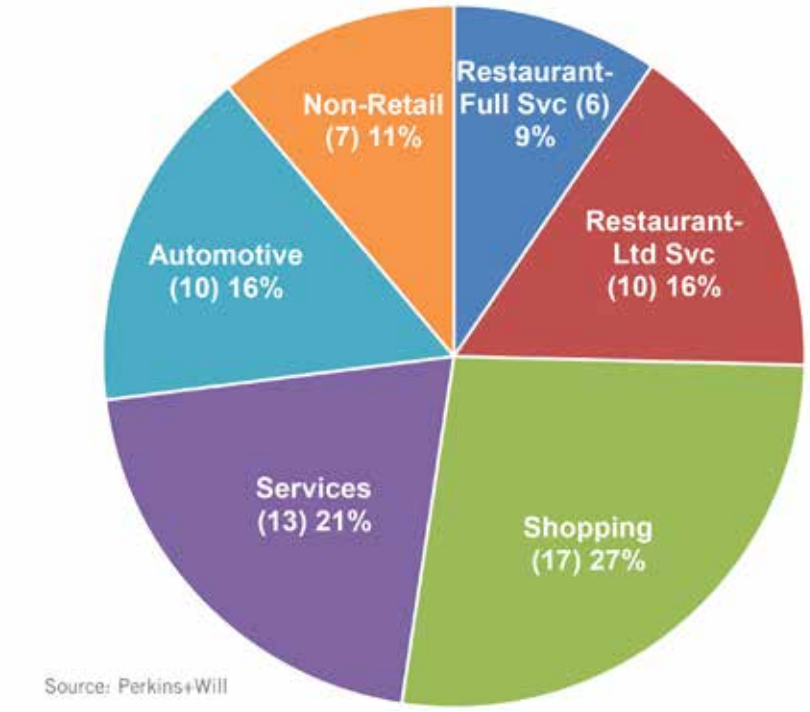


Figure 7: Rice-Larpenteur Study Area Business Mix

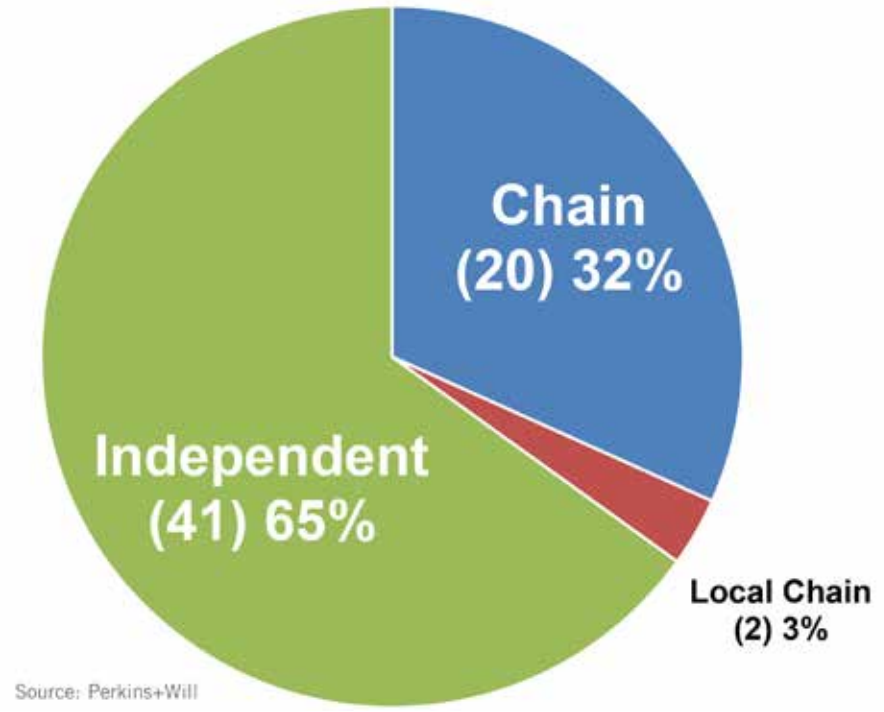


Figure 8: Rice-Larpenteur Study Area Business Ownership

Many of the businesses are focused on price-conscious shoppers due to the lower incomes of study area households. For example, there are two pawn shops, two used car dealerships, a thrift clothing store, a laundromat, and numerous fast food restaurants. The study area contains approximately 250,000 square feet of commercial space in a mix of older commercial buildings that directly front Rice Street, especially south of Larpenteur Avenue, as well as several strip malls set back from Rice Street. Roughly 40% of the study area businesses are located in these three strip malls. The visual inventory also identified only three vacant storefronts, which is a small amount of vacant space given the overall size of the district.

Due to a limited amount of available space, it is difficult to compare current asking rents in the study area to Ramsey County or the Metro Area. Historically, average retail rents in the study area have been below the Ramsey County and Metro Area average and have ranged between $11 and $13 per square foot. A new retail building under development in the study area has a current asking rent of $25 per square foot, which is typically on the low end for newly constructed properties.

COMPETITIVE RETAIL DISTRICTS

Despite the relative amount of commercial space within the study area, it is surrounded by a number of even larger commercial districts with a broader complement of retail offerings. These districts, some of which are located just beyond the study area's boundaries, serve to limit the size of the study area's "catchment" or "trade area." Moreover, several of these districts have a larger, more affluent household base that is the foundation of their customer base.

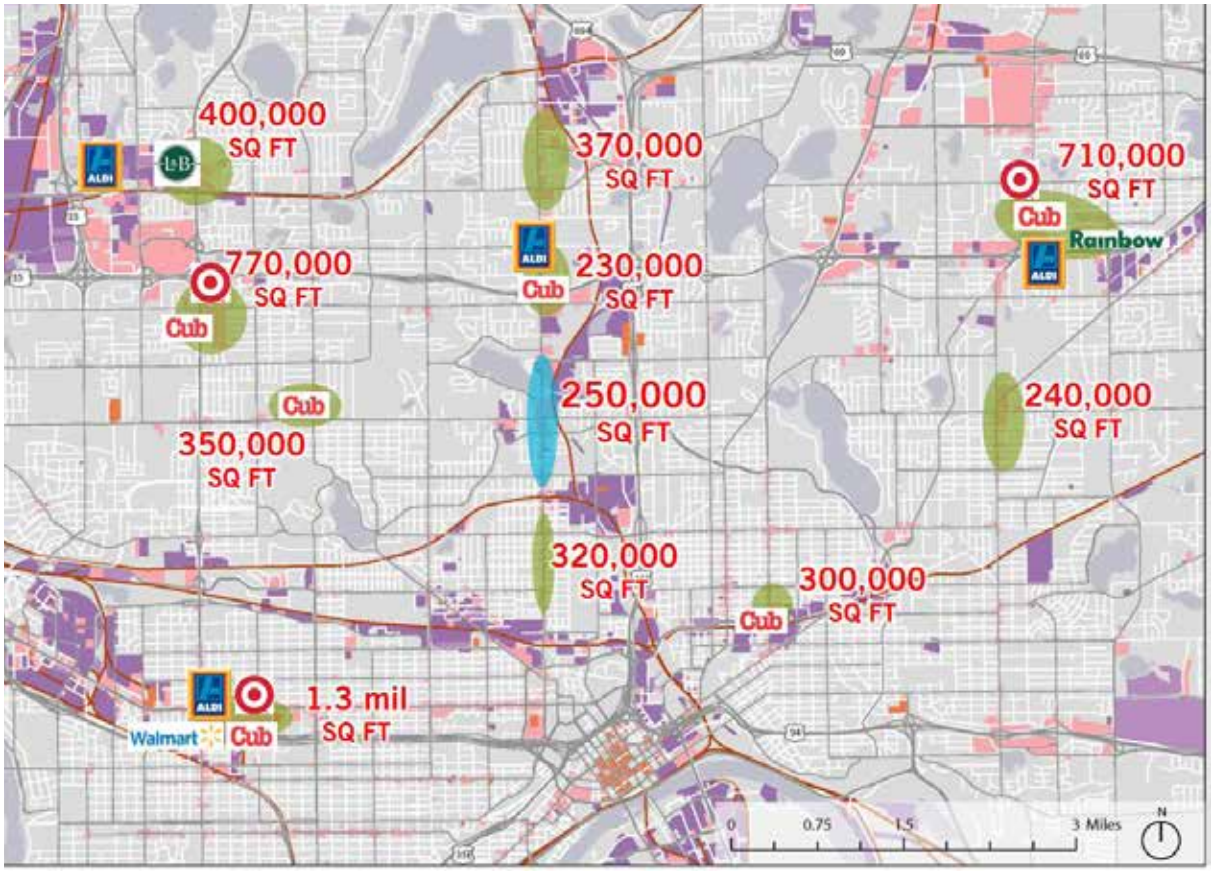


Figure 9: Competitive Retail Districts with their Overall Amount of Commercial Square Footage and Important Anchor Businesses

Figure 10: Competitive Retail Districts with their Number of Households and Median Household Income within a 1-mile Radius

OFFICE MARKET

Macro Trends

The overall office market has strengthened in recent years with declining vacancies and increasing rents. This improvement in the office market is a direct result of the recovery from the economic recession between 2008 and 2011. Despite improved office market conditions, there are some broader trends that are impacting the long-term demand for office space. Of most note is the trend toward less square feet per worker as well as interest to be located in vibrant, transit accessible districts. Less square feet needed per office worker has a direct impact on the overall space needs of office users.

Less direct, but still important is the impact of office demand concentrating around key districts and nodes. This is having the impact of rapidly increasing rents at these highly amenitized locations while at the same time vacancies climb and rents drop at less desirable locations.

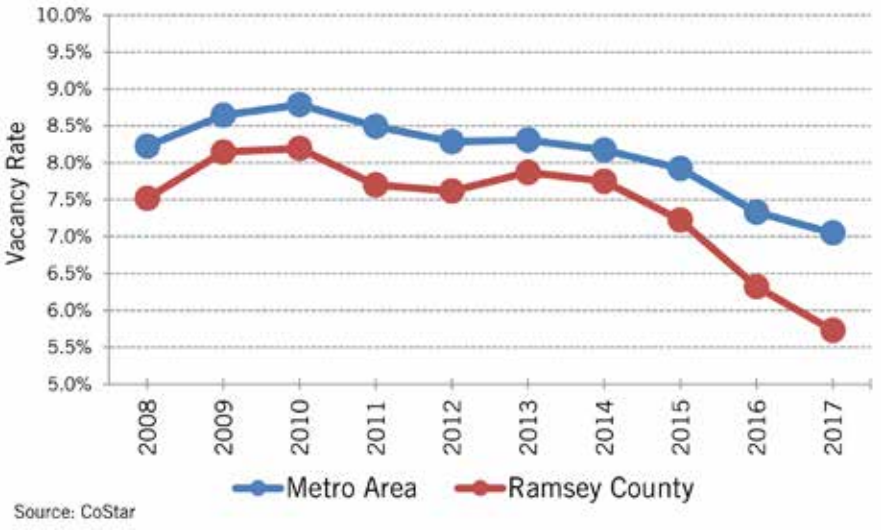


Figure 11: Average Office Vacancy Rate

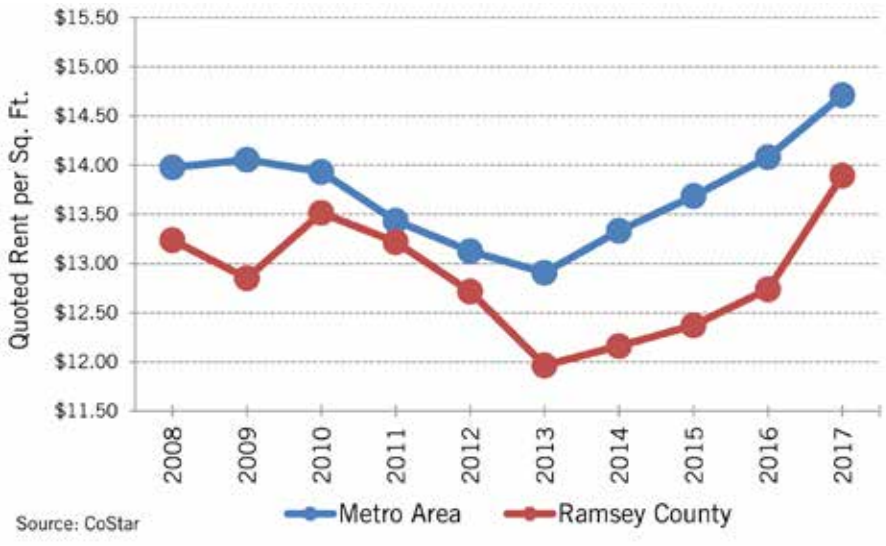


Figure 12: Average Office Asking Rent per Square Foot

STUDY AREA OFFICE SITUATION

There are very few traditional office options in the study area. Most of the competitive space is concentrated along Rice Street north of Lake McCarrons, closer to Highway 36. Overall space is about 150,000 square feet, most of which is occupied by small professional firms that serve nearby households (e.g., insurance agents, chiropractors, etc.). Therefore, demand for any office space is more tied to the growth in the number of study area households than it is the expansion of the regional economy.

Development Assessment

The market analysis also included a review of development indicators that would provide insight on market activity as well as where particular parcels may be ripe for redevelopment.

Development Momentum

Data was gathered on the number and location of newer buildings in the study area to see if there has been a clear pattern of increased commercial investment in recent years. Between 1990 and 2016, there were 11 new buildings built in the study area; a rate of about one building every 2.4 years. Most of this development was packed into a seven-year period between 2001 and 2008.

In 2017, however, after a nine-year drought in new development, there were two buildings under development; a new retail center located at the NW corner of Rice and Larpenteur on the site of a former gas station and a new charter school on the site of a former nursery located three blocks west of the Rice and Larpenteur intersection. There was also a building permit issued for Boaters Outlet (located at 2000 Rice Street) in 2017.

Building Condition

Older buildings are often costly to maintain and, therefore, are at risk of deferred maintenance. Many old buildings also no longer serve the purpose they were built for and have become obsolete. In both cases, such buildings can attract developers who are looking for redevelopment opportunities. The study area has numerous properties that more than 40 years old. In particular are two of the three strip retail centers located at the intersection of Rice and Larpenteur. Depending on their overall condition and level of maintenance, these properties are good examples of sites in which a developer may take interest in them because of their size, visibility, and prominent location.

Property Values

The analysis also reviewed the estimated market value of properties in the study area per the Ramsey County Assessor. Developers looking for opportunities are many times attracted to properties with low values that are along high traffic roadways, near amenities (e.g., lakes, parks, or trails), and are sizable. In some instances, if larger parcels are not available, smaller properties adjacent to one another with low values per square foot may also be candidates for acquisition and assembly into a larger potential site.

MARKET CONCLUSIONS

The previous sections of the market analysis evaluated the socio-economic conditions of the Gateway study area, the market condition of various real estate sectors, including housing (both rental and for-sale), retail, and office, as well as a number of development indicators. Based on a synthesis of these analyses, the following are key conclusions from the data:

- There is a strong market opportunity to capitalize on the growing population of the study area
- Children are an important component to the local market, and new housing and retail development should consider how children will drive market demand
- Diverse cultural mix of area residents is an opportunity for entrepreneurial activity, which is currently emerging but not fully leveraged
- Strong demand for housing of all types; however, supportable rents/prices will likely require new construction subsidies, though key sites could support market rate product
  - *Market rate housing is most likely to occur north of Larpenteur Avenue in closer proximity to Lake McCarrons and possibly on the Rice Street Gardens (Saint Paul Water Works owned) site.*
- Lack of small retail spaces is a barrier to start-ups/mom-and-pop businesses
- Office demand is limited to local services because the core of the study area is too distant from major highways to appeal to large office users
- If the existing amenities focused around water and open space they can be better connected to study area households and worker. This will expand the market potential and reach of the study area
- Retail opportunities are constrained as much by competition, parcel sizes, and building stock as they are by trade area incomes. Below is a list of potential retail services that could be accommodated along the corridor:
  - *Home furnishings store*
  - *Sporting goods/bike shop*
  - *Appliance store*
  - *Uniform shop*
  - *Daycare*
  - *Fitness center*
  - *Salon/Barber*
  - *Tailor*
  - *Mailing/packaging store*
  - *Bank*
  - *Martial arts/dance studio*
  - *Veterinarian*
  - *Dry cleaner*

COMMUNITY ENGAGEMENT

COMMUNITY ENGAGEMENT

Collaborative, Community-Based Planning

Some of the community's greatest assets for this plan are the knowledge, interest, and contributions that its citizens, businesses, local officials, and advisory commissions made to the development of the community's vision and next-generation plan. The planning process provided opportunities for community involvement in creative and practical ways to help shape the future of the Rice-Larpenteur Corridor. The major forces, issues, and opportunities associated with the corridor have been defined through a series of interactive committee meetings, business owner interviews, community workshops and open houses, and interviews with developers. The results of the community interactions have been synthesized into goals, objectives, policies, and implementation programs to shape the vision for the corridor and guide the creation of the Vision Framework Plan.

Gateway Planning Committee (GPC)

The Gateway Area Planning Committee (GPC) was comprised of City and County staffs and elected officials from Maplewood, Roseville and Saint Paul. The GPC worked closely with the consultant team to develop and evaluate Rice Street/Larpenteur Avenue Gateway Area Master Plan alternatives, and make recommendations on a preferred plan. Members of the GPC provided advice and assistance to the project team for broader community outreach to residents and businesses in the study area. The GPC met approximately seven different times during the planning process.

Community Advisory Group (CAG)

The charge of the CAG was to provide community input to help shape the development of plans for the Rice Street-Larpenteur Avenue Gateway study area. The CAG was appointed by the GPC and was comprised of residents, property/business owners and other community advocates. The CAG met approximately six times during the planning process.

Members of the Community Advisory Group

Public Workshop #1

The first public workshop was held on June 14, 2017, at Washington Technology Magnet School. The meeting consisted of a brief presentation introducing the project and a round robin of three facilitated breakout sessions focused on "Our Identify", safety/movement and buildings/uses. There were six other topic area stations (Each topic area station included a facilitator and recorder, background plans, topic questions and questionnaires, a comment map/aerial photo, and drawing and writing utensils.) The six topic area stations were: urban design analysis, "walkable" corridor map, market analysis, Rice Street safety study, visual preference survey and the Maplewood, Roseville and St. Paul Comprehensive Plan updates. A summary of feedback from the six topic stations is provided on the adjacent page.

Large scale mapping exercise during Workshop #1

Key Assets

- Setzer Pharmacy, Lake McCarron's/Beach, Cub, Washington Technology Magnet School, Caribou, Walgreens, Family Dollar, and Hearthside restaurant.

Potential Improvements

- New bike facilities, intersection improvements, new sidewalks, new parks/open space

Station 6

- (keep) Green space, Lake McCarron's/beach, Setzer and DQ
- (change) Safety, crime, undesirable businesses
- (heart) DQ, Setzer's, schools, currently lacks a heart
- (future) promising, potential, destination, better place to raise a family

Station 7

- More sidewalks to better connect area
- Physical and perceived safety (police sub-station will help), lighting, appropriate businesses
- More bike facilities
- Slow traffic
- Improved intersections and crossings

Station 8

- (beneficial buildings) DQ, Setzer, Friends Café, Washington Magnet School
- (non-beneficial buildings) auto dealerships, poorly maintained apartments, adult businesses, pawn shops
- (desired businesses) grocery, natural food, salon, family restaurants, bakery, daycare and kids retail
- More housing options (senior, condo, single-family, more density)
- Places for kids, parks, open spaces, gardens

Survey of Visual Preferences

One of the stations was dedicated to a visual preference survey. The purpose of the survey was to identify development characteristics the community feels are positive and should be encouraged, and characteristics that should be avoided. This information informed the creation of strategies to encourage positive development. Images of existing conditions in the Corridor were contrasted with those from other areas highlighting general image and character, building types, and streetscape treatments.

The workshop provided an informal forum for stakeholders to share concerns, hopes, and opportunities regarding the future of the Rice and Larpenteur Corridor. Participants were informed that the information gathered from the workshop would be used to augment the background analysis, to assist with defining issues and opportunities, and to shape goals and policies, as well as to drive alternative plans and strategies for the Rice and Larpenteur Corridor.

Survey of visual preferences exercise during workshop #1

Summary VPS: Preferred Streetscape

SUMMARY VPS
Open Space/Amenities

Top Three

Bottom Three

Summary VPS: Preferred Open Space/Amenities

SUMMARY VPS
Buildings

Top Three

Bottom Three

Summary VPS: Preferred Buildings

Public Workshop #2

The second public workshop was held on June 21, 2017, at the Washington Technology Magnet School. The format of the workshop consisted of breakout sessions focused on the over-arching themes of "HEARTH", "GREEN + BLUE", and "LEGACY." Attendees were encouraged to develop design ideas and draw concepts that responded to each of these themes. There were three other topic area stations. (Each topic area station included a facilitator and recorder, background plans, topic questions and questionnaires, a comment map/aerial photo, and drawing and writing utensils.) The three topic area stations were: Market analysis, Rice Street safety study, and urban design analysis. Attendees were encouraged to visit each board and engage with staff and consultants regarding any questions or concerns. A summary of feedback from the workshop is provided on the adjacent page.

Break-out session during Public Workshop #2

Diversity

- Seen as a positive that we should embrace and celebrate....strengthen corridor identity
- Improve cultural connections through public realm.....Art, wayfinding, infrastructure design elements
- Opportunity for cultural based events and festivals.....food is a linking element

Public Realm

- More SIDEWALKS!
- Street trees and other "green" elements along street edges, create green "networks".....streets and open space linkages
- Improved crossings at intersections
- More lighting and amenities.....seating, trash receptacles, etc.
- Create multi-functional space in underutilized parking lots
- Create sense of pride thru a well maintained and clean environment

Open Space

- Enhanced connectivity for all modes
- Capture the underutilized open space along the corridor and enhance quality of open space and improve access....Lake McCarrons, trails, wetlands
- More activities for children and teens
- Create facilities to support populations...larger picnic shelters, recreational opportunities, bandshell

Community

- Need a place for gathering and events
- Facilities to support families and residents....community center
- Create a destination in this area for the City and region
- Build off of strengths.....schools, natural systems, Rice Street gardens
- Design guidelines to improve corridor aesthetics.....provide resources to businesses

Public Workshop #3

The third public workshop was held at the Community School of Excellence on October 26, 2017. This meeting presented the final plan to the community and provided opportunities for attendees to weigh in on which plan recommendations they would personally like to become involved in during plan implementation. The format for the community workshop included four topic area stations. (Each topic area station included a facilitator and recorder, background plans, topic questions and questionnaires, a comment map/aerial photo, and drawing and writing utensils.) The three topic area stations were: Goals and objectives, redevelopment, roadway and public realm design, and implementation strategies.

Public Workshop #3

Community Pop-Up Events

In addition to the organized stakeholder groups and periodic public meetings, there were three community pop-up events that were held during the course of the planning process. These targeted pop-up events coincided with previously scheduled community events and were directed at specific constituents and stakeholders who normally are unable to attend traditional public meetings. The three events were the annual safety fair in Saint Paul, the Marion Park event in Roseville, and the International pot luck at the Rice Street garden in Maplewood.

- Marion Park Event, June 10, 2017
- Lamplighter Village Safety Fair, June 20, 2017
- Rice Street Community Garden – International Gardener Pot Luck Lunch, July 7, 2017

International Gardener Pot Luck Lunch

CORRIDOR VISION, GOALS AND OBJECTIVES

Looking south along Rice Street near Larpenteur Avenue

CORRIDOR VISION, GOALS AND OBJECTIVES

The purpose of the Rice-Larpenteur Vision Plan is to illustrate the design principles, goals and objectives that foster an attractive destination with strong businesses, vibrant neighborhoods, and a safe street that is safe and comfortable for pedestrians.

This section outlines the primary vision for the area, overall project goals, and coordinating objectives.

VISION

The Rice-Larpenteur Gateway area will be a safe, engaging, and inviting neighborhood center that includes common spaces, a high-quality pedestrian environment and robust reinvestment for the diverse people of the surrounding communities to live, conduct business, and play together.

URBAN DESIGN PRINCIPLES

A series of urban design principles was defined early in the planning process to inform the development of designs and recommendations and to assist in the prioritization of potential implementation strategies and projects. The approved design principles are listed below:

Principle #1: Develop a livable design

- Design the corridor for people; an environment designed to accommodate the pedestrian, improves the human experience, and reinforces the true sense of place.
- Celebrate the authenticity and promote the cultural, social, and environmental history of the Rice-Larpenteur Corridor
- Ensure linkages and prioritize walking as the preferred mode of travel for trips beginning in the corridor and nearby neighborhoods, and as a defining component of well-being and a healthy quality of life.
- Create a public realm that is well connected and enclosed by attractive building frontages. The public realm should be attractive, safe, well-maintained, welcoming, and accessible to everyone.

Principle #2: Strive for land use diversity

- Encourage a compatible mix of uses at the neighborhood scale and a cohesive architectural style within the public realm.
- Enhance social interactions by bringing people together with activities and a mix of self-supporting uses that contributes to unique urban experiences.
- Promote a more inclusive corridor that promotes cultural and economic diversity, and affordable housing options.

Principle #3: Promote neighborhood compatibility and character

- Enhance the existing neighborhood character to create a sense of identity.
- Relate new developments to the physical scale, character, and pattern of the surrounding neighborhood context to ensure compatibility.

Looking north along Rice Street at Arlington Avenue

- Focus energy and resources on conserving, enhancing, and creating strong vibrant neighborhoods.

Principle #4: Create a sustainable and resilient gateway area

- Create a social, economic, and environmentally sustainable Rice-Larpenteur corridor.
- Conserve and enhance the health of natural systems and areas of environmental significance.
- Create a corridor that focuses on the attraction and retention of residents and businesses.

GOALS+OBJECTIVES

Provide safe connections for walking and biking to and through the area.

- Create safe routes to schools with a complete sidewalk network and pedestrian crossings.
  - Follow recommendations of the Washington Safe Routes to Schools reports, and develop similar safe connectivity for the new Community School of Excellence (CSE).
- Ensure a safe crossing from the Marion Street area to the CSE.
  - Every intersection will have an ADA-compliant crosswalk.
- Connect parks and green spaces with inviting and safe green trail systems.
  - Enhance the Trout Brook Regional trail experience where it crosses through the Gateway area, highlighting its presence with landscaping and signage.
  - Add pocket parks, parklets, and parking-spots-to-park conversions to add micro-green spaces wherever possible.

Create a walkable and bikable center that feels safe and inviting for users of the commercial spaces.

- Clearly mark pedestrian routes through existing parking lots, including adding

refuge islands where possible.

- Encourage pedestrian-oriented redevelopment.
- Provide bike parking at regular intervals.
- Add bike-awareness signage and sharrows throughout the Gateway area.

Improve the aesthetic quality of street design to improve the quality and condition of streetscape elements (lighting, benches, bus stops, etc.) and sidewalks.

- Create a streetscape along Rice Street that complements community character and enhances community pride.
  - Add landscaped boulevards between sidewalks and roads wherever possible.
  - Improve and diversify landscaping and tree canopy along the corridor with new trees that offer biodiversity and visual interest.
  - Promote the installation of stormwater best management strategies in the area.

Capitalize on development and redevelopment opportunities associated with the revitalization of the corridor.

- Catalyze positive redevelopment and reinvestment focusing on food as a uniting factor.
  - Support healthy community food options with local markets, community gardens, and healthy restaurants.
  - Consider leasing an underutilized parking area for use as a farmer's market or food-truck site.
- Develop smaller scale, neighborhood retail and office uses as appropriate to provide neighborhood residents with necessary services.
  - Work creatively to provide incentives for private sector participation in redevelopment projects and programs.
  - Facilitate redevelopment transitions by developing appropriate relocation plans sensitive to the needs of those whose properties will undergo reuse activities.
  - Encourage partnerships among the property owners, the private sector, and the public sector in order to implement proposed redevelopment projects that will achieve public goals.
  - Preserve small independent office and commercial developments within the project area

Provide opportunities and support (education, financing support, etc.) for local residents to develop unique eating opportunities.

- Provide a food truck start-up program in partnership with Chameleon Concessions.
- Host a "Food Truck 101" and a "Restaurant 101" event in this area similar to the program held by the Saint Paul Chamber of Commerce in December 2016.

Develop a marketing and branding strategy for the area to reinforce a desired identity.

- Consider a branding plan like the "Minnehaha Mile" approach.
- Develop a complete set of design guidelines, similar to Excelsior Boulevard in St. Louis Park.

Encourage supportive retail and commercial businesses that contribute to the wellbeing of the community.

- Use zoning and land use regulations to reduce the prevalence of businesses that are detrimental to the desired use of the area.
- Support the redevelopment of catalytic sites.

Create an environment for people first, and the automobile last.

- Right-size traffic lanes to reduce speeds and crossing widths for other users.
  - 3-lane section with 11 foot lanes and limited shoulders (convert shoulders for bike lanes).

- Provide refuge islands where pedestrians must cross large roads or parking lots.
- Consolidate curb cuts with the goal of one curb-cut per super block.
- Right-size and consolidate parking lots.
  - Use the excess paved areas for uses, suh as a market, food trucks, and landscaping.

Develop a "Village by the Lake" using McCarrons and other blue/green infrastructure to create identity and increase sustainability.

- Pull the green experience of McCarrons Lake south down Rice and east down Larpenteur with street trees and landscaping.
  - Improve public access and connectivity to Lake McCarrons County Park.
  - Reconstruct Rice and Larpenteur as "green streets" with strong landscaping including boulevards and medians.
  - Develop a complete streetscaping plan, including pavements, plantings, furnishings, lighting, etc.
- Integrate commercial businesses, both aesthetically and in terms of the services they provide, with the recreational and green aspects of the space.
  - Enhance the Dairy Queen site's relationship to McCarrons (especially using the north part of the lot which appears to be in the ROW).
  - Coordinate with the County to consider additional programming or an enterprise, such as rentals or food.
  - Guide new developments in a manner that conserves natural features and environmentally sensitive areas and meets the long-term needs of the community.
- Foster the creation of new housing of varying types and densities along the corridor to foster mixed-use walkable developments.
  - Preserve, protect, and enhance existing property values and investment along the corridor.
- Attract pedestrian-oriented land uses such as restaurants, cafes, markets and neighborhood services. Support the existing businesses that provide valuable services to our community.
  - Preserve and enhance the quality of air, water, sensitive species habitat, and other natural resources within the Rice-Larpenteur corridor to promote its long-term sustainability of the neighborhoods.

DESIGN CONCEPT

An overall design concept statement was crafted to drive the creation of public realm and redevelopment concepts for the Rice-Larpenteur gateway area. This design concept serves as the idea behind the overall design, and serves as a guide to solve the design problems highlighted as part of the Rice and Larpenteur corridor planning process.

The intersection of Rice Street and Larpenteur Avenue (the Gateway) is envisioned as high-energy, mixed-use area that serves the neighborhoods and broader community. The Gateway will be linked by a continuous multi-modal transportation network with improved streetscape improvements and access to natural features/amenities. Design and redevelopment will promote pedestrian activity, support business vitality, and create a greater sense of place in a compact, connected, and walkable built environment.

BIG IDEAS

Connect the Lake to the Gateway

Strengthen the connection between McCarrons Lake and the heart of the commercial district at Rice Street and Larpenteur Avenue.

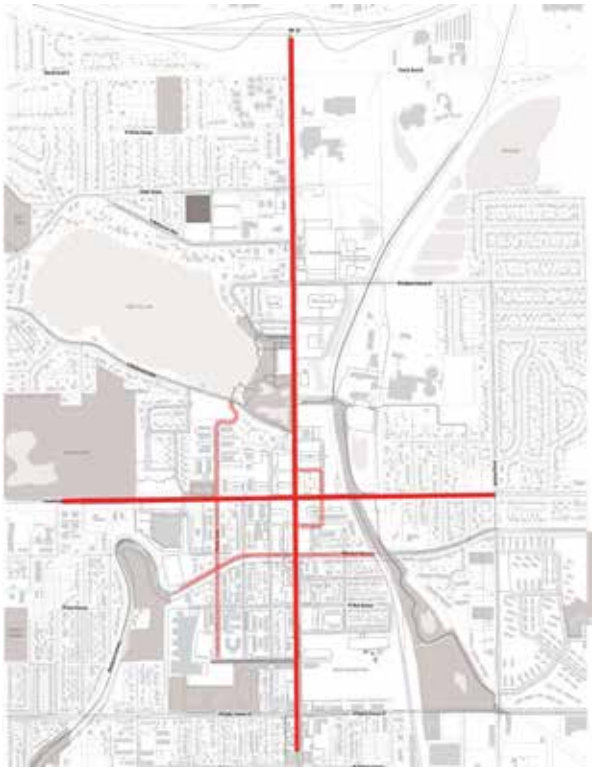
Enhance streetscape and lighting

Enhance the public realm streetscape with pedestrian amenities and enhanced lighting. The enhanced streetscaping will occur primarily along Rice Street and Larpenteur Avenue. Secondary streetscape treatments may occur along Marion Street and Wheelock Parkway.

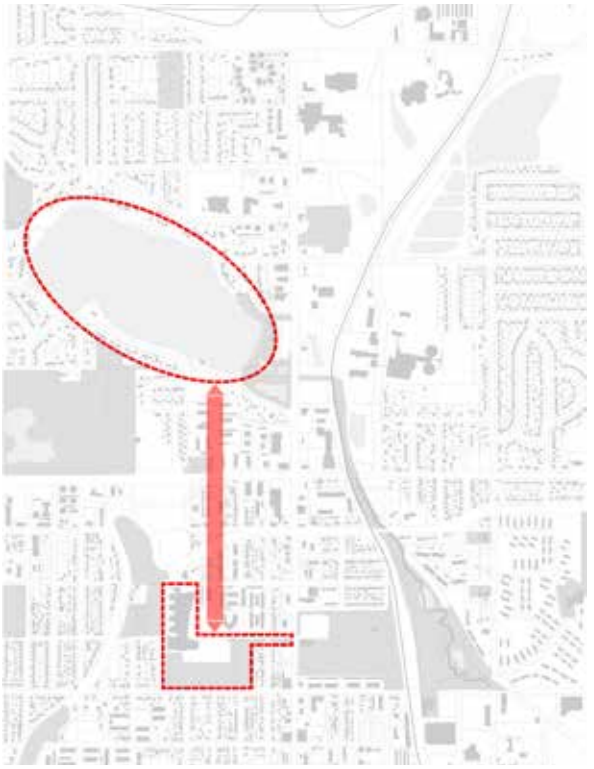
Marion Greenway

Enhance the connection from McCarrons Lake to the Washington Technology Magnet School. This connection will require improved (above standard) crossings at Wheelock Parkway and at Larpenteur Avenue.

Big Idea: Connect the Lake to Gateway



Big Idea: Enhance the streetscape along primary routes



Big Idea: Create a Marion Street greenway connection

Make it Walkable

Enhance pedestrian connectivity by improving street crossings, eliminating alleys/driveways, improving intersections, creating shorter street blocks, and defining future design guidelines for building placement.

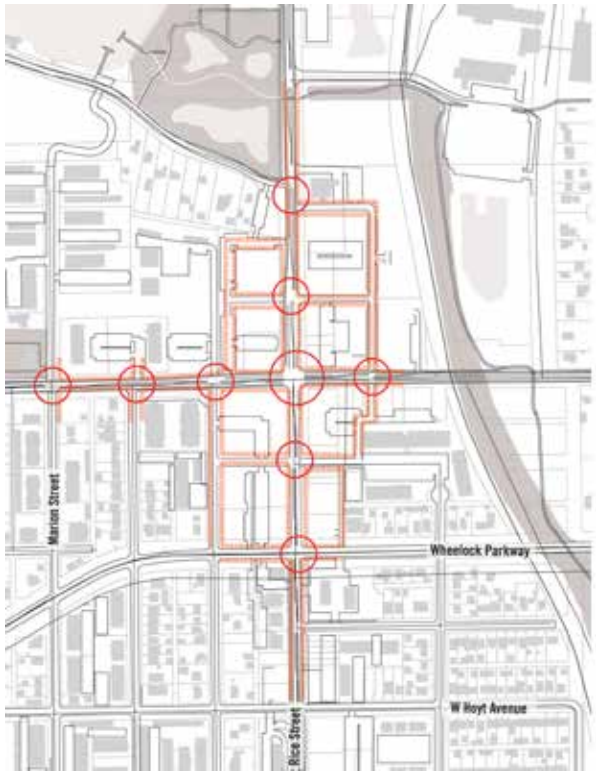
A Park @ the Heart

Create a central community gathering space at the intersection of Rice Street and Larpenteur Avenue.

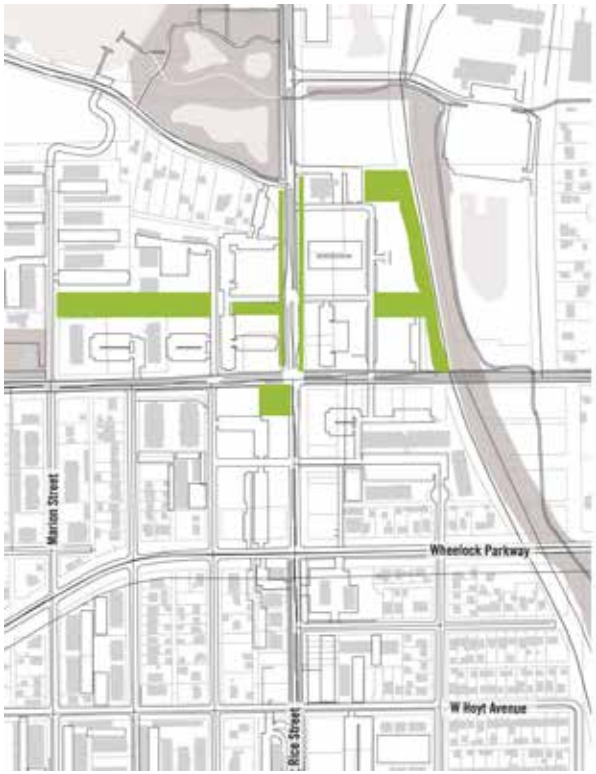
The gathering space should include broader connections to other regional open space amenities through an enhanced public realm.

Tame the Streets

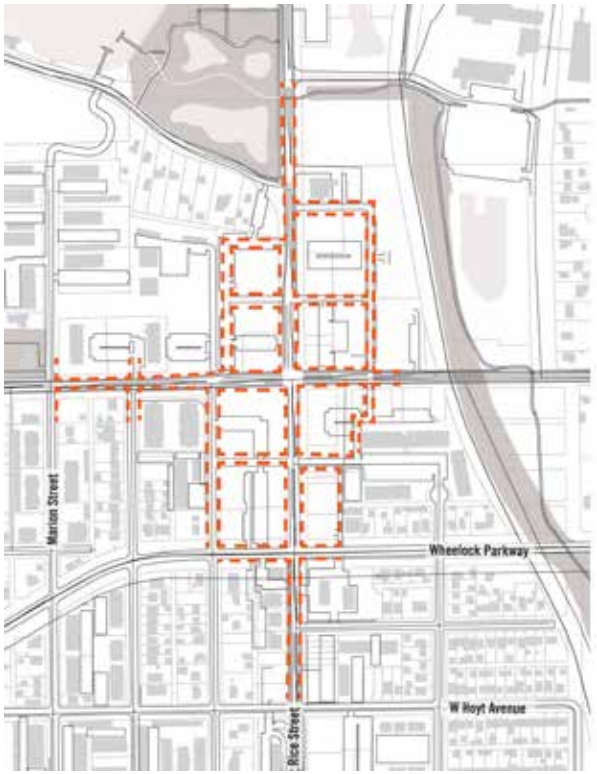
Slow traffic to create a safer environment for motorists, bicyclists, and pedestrians within the defined area below. This would include adding additional streets, improving street crossings and improving intersections.



Big Idea: Make the core gateway area more walkable

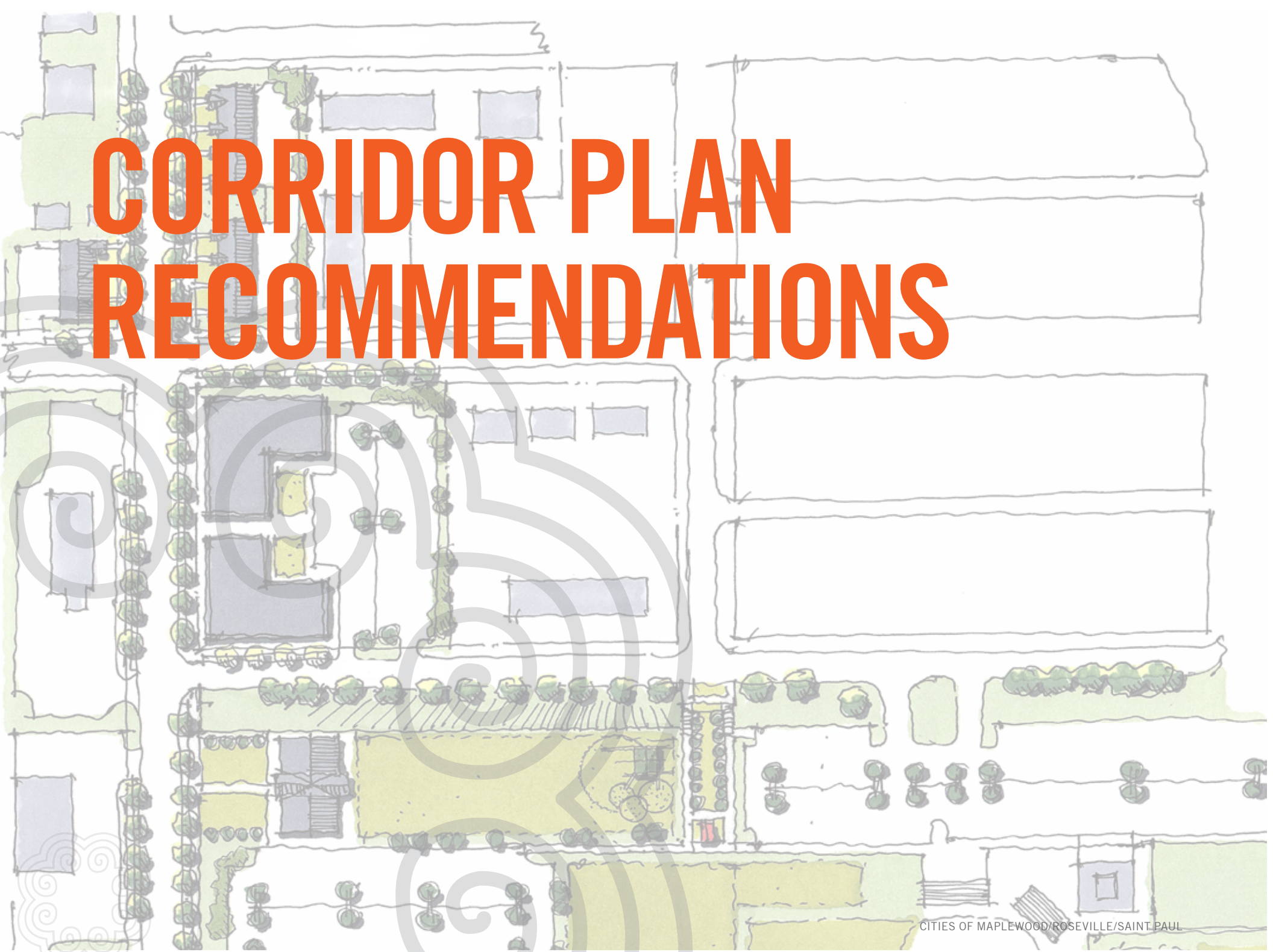


Big Idea: Develope a park at the Heart of the gateway



Big Idea: Privde shorter blocks, reduce curb cuts and improve the connectivity of streets in the gateway area

CORRIDOR PLAN RECOMMENDATIONS



Looking south along Rice Street near Larpenteur Avenue

CORRIDOR PLAN RECOMMENDATIONS

The Project Team was charged with creating a vision for the Rice and Larpenteur corridor that focused on making recommendations for improving the public realm environment, improving multi-modal connectivity, enhancing automobile circulation, defining strategic redevelopment opportunities, and improving the overall character of the corridor to reinforce as a gateway to the district.

This section outlines the primary project recommendations, identifies plans, and designs that were created during the planning process.

ENHANCE PEDESTRIAN EXPERIENCE

- Provide a minimum of 8-foot-wide sidewalks (8 feet is preferred) throughout the corridor where feasible.
- In the core commercial areas near the Rice and Larpenteur intersection, provide a minimum of 12-foot-wide sidewalks (15 feet is preferred) where feasible.
- Provide improved visual and physical connection to Lake McCarrons Regional Park.
- Improve pedestrian cross walks (could be more artistic crosswalks) to enhance safety.
- Sidewalk curb extensions are also recommended on adjacent side streets, where possible, to decrease crosswalk distances, moderate vehicular speeds, provide more sidewalk space, and to define on-street parking bays.
- Enhance crossings at high volume locations including the crossings of Rice Street at Arlington, Nebraska, Hoyt, Wheelock Parkway, Larpenteur, and

Roselawn.

- Incorporate streetscape elements, such as monuments, public art, kiosks, and benches, to create a more inviting and comfortable sidewalk environment and promote sidewalk activity.
- Consider times and locations to program "open streets" events along the corridor.
- Develop programming within the area that could include a farmers market, food truck days, sidewalk sales, and other community events.
- Extend pedestrian lights along the Rice Street corridor.
- Eliminate obstructions and gaps in the sidewalk system.
- Replace failed pavements within the area.
- Improve snow removal expectations and enforcement in the area.

ENHANCED BICYCLIST EXPERIENCE

- Create frequent safer crossing opportunities of Rice Street and Larpenteur Avenue.
- Encourage and facilitate community education classes to educate current and potential bicyclists and build confidence in the accessibility, reliability, and safety of the system.
- Work with community partners to encourage bicycling as a larger mode share by providing bicycling facilities in public and private locations and bicycling equipment to disenfranchised groups.
- Use signs/wayfinding strategies to direct multi-modal traffic between neighborhoods and the corridor and highlight access to the parallel and perpendicular bicycle routes.
- Create safe and visible connections between Rice Street and Larpenteur Avenue and alternative bicycle routes.
- Provide centralized, easy to access bicycle parking (such as on-street bicycle corrals) at convenient locations for bicyclists to park their bikes and walk to places along Rice Street within the core commercial area.
- Use signs/wayfinding strategies to direct multi-modal traffic between neighborhoods and the corridor and highlight access to the parallel and perpendicular bicycle routes.
- Create safe and visible connections between Rice Street and Larpenteur Avenue and alternative bicycle routes.

IMPROVE PUBLIC INFRASTRUCTURE

- Install more bikeways on parallel and perpendicular routes to work towards completing the network.
- Install pedestrian-scale wayfinding to highlight access to parallel/perpendicular routes and places of interest.
- Add public bike racks and other necessities and amenities.
- Continue comprehensive bicycle system planning.
- Improve intersections to provide safe and accessible areas for pedestrian and bicycle crossings: Improvements could include enhanced crosswalks, improved signalization, signage, and design techniques that encourage drivers to operate at an appropriate speed.

ENHANCED TRANSIT USER EXPERIENCE

- Evaluate Metro Transit routes along Rice Street and Larpenteur Avenue. This should include the improvement of current routes and creation of more frequent bus routes north of Larpenteur Avenue and new routes along Larpenteur Avenue.
- Improve transit stop and shelter locations along the corridors (include additional lighting and covered shelters).

A Armory Site

D Lake McCarrons Park

E Lake McCarrons Site

F Margolis Site

1 Rice@Lake McCarrons

I My Thrift Site

B Rice Street Gardens

C McCarrons East Site

G Setzers Site

H Crown Plaza Site

2 Rice@Larpenteur

1 Rice@Wheelock Pkwy

J Long's Auto Site

RICE-LARPENTEUR VISION PLAN

PUBLIC REALM IMPROVEMENTS: STREETSCAPE

Streetscape refers to the area outside of the travel lanes that contributes to the appearance of the street, serves the street users and improves the environment. Streetscaping lends a great deal to the character of a roadway and can make the difference between a road that feels like a highway or a road that feels like a pedestrian main street. It includes the street furniture, trees, rainwater gardens, signs, boulevard plantings, special paving, art, wayfinding, pedestrian lighting and trash and recycling receptacles. Good design of these elements creates a comfortable, inviting and memorable space that celebrates the diversity and history of the area.

The combination, quality, function, and scale of the streetscape and public realm elements have a great deal to do with shaping the character and identity of the Rice and Larpenteur corridors. Prior to defining specific streetscape elements, consideration should be given to the following streetscape design & implementation steps:

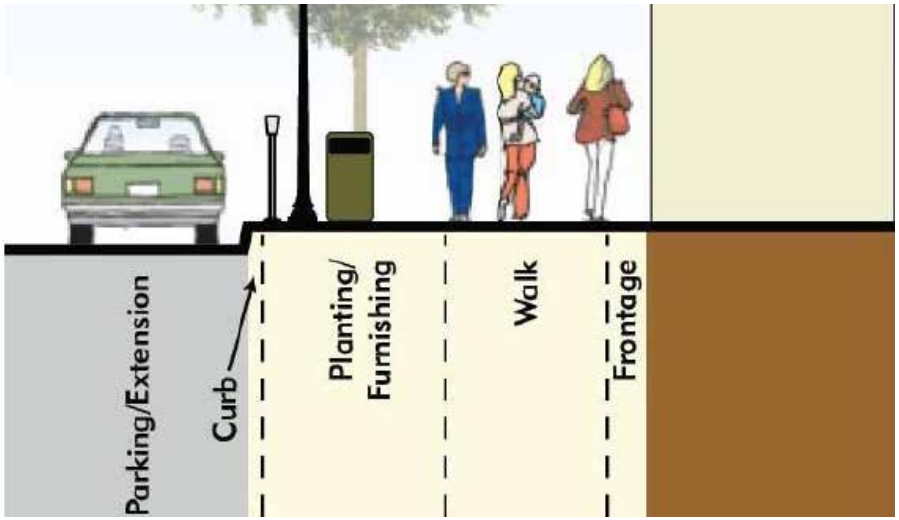
- Define program, theme, components, and how the elements will reinforce the brand.
- Create an advisory group or sub-committee to guide the creation of a streetscape plan and the design of each component.
- Define costs, budget, and funding sources.
- Define maintenance expectations, strategy, and funding sources.
- Design components to meet budgets, phasing, and maintenance requirements.
- Prepare interim and long term plans and “Kit of Parts” or design manual to guide future phases.
- Coordinate with the three Cities or County public works projects and with future redevelopment projects along the corridor.

Streetscape Zones

Sidewalks should enable active public space and accessible pedestrian travel. Amenities such as landscaping, lighting, seating, and merchandise displays work to activate the street. These amenities should be properly organized to ensure safe and accessible travel. To accomplish this balance, a sidewalk must simultaneously be viewed holistically and through the organizing logic of a set of zones.

The five streetscape zones, from property line to curb, are:

- Frontage Zone: The area adjacent to the property line where transitions between the public sidewalk and the space within buildings occur.
- Walk/Throughway Zone: The portion of the sidewalk for pedestrian travel along the street.
- Planting/Furnishing Zone: The portion of the sidewalk used for street trees, landscaping, transit stops, street lights, and site furnishings.
- Parking/Extension Zone: The area used by people getting in and out of vehicles parked at the curbside.
- Extension Zone: The area where pedestrian space may be extended into the parking lane, via features such as bump-outs with mid-block plazas.



Hmong pattern

Karen pattern

Karen pattern

Thai pattern

Ghana pattern

African pattern

Hmong pattern

African pattern

Karen pattern

African pattern

Hmong pattern

Laotian pattern

Representative cultural images and patterns could inform a streetscape theme.

Streetscape Theme

A streetscape designed around a theme has an aesthetic with identifiable characteristics, style, form, colors, textures, and patterns. Customizing the streetscape with a theme can honor the corridor's history, uniqueness and its people.

During community meetings, stakeholders stated a preference for a consistent visual identity or style throughout the corridor with opportunity for the insertion of unique elements.

The design team studied the cultural make-up of the Rice-Larpenteur area to help define an identity. The varied minority groups in the area, including the Karen, Hmong, African American, and Somali communities call this place home. The patterns and colors from these cultural communities can be incorporated into the detailing of the fences, wall-faces, sidewalks, street furniture, and storefronts.

Sidewalk Treatments

Several options exist for sidewalk paving materials, decorative concrete treatments, concrete pavers, exposed aggregate concrete, brick and stone and/or several combinations of these materials. One approach is to use a simple, economical pattern and material in the less traveled areas and a more intense use of decorative materials and patterns in special gathering areas, entry points, and bus stops.

Streetscape Concepts

The images on the following pages represent possible streetscape improvements along Rice Street and Larpenteur Avenue.

Existing view south of Larpenteur Avenue along Rice Street

Existing view north of Larpenteur Avenue along Rice Street

Existing view south along Rice Street at Wheelock Parkway

Landscaped center median

Lighting and identity banners

Street tree plantings in boulevard

Enhanced paving and seating

Example of bus stop and transit amenities

Bus Stops

- Transit stops are among the most active pedestrian gathering spaces and can provide identifying elements within the streetscape. Stops should be designed to be more comfortable and dignified to attract more users and to better serve existing users. Bus stops along Rice Street should be well connected to the sidewalk network and bicycle facilities to allow convenient connections to neighborhoods, commercial nodes, schools, Lake McCarrons Regional Park, and places of employment and shopping.
- The stops can be enhanced with the use of new shelters, kiosks, monument signs, decorative paving, newspaper corrals, and public art. Existing and new transit stops should be located in active and visible places and designed to maximize personal security.

Example of bus stop and transit amenities along Larpenteur Avenue in Roseville

Wayfinding Signs & Kiosks

- It is important to have a clear message to express the core values of the Rice-Larpenteur area. The message should be consistent, unique and memorable, and resonating with a wide audience. Developing a core brand for the corridor is a great first step—and one that will provide consistency and clarity of message for commercial district businesses, visitors and the general public. A consistent logo, typography, color and naming developed should serve as a the foundation for use in all media, ensuring consistency of message for print, websites and mobile communications, for local and regional outreach, and investor relations.

- A cohesive system of wayfinding signs and kiosks should be considered to help direct visitors to parks/trails, public parking, amenities, and other places of interest throughout the corridor as well as to inform them about community events, history, and other items of interest. The designs of elements, directing people to key destinations and transit stops along the corridor should be integrated into streetscape elements (e.g. light poles, transit shelters, monuments, signs) and reinforce a desired streetscape theme.

- Since there are no dedicated bike facilities recommended on Rice Street, wayfinding to alternate bikeways is particularly important. The bikeway wayfinding system that can be enhanced to provide wayfinding to the existing bikeways on Larpenteur Avenue, Jackson Street and the Trout Creek Trail. Primary recommendations for a wayfinding system are identified below:

  - Prepare a corridor wide wayfinding plan that is cohesive throughout the corridor, yet unique to each context and location. The wayfinding elements must be multi-purpose and have several scales (cars, pedestrians, visitors)

  - Provide corridor gateway monumentation/signage at the following locations:

    - The intersection of Rice and Larpenteur
    - The intersection of Rice and Arlington
    - The intersection of Rice and County Road B

- Consider the addition of ornamental lighting, public art, kiosks, and visitors guides and determine which community partners could take ownership.

District Monuments

Gateway monuments are typically larger structures that denote an entrance into a special area, neighborhood or district. These monuments should function as a major visual element that can be designed to reinforce a desired character or image of a district or neighborhood. Gateway monuments should be located within the amenity area of the public realm. The primary locations within the study area recommended for gateway monuments include the Rice Street intersections with County Road B, Larpenteur Avenue, and Arlington Avenue. These monuments should also be located at prominent transit stops to reinforce corridor Identity and branding.

Site Furnishings

- Provide important amenities for pedestrians by adding functionality and vitality to the pedestrian realm. They include: benches and seating, bicycle racks, bollards, public art, trash and recycling receptacles, wayfinding signage, and other elements.
- Define the public realm as an area for pedestrians and create a more comfortable and visually interesting environment. Site furnishings should be focused on areas with a large amount of pedestrian activity and in areas where pedestrians may linger and enjoy the public realm.
- Should be considered secondary to street trees and lighting. Street tree and lighting placement should define the major rhythm of design elements along the street, and site furnishings should be placed in relation to trees and lighting, after the best locations for these elements have already been located. The benches and trash receptacles should be chosen based upon their compatibility with the overall design theme/branding, ease of maintenance, recycling collection, and durability.

Parking Lot Edge Treatments

- One of the objectives of a future streetscape/public realm improvement project is to provide solutions for the treatment of parking lot edges that are flexible and may adapt to a variety of site conditions and budget constraints. To enhance the image of the area, parking lot buffers are proposed along all the parking lot frontage. The buffers can be a combination of low walls or decorative railings, native perennial plantings, hedges and trees.

Option A: Combination landscape and decorative railing at parking lot edge. Railing located approximately 2' setback from existing property line. Current parking lot layout and parking stalls to remain.

Option B: Combination landscape and decorative railing at parking lot edge. Railing located approximately 4' setback from existing property line. Current parking lot layout and parking stalls to remain. Add wheel stops to protect railing from automobile damage.

Landscaped parking lot edging with stormwater management areas.

Custom parking lot railings can be designed to create distinct streetcape elements

Public Art and Interpretive Elements

- Consideration should be given to incorporating public art created by local or regional artists to enrich the public realm/streetscape. Interpretive elements such as signage/banners/murals could be included to emphasize unique aspects of the corridor's history, icons, people and spirit of the place, and could be integrated into the design of gateways, district monuments, signs, kiosks, paving, bike racks, medians, and/or gathering places or transit stops.

Bicycle parking

- Bicycle parking is an important element of the streetscape, both as an aesthetic aspect of the streetscape and as a functional element for those who travel by bike. Parking should be provided near destinations, such as schools, transit stops, employers, multifamily housing, shopping and anywhere else people bike. Short-term parking, usually racks, should be placed in the boulevard, adjacent to buildings or on curb extensions and be parallel to the curb so that bikes parked at them do not project into the sidewalk throughway or edge zone. Enclosed bike storage lockers could be installed at regional destinations like Lake McCarrons Regional Park, Rice and Arlington Fields or the schools. The installation of bicycle racks should be planned for in the roadway design and with any new building construction within the corridor. Longer-term parking, including bike corrals and indoor parking, should be coordinated with property owners for placement typically outside the right-of-way.

URBAN FOREST

The urban forest includes all trees, shrubs, and other understory plantings within the public right-of-way, public spaces and on private property. They contribute to the overall improvement of the urban environment by providing natural beauty, shading, stormwater management and air purification.

Street Trees

Street trees are the most important organizing element of the public realm environment. Appropriate tree species selection, tree location and design of the planting areas within the amenity zone will ensure the healthy growth and longevity of trees, enhance streetscape character, and maximize the County and partner Cities investment.

Principles for street tree plantings include:

- Look for opportunities to reclaim space in the urban environment for street tree plantings. Medians, islands, and curb extensions can provide space for trees and landscaping.
- Street trees are typically planted in sidewalk cut outs or in boulevard areas. Where boulevard areas or planting strips of sufficient width occur between sidewalks and streets, it is not necessary to create independent cut-outs for trees.
- Trees and/or other landscaping should be added to existing sidewalks wherever existing width is sufficient to accommodate tree growth and still provide the recommended pedestrian sidewalk width.
- In addition to landscaping, street trees are strongly encouraged in sidewalk boulevard area planting strips if they are of minimum of 6' depending on tree size.
- Street trees must be provided with conditions that allow them to thrive, including adequate un-compacted soil (minimum of 3'-0" of soil depth), water, and air.
- If trees are planted in constrained areas, provisions should be made to connect these smaller areas below the surface to form larger effective areas for the

Trees in urban areas should be planted to support tree growth

movement of air, root systems, and water through the soil. Space for roots and above ground growth is the main constraint to the urban forest achieving the maximum growth potential.

- Trees and landscaping should be kept out of the edge zone to protect them from car doors and overhangs and allow pedestrians to access their vehicles without conflict.
- Careful siting of trees and landscaping around existing above and below-grade utilities is important.
- Engineered soils such as "Swedish" soils should be utilized to promote better tree health while protecting paved surfaces from root damage. The design of planting areas should consider including appropriate conditions for improved stormwater detention and infiltration.
- The selection of tree species and their placement in the public right-of-way should be coordinated with the partner Cities. Appropriate tree species selection should consider: form, mature size, color, and texture to reflect the urban design goals of the corridor.
- Street tree spacing should be determined by the expected mature size of the tree. Generally, trees along Rice Street should be planted at a spacing of 25 feet to a maximum of 30 feet on-center. It is recommended that trees be planted in clusters of 3 to 5 trees to create a continuous tree canopy along the street. The recommended spacing should be considered a general target to allow for trees to adjusted to local street conditions such as set backs utilities, driveways, bus/transit stops, and building entrances.
- In the commercial areas, overstory trees could be clustered to maintain visibility to shops and signs and to avoid a regimented appearance. Clustering also facilitates the creation of large beds of un-compacted modified soil to promote plant vitality. Where possible, trees should be located between the curb and sidewalk to create an edge between pedestrian and vehicular zones and to help create a sense of enclosure to the street and sidewalks.
- Street lighting should be coordinated with tree selection, placement, and pruning, so that canopies do not sit directly below street lighting.
- Consider how a mature tree canopy will affect street lighting or views of signage and building fronts.

Ground Level and Understory Landscaping

Ground level and understory landscaping includes sidewalk planting strips, raised planters and landscaping in stormwater management areas. This simple and inexpensive addition of green space to the public realm area adds aesthetic, habitat, stormwater management and ecological value to the city's right of way. Ground level and understory planting strips and sidewalk landscaping are suitable for Rice Street. These ground level planting areas, also known as "Blooming Boulevards" should be coordinated with the partner cities to define cost sharing opportunities and agreements for future upkeep and maintenance.

Principles for Ground level plantings:

- The planting strips should be located along sidewalks in the Amenity zone and Extension zones.
- Planting strips can also be located at street corners, in on-street parking areas and within the Frontage Zone of buildings.
- More formal ground level plantings are recommended for the primary street corridors and intersection within the planning study area.
- Landscape elements and plant materials should be selected based on their ability to survive the urban conditions of snow, salt, drought, and in some areas, compacted and alkaline soils. Seasonal interest, form and texture are also considerations.
- Planting strips should be a minimum of 5' wide along a street where trees are to be planted. Narrower planting strips less than 4' wide may be used for other types of plants (e.g., shrubs, ground cover, and grass). The same planting strips used for plants can also be designed to detain, cleanse, and infiltrate stormwater.
- Native or drought tolerant landscaping should be considered anywhere ground level and understory landscaping projects are implemented.

Planting Along the Frontage Zone (private property)

On streets where there is not enough sidewalk space to install sidewalk landscaping in the Amenity Zone or where sidewalk width allows, planting in the Frontage Zone should be considered.

Examples of ground level plantings

• Larger building setbacks from the property line will allow for planting strips that may contain ground level plantings and trees.

• Where the adjacent land use is a parking lot, shrub hedges, grasses or other tall perennial plantings should be used to screen these uses from sidewalk view.

• Create urban gardens (large potted plants and hanging baskets) should be used in the areas where ROW restrictions occur.

Landscaped Medians

- Landscaped medians are proposed as part of future road reconstruction (narrowing to three lane road sections with center medians and turn lanes) projects to:
  - Reduce the perceived scale of the street, and reinforce the corridor as a gateway to the three cities.
  - Provide a safe refuge for pedestrians attempting to cross Rice Street or Larpenteur Avenue.
  - Provide a traffic calming effect by reducing the perceived width of the street.
- The landscape design of the medians should be cost effective and low maintenance.
- The treatment must also be able to withstand the extreme urban conditions posed by road salt, sandblasting from snow plows, and drought. The medians should be equipped with both irrigation, drain tile, and an un-compacted planting soil mix
- The recommended treatment is to utilize overstory trees as the main component to provide a sense of enclosure to the street and allow for visibility underneath the canopies. Entry areas to the corridor should be planted more intensively with native perennials and low growing shrubs.
- Several options exist for ground layer treatments ranging from low maintenance materials, such as stone mulches and decorative paving, to higher maintenance treatments, such as ground covers, perennials, shrub massings, and grass. The final selection of materials will depend on the commitment the Cities are willing to make toward maintenance and initial installation costs.

Example of a landscape frontage zone that incorporates green infrastructure BMP's that could be possible along Rice Street

Street Lighting

- Street lighting is a key organizing streetscape element that defines the night time visual environment in urban settings. Quality streetscape lighting helps define a positive urban character and support nighttime activities. The quality of visual information is critical for both traffic safety and pedestrian safety and security. Lighting should be designed not only for vehicular traffic on the roadways, but also for pedestrians on sidewalks and pedestrian paths.
- Street lighting includes roadway and pedestrian level lighting in the public right-of-way. Street lighting fixtures illuminate both roadway and sidewalk and are typically 20' to 30' high. Pedestrian-scale lighting fixtures, typically 12 feet to 15 feet high, illuminate pedestrian-only walkways and provide supplemental light for the sidewalk.
- Pedestrian-scale fixtures should be installed along the entire length of Rice Street and sections of Larpenteur Avenue leading up to Rice Street. Pedestrian and street lighting poles should be located within the Amenity Zone, adjacent to sidewalks and close to the street curb edge. In public realm areas with wider sidewalks, the pedestrian level lighting poles can be located closer to sidewalk areas and street lighting can remain closer to the curb. Pedestrian level lighting poles should be located between street lighting poles. Light poles should have a consistent spacing with regard to trees and other street poles. Light fixtures should not be located directly adjacent to street tree canopies that may block the light. The rhythm of the lighting poles should be consistent along each roadway.
- All lighting poles should be coordinated with other streetscape elements.

Solar Powered Lights, Signs and Signals

Electricity to traffic signals and lights is a drain on public budgets. Two ways to lower these costs are the use of LED lighting and the use of solar as the power source. LED signals and lights consume 90 percent less energy than their incandescent counterparts and last several times longer. Solar powering signals and lighting is another reliable, cost-effective and eco-friendly option for the Lowry Avenue NE corridor.

STORMWATER MANAGEMENT

Impervious surfaces throughout the Rice-Larpenteur project area prevents rainfall from absorbing into the ground. Instead, this rainfall collects into runoff, accumulating chemicals, oil, metals, bacteria, and other by-products of urban life. Left untreated, this polluted runoff contaminates the ecosystems of surrounding waterways.

Additionally, the hardening of a city's surfaces keeps water from recharging groundwater aquifers, causing subsidence, and other problems. In addition, high quantities of runoff may also cause flooding and contribute to combined sewer discharges during large storm events.

The tools presented in this section can help mitigate these environmental problems by removing or delaying the runoff stream and treating associated pollutants before stormwater is discharged into sewers and storm drains and, ultimately, to the Mississippi River. For these reasons, wherever it is possible to do so, water should be directed to stormwater features first, before entering catch basins. In addition to the ecological benefits that stormwater management tools can provide, these tools can be used to make the city's streets more beautiful and enjoyable places to be.

This section presents stormwater management tools. These facilities have stormwater management benefits and contribute to streetscape aesthetics. The facilities are classified into broad types to help the user identify appropriate stormwater mitigation strategies for use within the range of public realm recommendations.

Choice of stormwater management BMP's should be based on the context of the surrounding public realm. In addition to its impact on stormwater quality and quantity, the recommended stormwater facilities can improve the urban ecology, can add aesthetic value to the area by providing additional landscaping, create a visually appealing streetscape design, enhance community spaces on streets and create a more sustainable and attractive urban environment.

The stormwater management BMP's identified in this Chapter are flexible and can be integrated into a variety of different locations and types of spaces along and adjacent to Rice Street and Larpenteur Avenue. Opportunity sites include:

Example of "Living Street" in Maplewood

Examples of green infrastructure BMP that could be possible along Rice Street

the entire roadway, corner and mid-block curb extensions, on-street parking-lane and sidewalk planter areas and strips, pocket parks/ plazas, along roadway and edges of open spaces, integrated into the front building edge, street trees, and even a simple stand-alone raised planter. Stormwater can also be used within landscaping or educational and art features. The designers of these facilities

should look for opportunities to combine artistic elements, public art, and educational opportunities with stormwater management.

Stormwater Management Retrofits

The following sections describe in more detail many opportunities to place, construct, and retrofit systems to include stormwater management tools into existing streets.

When integrating a stormwater treatment into a new or existing streetscape, designers should consider the objective of the installation. Where streetscape conditions allow, stormwater measures can be designed for conveyance, detention (peak rate control), retention (volume reduction), infiltration (groundwater recharge), and nutrient and sediment removal.

Streetscape geometry, topography, and climate determine the types of controls that can be implemented. The initial step in selecting a stormwater tool is determining the available open space and constraints. Although the size of a selected stormwater facility is typically controlled by the available area of opportunity, the standard design stormwater structure should be used to determine the appropriate size, slope, and materials of each facility.

After identifying the appropriate stormwater facilities for a site, an integrated approach using several stormwater tools is encouraged. To increase water quality and functional hydrologic benefits, several stormwater management tools can be used in succession—called a treatment train approach.

Landscaping should be chosen to fit the specific type of stormwater facility and should be appropriate for the local climate and soils. In general, all landscape-based stormwater facilities should be planted with hearty, drought-resistant, and water tolerant plantings that can survive periodic drought and inundation. Native, deep-rooted plantings have been proven most effective.

Subsurface utility locations and building laterals are critical in determining the appropriateness of a particular facility, and must be factored into design considerations.

Examples of infiltration and flow-through planters

Examples of infiltration and flow-through planters

Example of grass swale in a public boulevard

Example of vegetated swale in Maplewood

Infiltration and Flow-through Planters

Flow-through and infiltration planters are stormwater facilities that double as landscape features, but are designed to combine stormwater runoff control and treatment with aesthetic landscaping and architectural detail. These systems reduce the downstream potential for combined sewer overflows as well as improve water quality. Infiltration planters provide on-site retention and volume reduction through infiltration and groundwater recharge. Flow through planters provide runoff attenuation and rate control by delaying peak flows. Flow through and infiltration planters are generally distinguished from rain gardens by having engineered soil and an under drain.

Infiltration planters are landscaped reservoirs used to collect, filter, and infiltrate runoff from roofs, streets, and sidewalks. This is achieved by allowing pollutants to settle or filter out as the water percolates through the planter soil media and into the ground. In addition to providing pollution reduction, flow rates and volumes can also be managed with infiltration planters. Planters should be integrated into streetscape design. Numerous design variations of shape, wall treatment, and planting can be used to fit the character of a particular streetscape.

Flow-through planters are identical to infiltration planters, except that water is discharged through an outflow device instead of being infiltrated into the ground. They are particularly valuable as receiving bodies for roof runoff from downspouts when placed adjacent to buildings.

Filtration and stormwater attenuation are the main design functions of the flow through planter. Because they include a waterproof lining, flow-through planters are extremely versatile and can be incorporated into foundation walls along a building frontage. They may also be placed in the Amenity Zone to receive runoff from streets and sidewalks through curb breaks.

Swales

Street swales are long narrow landscaped depressions primarily used to collect and convey stormwater and improve water quality. They remove sediment and reduce nutrient concentrations within runoff though natural treatment prior to discharge into another stormwater management facility or the sewer network. In addition to providing pollution reduction, swales also reduce runoff volumes and

peak flow rates by detaining stormwater.

Swales add significant landscaping to street corridors and reduce impervious surface. Under some circumstances, rainwater infiltrates into the ground while being conveyed along the length of a swale.

Bio infiltration swales (or bio retention swales) typically include a subsurface infiltration trench below amended soil. Filtration benefits of swales can be substantially improved by planting deep-rooted grasses and forbs and by minimizing the slope. Appropriately selected vegetation can improve infiltration functions, protect the swale from rain and wind erosion and enhance overall aesthetics. Species should be selected that will not require irrigation after establishment.

Rain Gardens and Tree Trenches

Rain gardens are landscaped detention or bio-retention features in a street designed to provide initial treatment of stormwater runoff. Rain gardens are similar to flow through and infiltration planters, but generally do not have engineered soils or under drains.

Surface runoff is directed into shallow, landscaped depressions to infiltrate into the soil instead of being discharged to the City collection system. These planted areas are designed to incorporate many of the pollutant removal and infiltration functions that operate in natural ecosystems, and can provide any or all of the major stormwater management functions: detention, retention, infiltration, and pollutant filtration.

Rain gardens improve water quality by reducing sediment, nutrient runoff, and temperature impacts through natural treatment. Rain gardens can slow down the runoff and delay discharge, thus reducing and attenuating peak runoff rate within the City sewer. Furthermore, they can increase infiltration potential of a site and can provide retention through infiltration for groundwater recharge, thereby reducing total runoff volume.

The use of proper plantings combines landscaping with effective stormwater treatment, thereby reducing runoff rates and improving runoff water quality while contributing to neighborhood aesthetics and habitat value.

Example of a tree trench that buffers parking lot from a public sidewalk

Example of a boulevard rain garden

Rain gardens can be implemented in a sidewalk furnishings zone of at least 4 feet in width and in a variety of streetscape configurations including: curb extensions, medians, pork chop islands, traffic circles and roundabout center islands, parking lane planters, and other geometries that create space for landscaping. Rain gardens can also be used within various land use contexts in front of a home or building to capture rooftop runoff from downspouts.

Permeable Pavers

Permeable pavement is a type of hard surface with large spaces that allows stormwater runoff to infiltrate into drainage layers and the underlying soils below. This water either replenishes groundwater sources or is removed by a subdrain placed in the drainage layer that connects to the existing stormwater system.

Permeable pavers are solid individual units typically made of precast concrete, brick, stone, or cobbles. The pavers are set with gaps between individual pavers, which allow water to flow between them and into the drainage soil below. Permeable pavers are typically laid over a uniform gravel subgrade of several feet in depth, which is used to store and treat the runoff as it moves through the subgrade.

Permeable pavers have the advantage of being able to be placed in parking or drive lanes. They can be located within a dense urban space such as the Lowry Avenue NE corridor and allow for continued vehicle use.

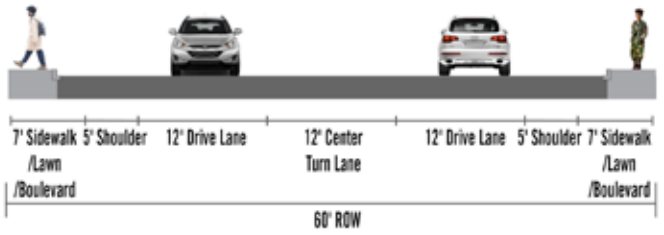
Example of a permeable pavements

TRANSPORTATION RECOMMENDATIONS

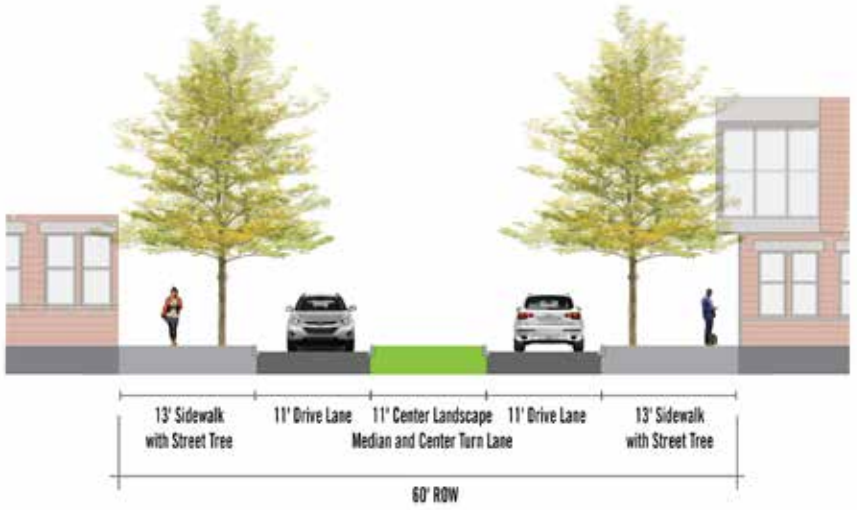
An efficient transit system is a fundamental need for the long-term viability and economic development of the area. Current transportation issues include conflicts between vehicles (left turns, right turn lanes, bus stops, etc.), conflicts between various modes of transportation, excessive driveway curb cuts, through traffic in neighborhoods, and sidewalk congestion in the immediate vicinity of the intersection of Rice Street and Larpenteur Avenue.

The Vision Plan begins the transition away from single car usage and encourages alternate modes of transportation, such as walking, biking, and transit. The plan does provide some increased efficiency to the traffic lanes by consolidating access points, providing interconnected parking areas for rear access and elimination of several conflict points.

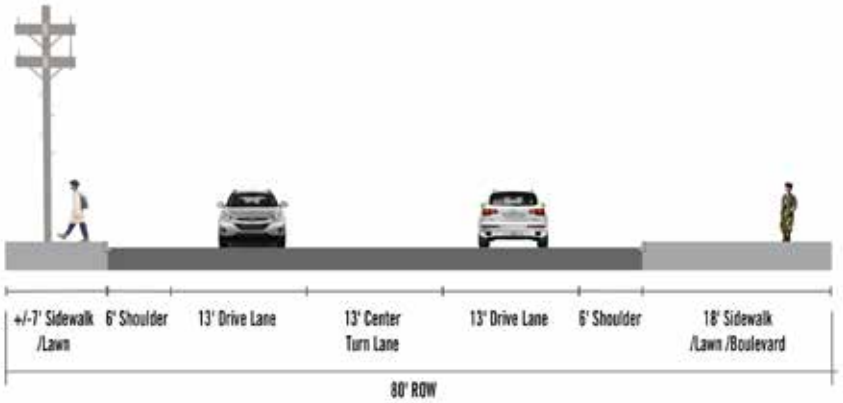
- The primary short-term recommendation is to reconfigure the remainig four-lane road sections along Rice Street to a three-lane road section. Turn-lanes at the intersection of Rice and Larpentuer should be maintained. Larpenteur Avenue should also be converted from a four-lane street section to a three-lane section near the intersection of Rice and Larpenteur.
- Improve local bus system service along Rice Street (north of Larpenteur Avenue) for those living, working, and traveling in and through the corridor, safely manage the movement of vehicles to destinations in and through the corridor, improve pedestrian and bicycle facilities, and set the stage for creating an urban village at the Rice Street and Larpenteur Avenue intersection with appropriate land uses and densities as well as create a more appealing streetscape environment. Specific transportation recommendations are outlined for each district in the following sections.
- The long-term strategy is to transition Rice and Larpenteur into a multi-modal corridor serving this enhanced commercial district with transportation choices, including improved bus facilities, pedestrian and bicycle facilities (focused on Larpenteur Avenue and connector routes), and improved access control and vehicular movements.
- Create a direct “express” route from the Rice and Larpenteur area to shopping, Downtown Saint Paul, employment, and services to encourage transit oriented development along the route and make transit a more attractive option for more people.



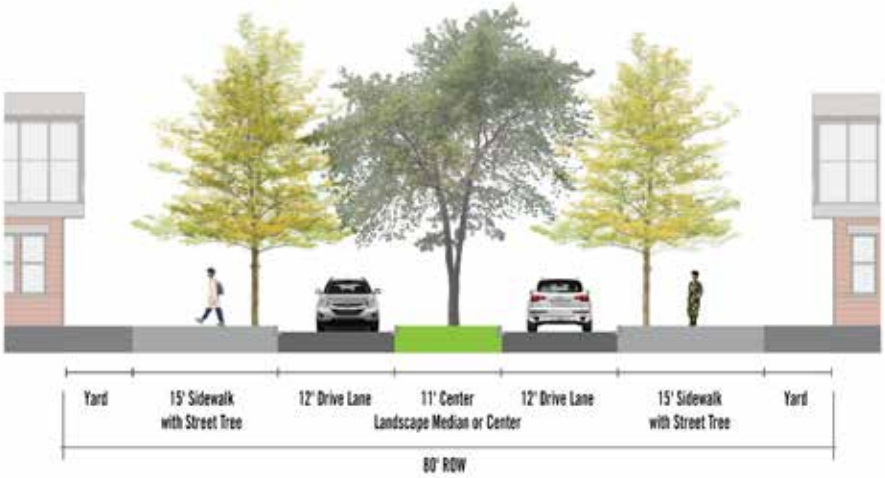
Existing Rice Street 60' ROW (south of Arlington Avenue)



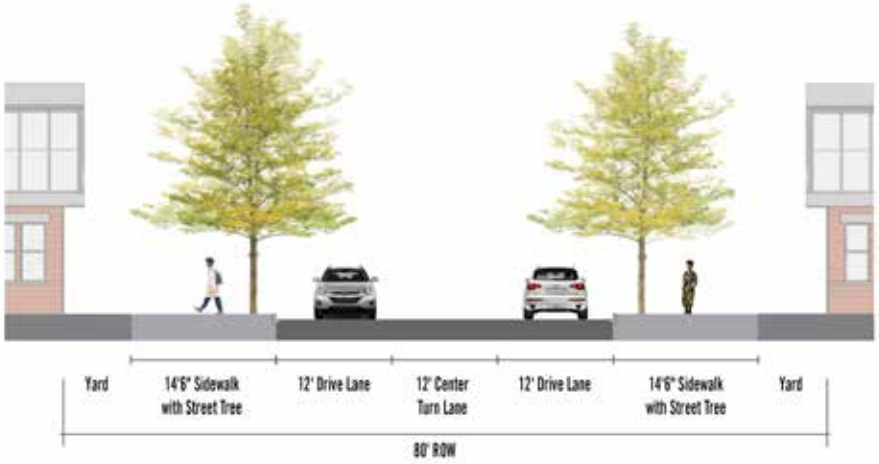
Proposed Rice Street 60' ROW - With center landscape median



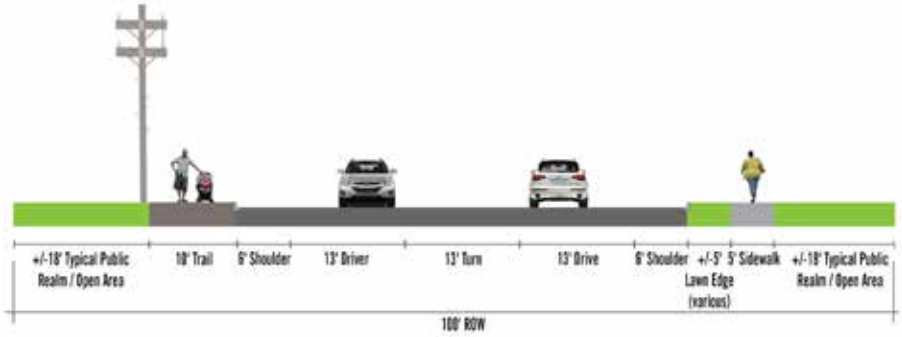
Existing Rice Street 80' ROW (south of Larpenteur Avenue)



Proposed Rice Street 80' ROW - With center landscape median

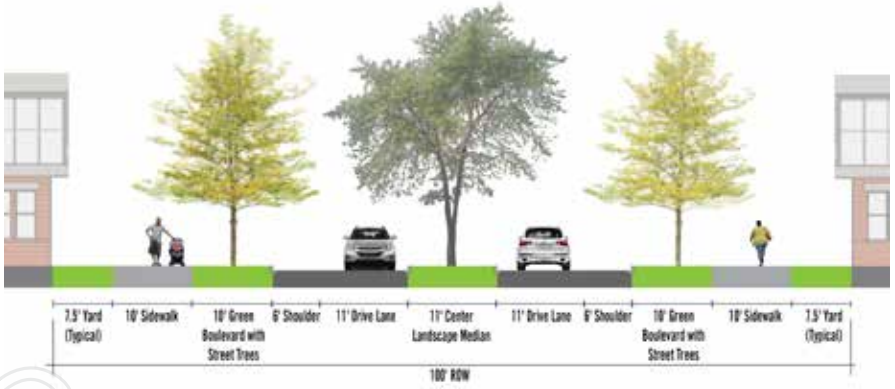


Proposed Rice Street 80' ROW - With center turn-lane



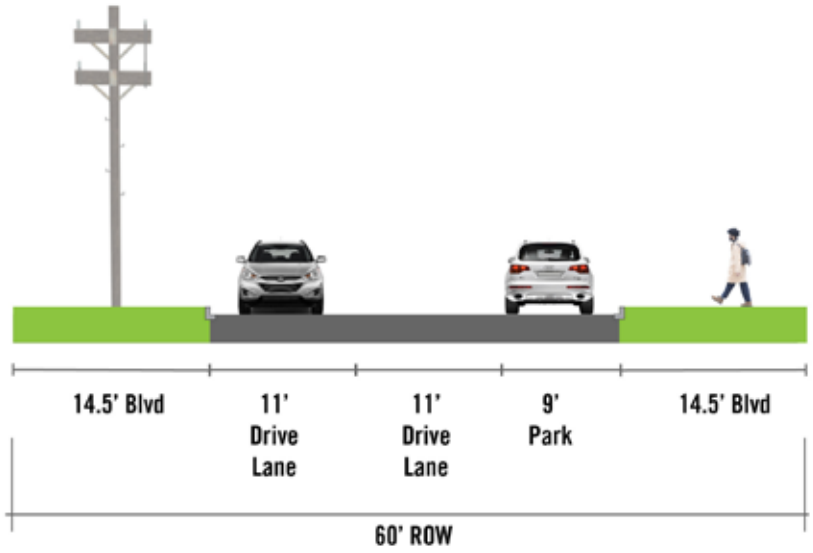
Existing Rice Street 100' ROW (north of Larpenteur Avenue)

Photo of existing Rice Street 100' ROW (north of Larpenteur Avenue)

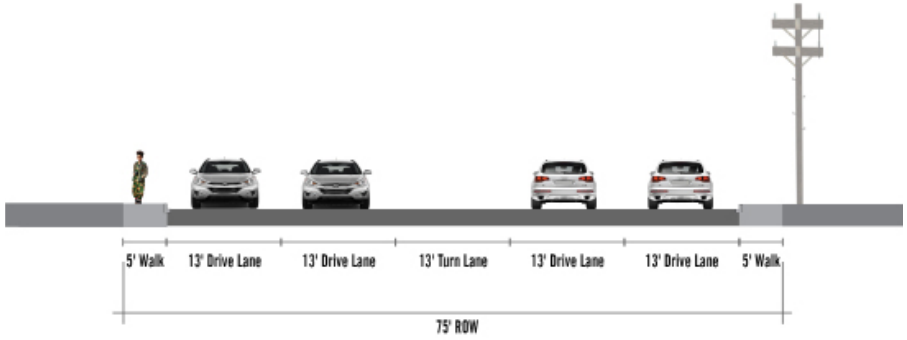


Proposed Rice Street 100' ROW - With center landscape median

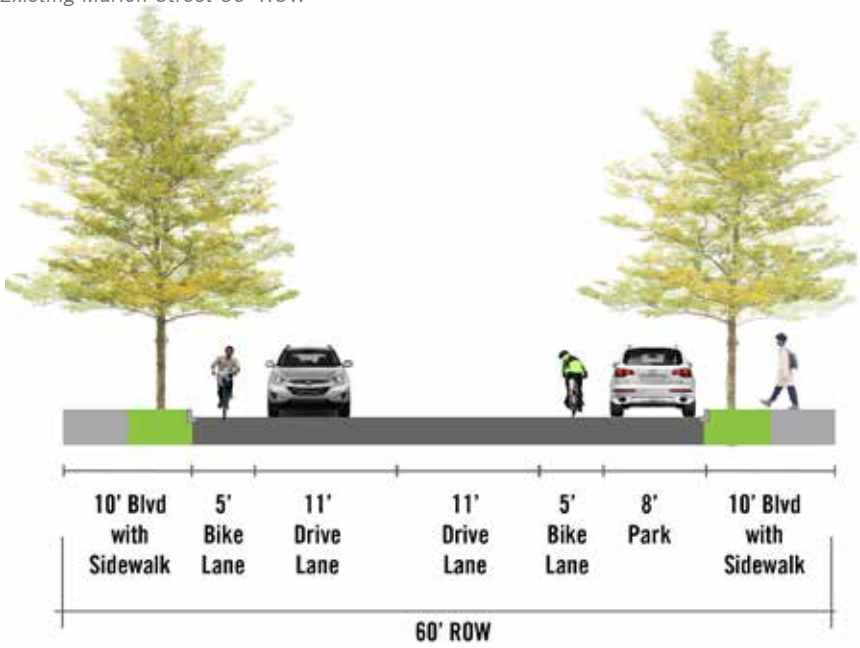
Photo of existing Rice Street 80' ROW (south of Larpenteur Avenue)



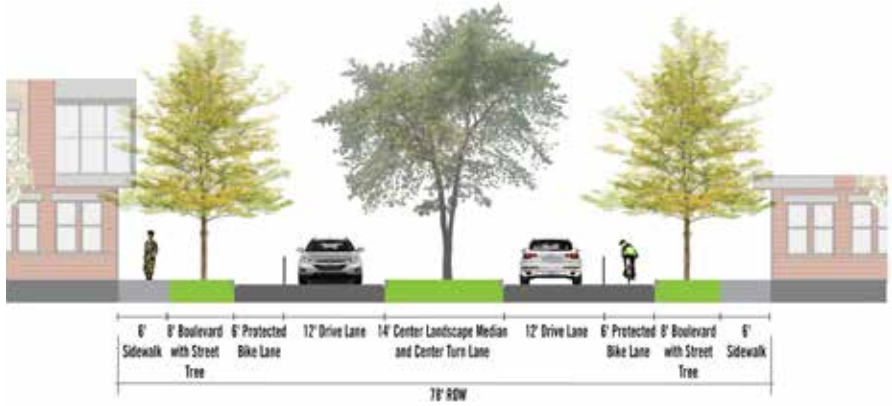
Existing Marion Street 60' ROW



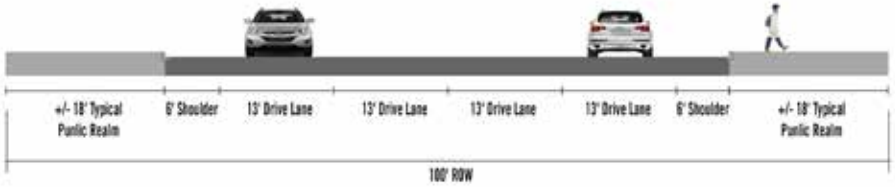
Existing Larpenteur Avenue 75' ROW (East of Rice Street)



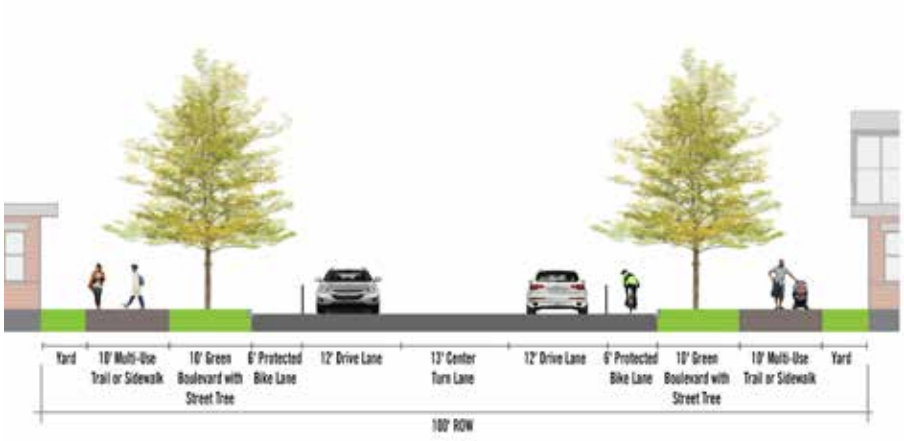
Proposed Marion Street 60' ROW



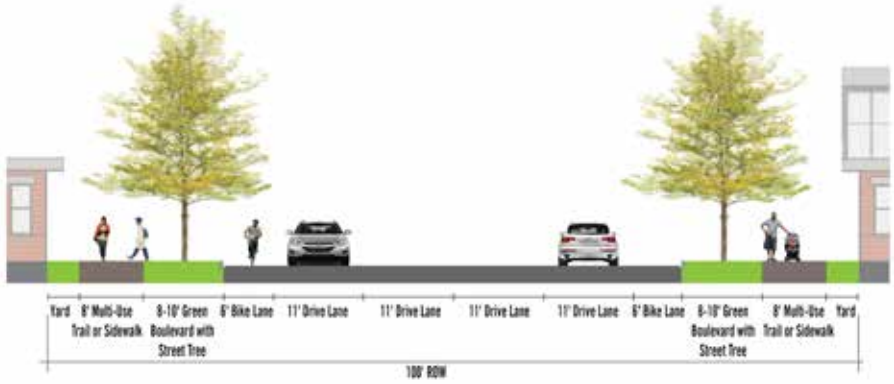
Proposed Larpenteur Avenue 75' ROW - With center landscape median



Existing Larpenteur Avenue 100' ROW (west of Rice Street)



Proposed Larpenteur Avenue 100 ROW - With center turn-lane



Proposed Larpenteur Avenue 100 ROW - With on-street bicycle lanes and narrowed travel lanes

Proposed Larpenteur Avenue 100 ROW - With center landscape median

INTERSECTION IMPROVEMENTS

The intersections within the Rice and Larpenteur corridor have the opportunity to blend safety and aesthetics to create an improved corridor for its users and the environment. Following are recommendations for making these intersections safer and more accessible for people walking, biking, and driving.

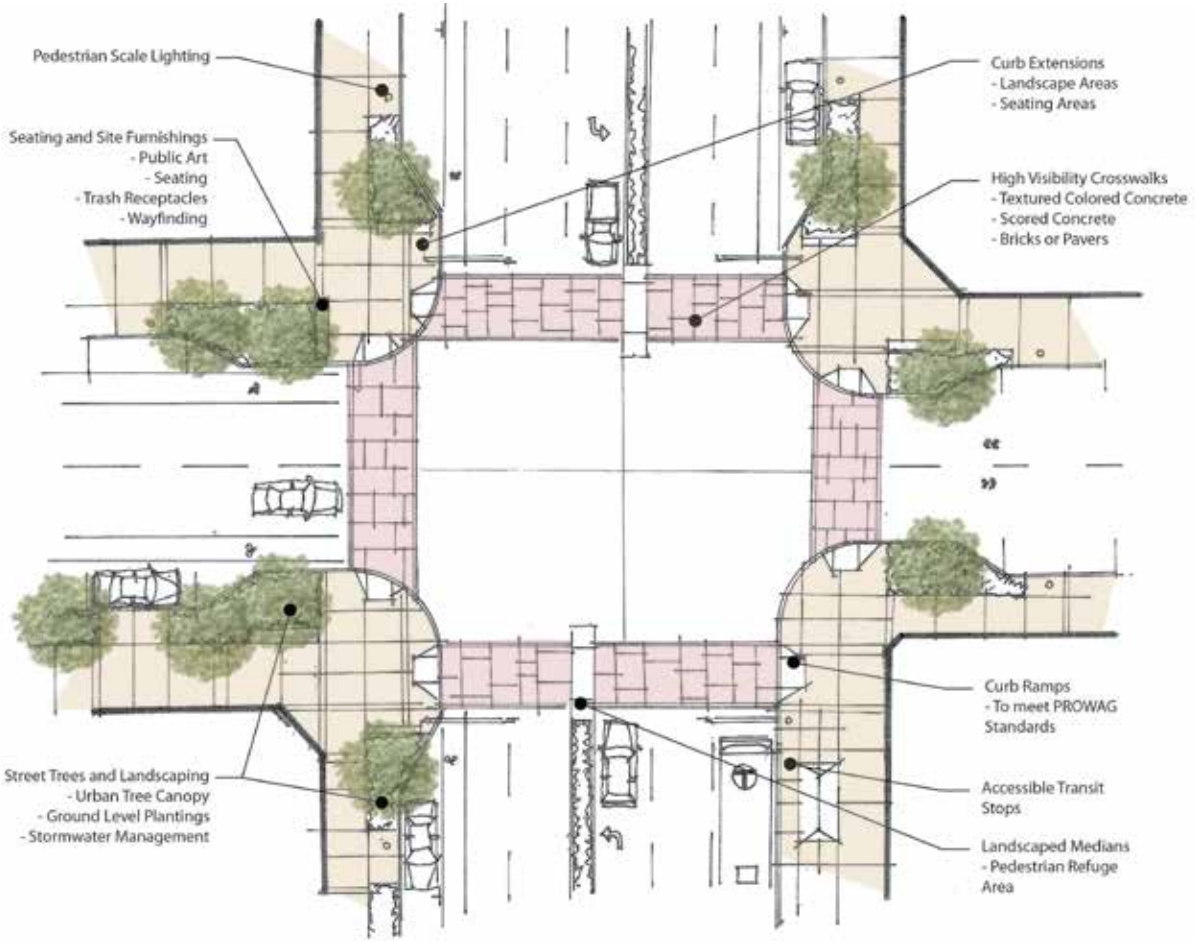
Paving and crossing treatments

A hierarchy of crossing treatments should be applied to intersections based on the location and the volume of pedestrians and bicyclists. Special intersection paving treatments can break the visual uniformity of streets, highlight pedestrian and bicycle crossings as an extension of the public realm, and announce key locations. The hierarchy and appropriate locations include the following applications:

- Standard Markings — All crossings should be identified with parallel lines;
- Enhanced Markings — Ladder striping should be added for crossings of streets in the edge and edge zone;
- Special intersection paving treatments include textures, and scoring patterns. A dark gray or other appropriate color may be applied to the paving in crosswalks.

Advanced stop bar markings

- Stop bar markings extend across all approach lanes to indicate where vehicles must stop in compliance with a pedestrian crosswalk at an intersection. These markings reduce vehicle encroachment into the crosswalk and improve visibility of pedestrians.



- Advance stop bars should be considered at all primary signal-controlled intersections with marked crosswalks. The opportunity to locate the stop bars a maximum of 10 feet from the crosswalk locations should be considered at the critical intersections along Rice Street at: Roselawn Avenue, Larpenteur Avenue, Hoyt Avenue, Arlington Avenue, and Nebraska Avenue.

Curb Extensions and Bump-Outs

- Curb extensions (also called bump-outs) should extend the sidewalk into the parking lane to narrow the roadway and provide additional pedestrian space at intersections along defined secondary cross-streets. Curb extensions should be considered at most of the side streets (east-west oriented streets) connecting to Rice Street. Curb extensions often are no larger than the crosswalk width, but can be widened to increase pedestrian visibility or to create public spaces, landscaped areas, or transit waiting areas. When on-street parking is provided, curb extensions should be provided at intersections where they do not interfere with bus pull-offs.

Accessible and countdown pedestrian signals

- Accessible pedestrian signals (APS) provide information in non-visual format (such as audible tones, verbal messages, and/or vibrating surfaces). Pedestrian countdown signals tell people the time remaining to clear the crosswalk before the signal change. Their installation at all new signalized intersections is mandated by the 2009 Minnesota Manual on Uniform Traffic Control Devices guidelines, which require countdown signals at all signalized pedestrian crosswalks. The APS should be considered at the following intersections along Rice Street at: Roselawn Avenue, Larpenteur Avenue, Hoyt Avenue, Arlington Avenue, and Nebraska Avenue.

Lead pedestrian intervals

- The County should review signal timing of key pedestrian intersections along Rice Street to define potential improvements to pedestrian lead crossing times. A leading pedestrian interval (LPI) typically gives pedestrians a 3–7 second head start when entering an intersection with a corresponding green signal in the same direction of travel. LPIs enhance the visibility of pedestrians in the intersection and reinforce their right-of-way over turning vehicles, especially in locations with a history of conflict.
  - LPIs have been shown to reduce pedestrian-vehicle collisions as much as 60% at treated intersections.
  - LPI's should be considered at the following intersections along Rice Street at: Roselawn Avenue, Larpenteur Avenue, Arlington Avenue, and Nebraska Avenue.

Underground utilities

- To limit the number of utility poles that obstruct the pedestrian environment and to improve the aesthetics of the corridor, it is recommended that the overhead utilities along Rice Street and Larpenteur Avenue be buried.

REDEVELOPMENT CONCEPTS

REDEVELOPMENT

Proposed development on a few catalytic sites can begin to spur a transformation along the corridor that brings more of the elements of great urbanism: a human-scale public realm, pedestrian friendly streets and sidewalks, diverse residential options, focused retail streets, new hospitality, green spaces, and areas that encourage collaborative partnerships. The design and urban form of development along the corridor will be tailored to the specific uses and context of each area, and shaped to convey each district's unique strategy for open space and the public realm.

All scenarios are thought to be long term — taking up to 20 years to see the recommended changes. Whether the scenarios are pursued is dependent on the ability to purchase land from willing sellers. Private investment in the corridor can be spurred by an attractive destination with a strong sense of place, human scale, architectural cohesion, and vibrant neighborhoods. Scale, character, massing, and ethos of the corridor's buildings contribute significantly to these elements. A project initiative is to promote sustainable design excellence in new development so that new buildings architecturally fit into the surroundings, are energy and water efficient, and respond to neighborhood transitions with building massing.

The following are concept plans for key potential redevelopment sites.

Armory Site

Located between N. McCarrons Blvd. and Elmer Street, the existing armory parcel offers a unique redevelopment opportunity located within an established Roseville neighborhood. The proposed redevelopment of this site is as a mixed-income, low-density residential neighborhood. Significant grades and existing natural features on the site will limit some of the redevelopment opportunities. The proposed mix of housing on the site is single-family on smaller lots and smaller single family housing in a cluster development. This cluster development will focus

on smaller single family houses oriented towards a central public open space. The housing will be accessed through the central courtyard and via garages located along a rear alley.

- Create new mixed-residential development area.
  - Provide mixed residential (affordable, market rate and assisted senior living) multi-story buildings.
  - Provide public open spaces connected to residential developments.

Margolis Nursery Site

The concept for the existing landscape nursery site is to redevelop the site focused on a mix of residential types. A central greenway and boulevard will connect the project site to Larpenteur Avenue and organize the site. Proposed fronting Larpenteur Avenue will be higher density, mixed-income rental housing with separate garages. North of the higher density housing is proposed low-density, owner-occupied housing. A central park/open space/ community garden should be incorporated to recall the historic truck farming and nursery aspects of the site.

- Create a new mixed-use development area.
  - Provide mixed residential (affordable, market rate and assisted senior living) multi-story buildings.
  - Provide public open spaces connected to residential developments.

Rice Street Gardens Site (also referred to as the Waterworks)

This site owned by the Saint Paul Regional Water Services and is the current location of the Rice Street Community Garden. The development concept for the site focuses on creating a new mixed-income neighborhood with a community garden as the central feature. The community garden would be structured and oriented towards Rice Street and offer the opportunity to create an active urban market along the street frontage for the sale of produce. This would allow for more a more organized farmers market and future programming focused on the garden and related activities. The proposed housing would provide a mix of income and residential types ranging from mid-density, multifamily housing and low density townhomes/single-family housing. A trail system would connect the gardens to the housing areas and naturalized areas with stormwater functions would be improved.

- Create new mixed-use development area that provides:
  - Mixed residential (affordable, market rate and assisted senior living) multi-story buildings.
  - Public open spaces connected to residential developments.
  - Mixed commercial buildings with shared parking opportunities along Rice Street.
  - Mixed-use and multi-story buildings with first floor uses that activate Rice Street.
  - Extend Trout Brook Regional trail north to connect into the Rice Street Garden site.

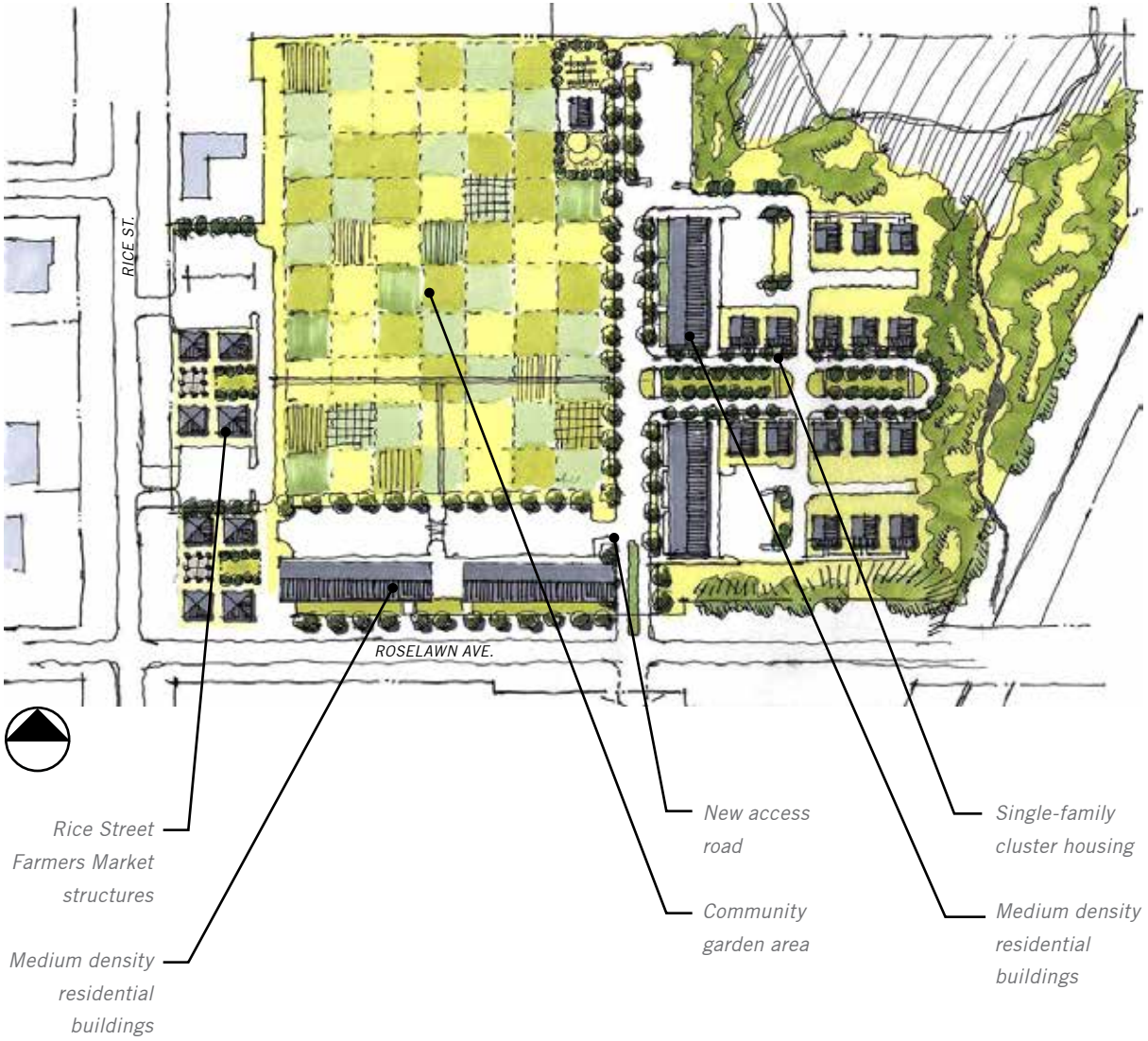


Illustration of Water Works Redevelopment

Lake McCarrons Site

The redevelopment concept for this site is predicated on the extension of Marion Street to Lake McCarrons Boulevard. This connection will realize the "Big Idea" of the Marion Street greenway identified on page 49. The redevelopment of this site is proposed as senior housing/assisted living with the buildings and site features oriented towards Lake McCarrons. This housing type fills a desired need within the district and allows for unique lakefront living.

- Create a new residential development area to maximize views and access to Lake McCarrons.
  - Provide market rate or assisted senior living multi-story buildings.
  - Provide public open space connected to residential development and lake front.

Lake McCarrons East Site

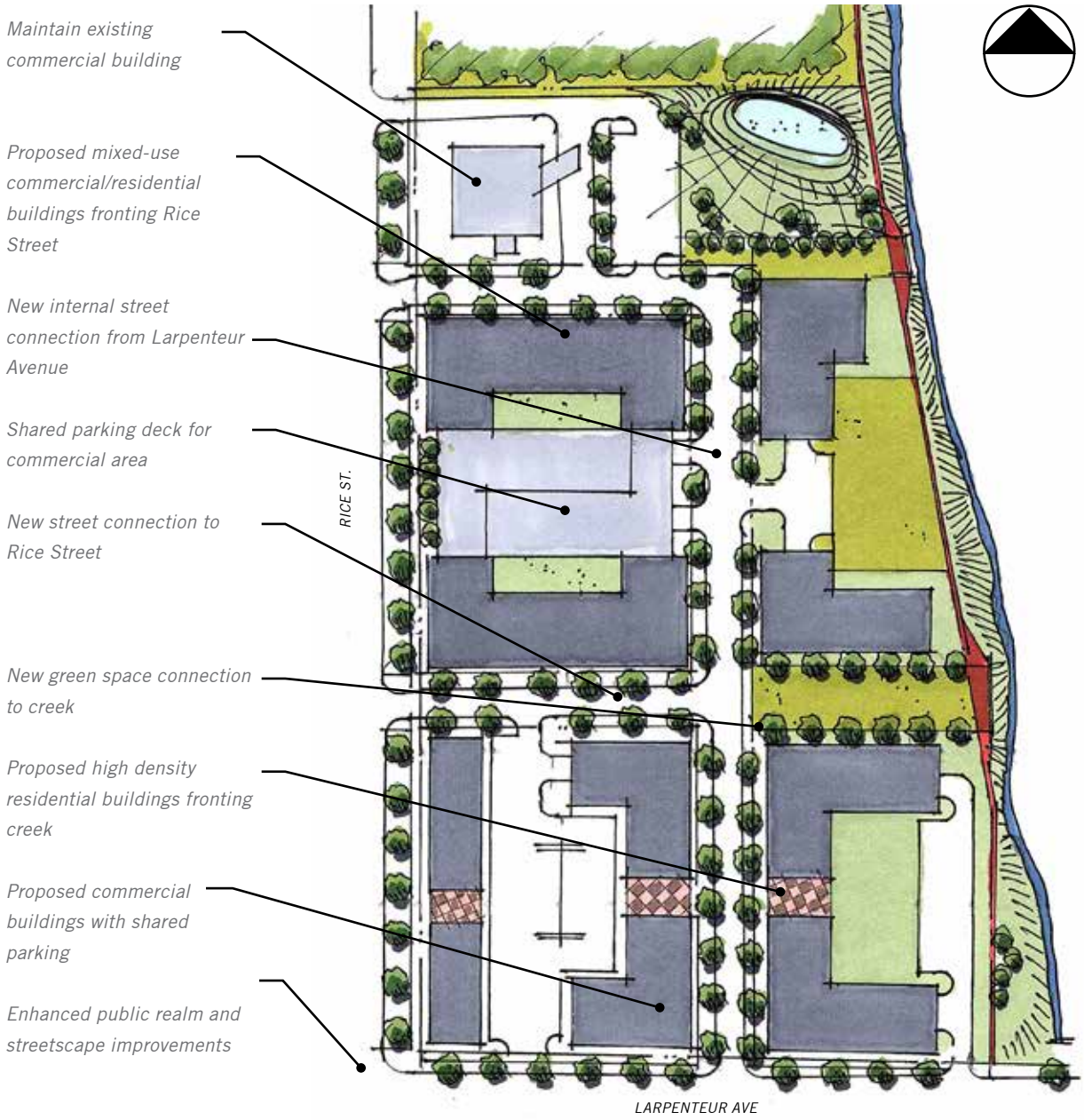
This site is the current location of the Centerline Charter Corporation bus company. The proposed redevelopment of this site will allow for a mix of uses, including commercial/office and residential to front along Rice Street. The proposed residential uses fronting Rice Street would be a range of mixed-income apartments with a variety of family oriented unit sizes. Small lot single family housing would be located along the eastern edge of the site oriented along new internal neighborhood streets. A new boulevard will connect the development to the west across Rice Street to improve the connection to Lake McCarrons.

- Create new mixed-use development area fronting Rice Street and Roselawn Ave.
  - Provide mixed residential (affordable, market rate and assisted senior living) multi-story buildings along Rice Street.
  - Provide public open spaces connected to residential developments .
  - Provide mixed commercial buildings with shared parking opportunities along Rice Street.
  - Provide mixed-use and multi-story buildings with first floor uses that activate Rice Street.
- Define new east-west boulevard connecting to Rice Street and Shady Beach Ave. to allow for enhanced connectivity within the mixed-use development area.
  - Provide enhanced streetscape and public realm amenities along boulevard.

Crown Plaza

This is the current site of the Crown Plaza Mall at the north-east corner of the Rice Street and Larpenteur Avenue intersection. The proposed redevelopment is oriented to a new street grid network that will reduce the scale of the site and create smaller compact walkable street blocks. Higher density residential is proposed on the eastern edge of the site with mixed commercial and office uses fronting Rice Street. A centralized parking structure is proposed to allow for district parking, and a series of open spaces and pocket parks are shown to allow for programmed events and connections to adjacent green spaces.

- Create new mixed-use development area.
  - Provide mixed residential (affordable and market rate) multi-story buildings oriented towards the creek.
  - Provide public open spaces connected to creek edge.
  - Provide shared parking opportunities.
  - Provide mixed-use and multi-story buildings with first floor uses that activate Rice Street.
- Define new east-west commercial street connecting to Rice Street to allow for enhanced connectivity within the mixed-use development area.
  - Provide enhanced streetscape and public realm amenities.
- Extend new north-south street from Larpenteur Avenue to create new internal street.
- Provide “green” links from Rice Street along new east-west commercial street connecting to Rice Street to allow for enhanced connectivity.

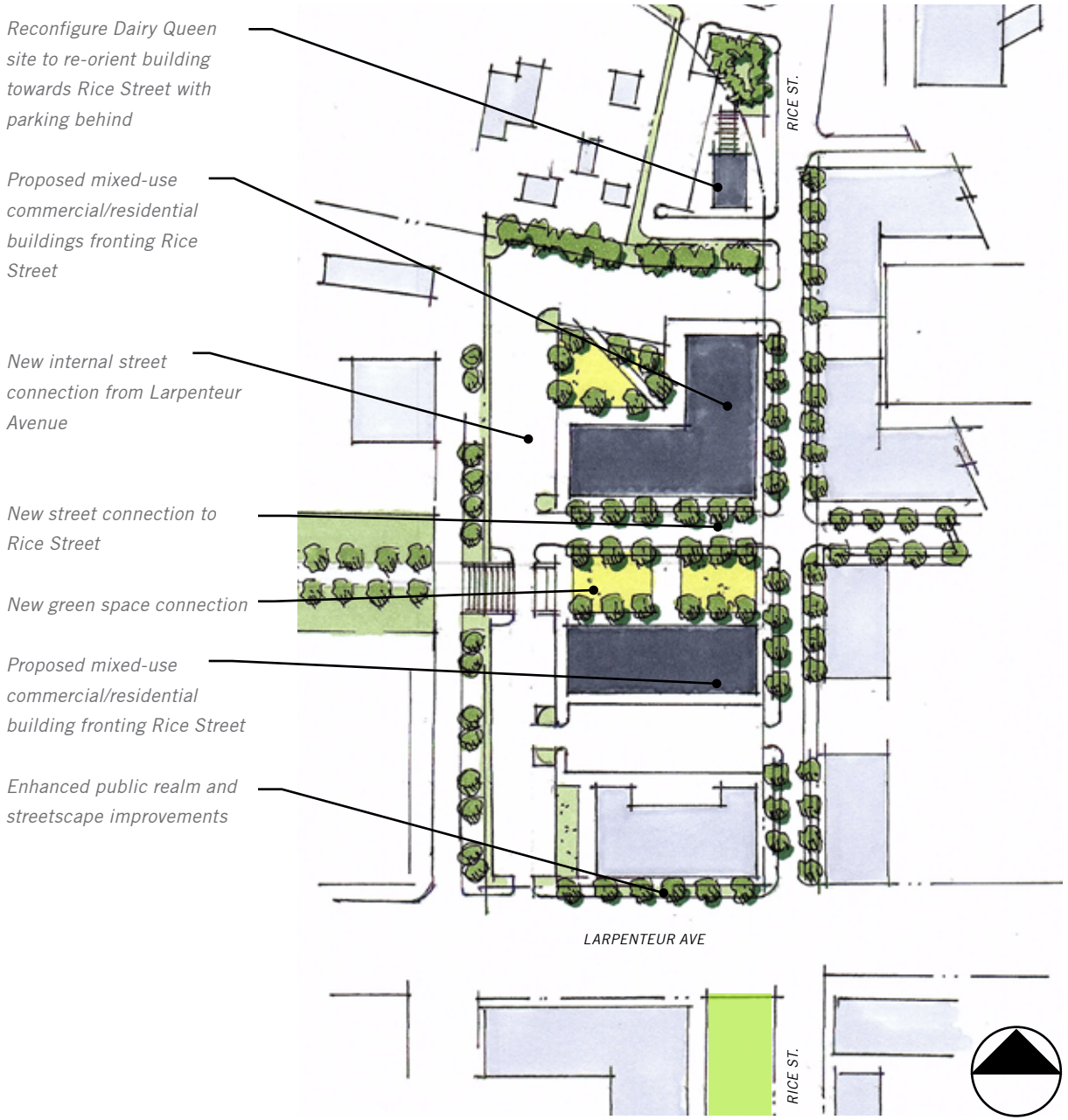


View of long-term redevelopment potential at Crown Plaza

Setzer's Block

This is the current site of the Setzer's Pharmacy at the north-west corner of the Rice Street and Larpenteur Avenue intersection. The proposed redevelopment is oriented to a new street grid network that will reduce the scale of the site and create smaller compact walkable street blocks. The two proposd new buildings will be mixed commercial and office uses fronting onto Rice Street. A centralized centralized green space will cnnect Rice Street through the development to the west. The existing Dairy Queen will be reconfigured to front Rice Street with parking in the rear of the building.

- Create new mixed-use development area.
  - Provide public open spaces connect to the neigborhoods to the west of the site.
  - Provide shared parking opportunities along new internal streets.
  - Provide two new mixed-use and multi-story buildings with first floor uses that activate Rice Street.
- Define new east-west commercial street connecting to Rice Street to allow for enhanced connectivity within the mixed-use development area.
  - Provide enhanced streetscape and public realm amenities.
- Extend new north-south street from Larpenteur Avenue to create new internal street.

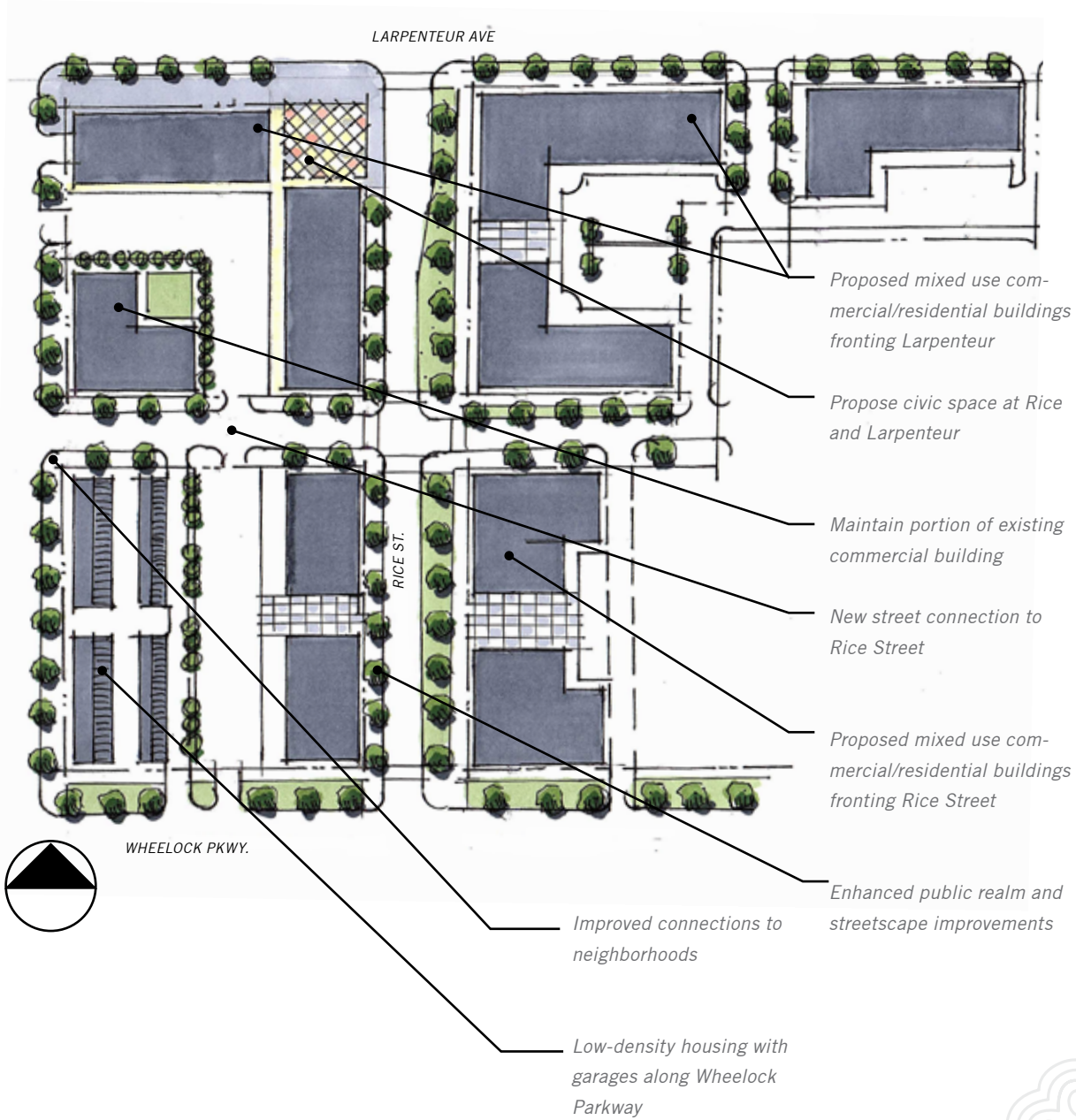


My Thrift Store Site

This redevelopment area is generally identified as the area on the south west corner of the Rice-Larpenteur intersection. This is the current location of the My Thrift Store and the Lamplighter Lounge. The proposed redevelopment is oriented to a new street grid network that will reduce the scale of the site and create smaller compact walkable street blocks. Higher density residential is proposed on the eastern edge of the site with mixed commercial and office uses fronting Rice Street.

Alternative A - Phased Development

- Create a phased mixed-use development area on the site.
  - Provide a new mixed residential multi-story building along Larpenteur Avenue while maintaining portions of existing My Thrift Store building.
  - Provide a new public plaza at the corner of Rice and Larpenteur.
  - Future phases of the project define opportunities to infill mixed use residential and commercial buildings along Rice Street.
  - Provide mixed-use and multi-story buildings with first floor active uses on east side of Rice Street.
- Define new east-west commercial street connecting across Rice Street to allow for enhanced connectivity within the mixed-use development area.
- Provide low-density housing along Wheelock Parkway to transition to adjacent neighborhoods.



Alternative B - Full Build-out

Proposed full build-out development of the site.

Provide a new mixed residential multi-story building along Larpenteur Avenue.

- Provide a new public plaza at the corner of Rice and Larpenteur.
- Future phases of the project define opportunities to infill mixed use residential and commercial buildings along Rice Street.
- Provide mixed-use and multi-story buildings with first floor active uses on east side of Rice Street.

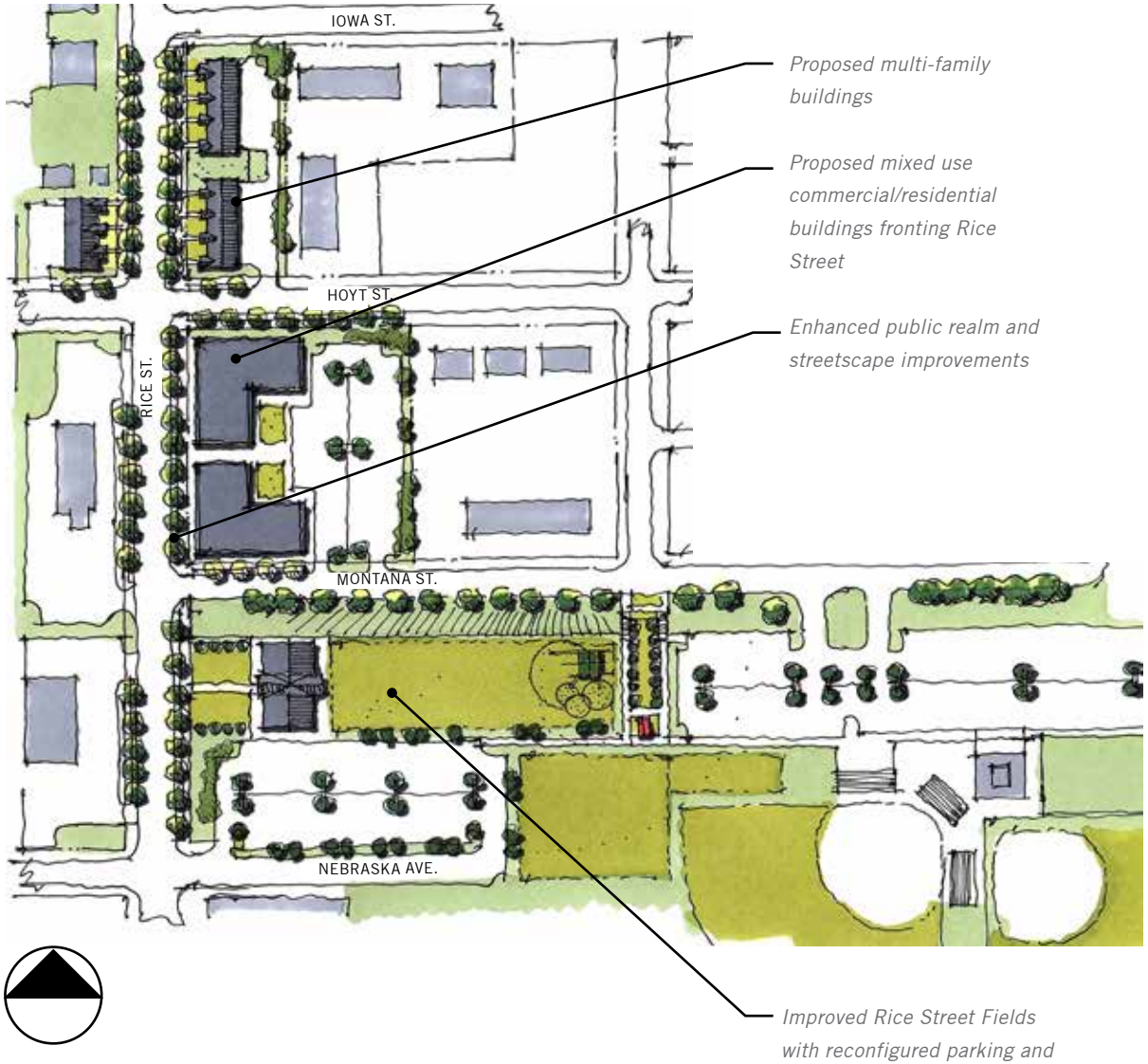
- Define new east-west commercial street connecting across Rice Street to allow for enhanced connectivity within the mixed-use development area.
  - Provide enhanced streetscape and public realm amenities.
- Provide low density housing along Wheelock Parkway to transition to adjacent neighborhoods.

Ground level view of My Thrift Store redevelopment site (Alternative B)

Long's Auto Place

This redevelopment area is generally identified as the area east of Rice Street located between Iowa Avenue and Nebraska Street. This area includes Iowa Avenue to the Rice Street Fields. Redevelopment along this section of the corridor is proposed as a mix of different residential types and some commercial uses. A variety of mid-density residential types are proposed to be located fronting Rice Street with parking and public open spaces located to the rear of the buildings. At the Rice Street Fields, the recommendation is to build a new community center focused on programming and community services and a reconfiguration of the athletic fields and parking to maximize the use of the site. Additional passive recreational space/fields is also being recommended to allow for non-organized athletics, community programming, and flexible recreation space.

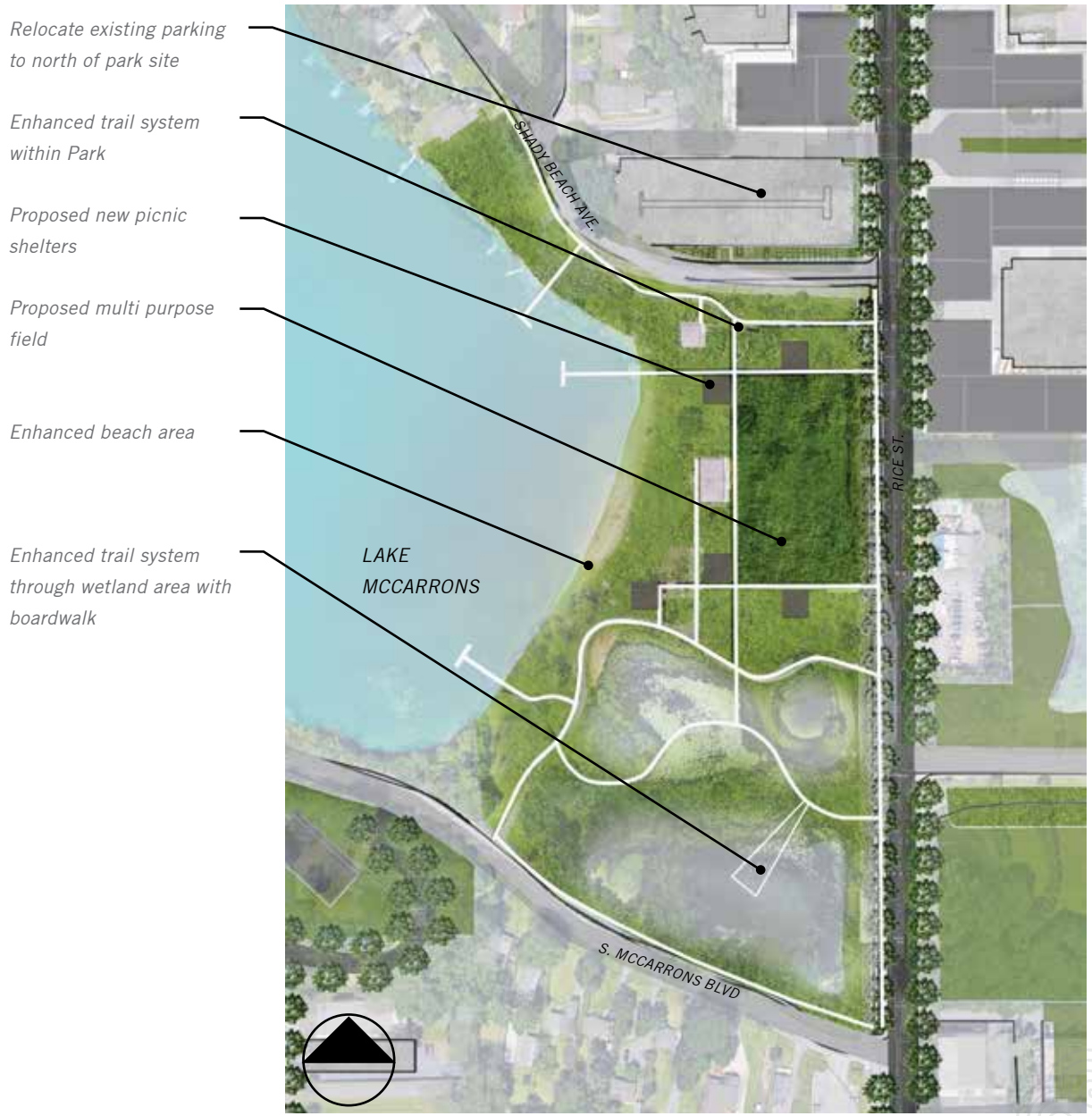
- Create new mixed-use development area.
  - Provide mixed residential (affordable, market-rate and assisted senior living) multi-story buildings along Rice Street.
  - Provide improved Rice Street Fields with new public facility and enhanced park amenities.



Lake McCarrons Park

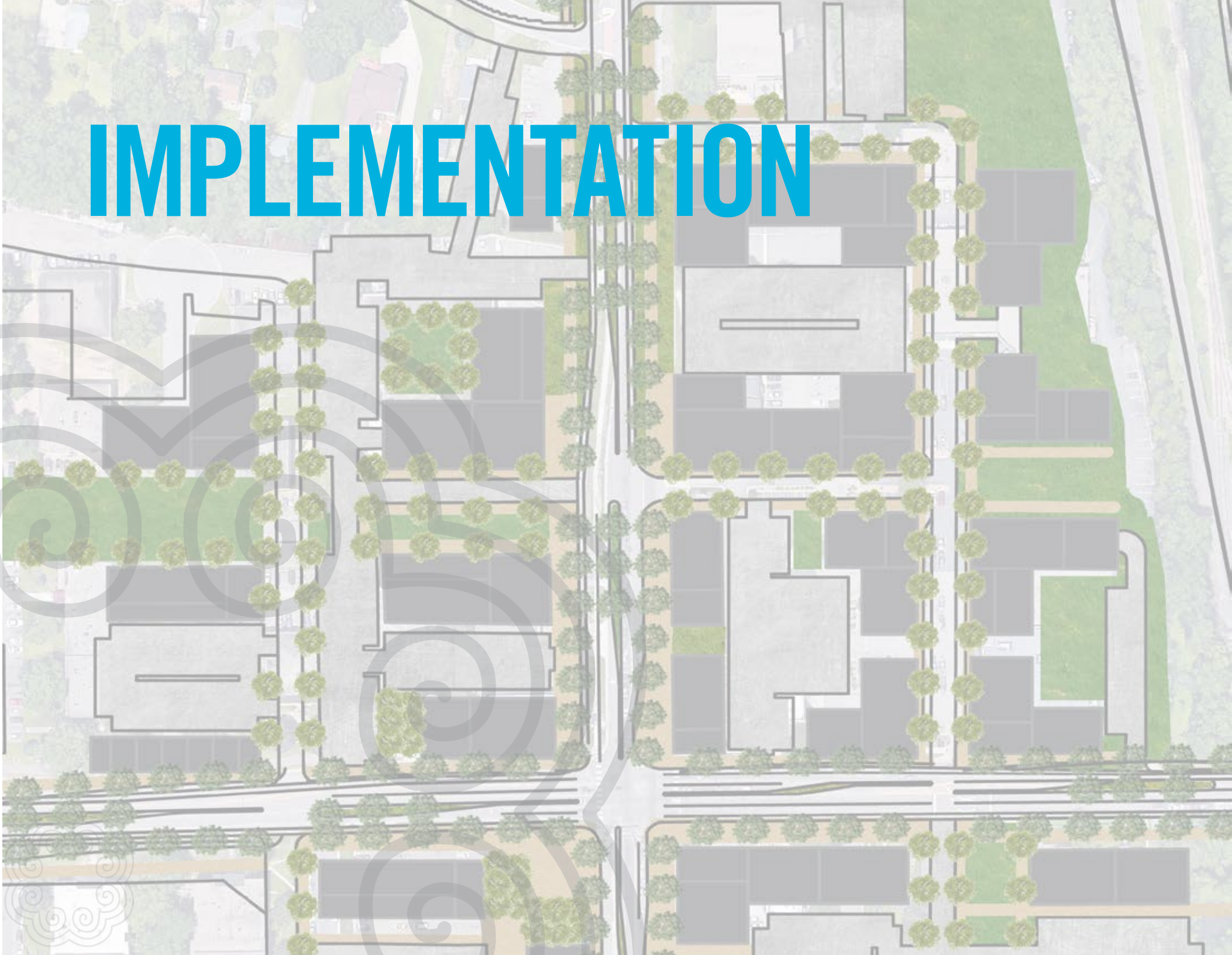
The proposed improvements to Lake McCarrons County Park are focused on reconfigured parking, additional recreational amenities, the creation of multi-functional open spaces, and enhanced natural features.

- Parking: The proposed improvements identify the opportunity to relocate parking to the north of the existing park site. This would allow for increased parking to service the existing park and the opportunity to reuse the current parking lot to provide additional recreational greenspace for programmed activities/amenities.
- Recreational Amenities: The proposed plan identifies additional picnic shelters, expanded beach area, additional fishing piers, and improved sidewalks.
- Multi-functional Open Space: A new multi-functional open space is proposed on the location of the existing parking lot. This open space will allow for informal play and organized active recreation. The space could also support organized events such as farmers markets and community festivals.
- Natural Features: The proposed plan identifies additional landscape improvements including overstory trees, native landscaping, and stormwater improvements. The proposed improvements would also include enhancement of the wetland areas on the south edge of the park which will include enhanced landscaping and new boardwalks. The native landscaping will include areas for wildlife (animals and insects) and improved plantings at the edge of the lake.



Plan view of proposed improvements at Lake McCarrons County Park

IMPLEMENTATION



IMPLEMENTATION

The best plans are of little value if they are not implemented. Implementation of the corridor plan requires the proactive leadership and collaboration of public agencies at multiple jurisdictional levels, including the Cities of Maplewood, Roseville, and Saint Paul, and Ramsey County.

Implementation of the plan is also dependent on the full support and participation of landowners, residents, businesses, and the development community. A concerted effort has been made throughout this project to involve a broad cross-section of the community. Business owners, neighborhood residents, and community leaders have provided input and guidance. Their participation has improved the study and their continued participation and support will be critical in sustaining the community's vision for the corridor over time. Even with a strong commitment, it will take several years before many of these recommendations take full shape. The magnitude of redevelopment may seem daunting; however change is constant and the vision for the corridor will be the product of individual site redevelopments and street improvements where, ultimately, the whole will be greater than the sum of its parts. Every project is important and should help build toward the long-term vision. The three Cities and County have an important role to play in this process, but the success of this effort will not be possible without the full support and participation of landowners and the development community.

The public improvements associated with the Rice-Larpenteur Vision Plan will act as a catalyst for reinvestment and represent a positive step toward ensuring a vibrant long-term business climate and livability for the corridor. This section includes actions that should be considered to integrate the improvements into an ongoing and community building strategy and to gain the most benefit from streetscape and other public improvements.

INTERIM STRATEGIES: PILOT-TO-PERMANENT OR LIGHTER, QUICKER, CHEAPER (LQC)

Defined below are short-term design interventions that should happen within the next year. These interventions are intended to be immediate projects to continue momentum from the planning process and to highlight on-going efforts to improve the corridor. The interim strategies are identified below:

Reinvestment at Rice and Larpenteur and corridor-wide pedestrian improvements are primary recommendations of the planning process.

- Define a series of interim improvements to enhance the corridor. Examples include, but are not limited to temporary wayfinding signs, parklets, moveable planters, additional/relocated pavement marking, or an organized open street event.
- Develop a streetscape framework plan to ensure coordination between partner Cities and the County prior to the design and reconstruction of Rice Street in the near future.
- Provide additional seating nodes and benches at key locations along the corridor.
- Provide additional landscaping along the corridor.
- Define opportunities to incorporate public art created by local artists or area students.
- Add banners and additional flower plantings where feasible along the corridor.

SHORT-TERM RECOMMENDATIONS

Identified in this section are the short-term design recommendations that should occur within the next 1 to 2 years.

Organization + Regulatory

- Create a "Rice-Larpenteur Development Alliance"

Currently, no civic organization and/or public bodies are involved in the management, promotion, and development of the Rice and Larpenteur Gateway area as a whole. Organizing a diverse group of people to achieve the work tasks, build public/private partnerships, foster ongoing leadership, and provide a unified voice for the area will be the key to whether this plan succeeds or fails. An initial strategy to consider is to bring on an existing organization with experience and some capacity instead of creating a new Alliance completely.

This section outlines a strategy for organizing elected officials, residents and business owners into an effective Alliance whose mission is to see that improvement projects and redevelopment is implemented according to the goals and objectives of the plan, to act as an advocacy group for the corridor, and to coordinate promotional campaigns and small projects.

Alliance Membership

A group should be formed to see that public realm improvements and redevelopment occurs according to the goals and objectives of the plan, to act as an advocacy group for the area on behalf of the three partner cities, and to coordinate promotional campaigns, redevelopment, and public improvement projects. The "Alliance" could be a public/private nonprofit corporation composed of a broad range of people representing property owners, business leaders, bordering neighborhoods, City elected officials, and others with a direct stake in enhanced business and economic development conditions within the Rice and Larpenteur Corridor. Ultimately, the Rice and Larpenteur Alliance could be a membership organization with a paid executive director and a special services district to help meet its goals.

- Short-term Alliance will be comprised of the GPC and an implementation committee.
- Long-term Alliance membership would be comprised of staff and elected City and County officials from the three cities. Other possible members should include:
  - Individuals from the ULI Healthy Corridors leadership group.
  - Business/property owners.
  - Other local non-profits with similar development related mission (e.g. East Metro Strong or the Saint Paul Port Authority or the Chamber or East Side Neighborhood Development Company).
  - Renters Associations or groups representing renters in the gateway area.
  - Foundation community, such as St. Paul Foundation, Wilder, Knight, Bush, Pohlad, and McKnight.
  - Alliance could be initially "funded" by the three cities and community foundations to implement the vision of this plan.
  - Local neighborhood residents and citizens.

Alliance Tasks

- Develop programming of public spaces (festivals, cultural events, etc.) along the corridor. Establish annual special events such as a farmers' market, arts and music festivals, and fundraisers for improvements or maintenance.
- Coordinate objectives with Ramsey County and departments from all three Cities. The planning and engineering departments from Ramsey County and

Future Rice Street improvements should be coordinated with partner cities and Ramsey County plans

the three cities should refer to this document when considering public realm improvement projects and development proposals along Rice Street and Larpenteur Avenue in the project area.

- Any proposed redevelopment should comply with the guidelines, reinforce the desired character of development, and contribute to creating a cohesive, pedestrian-friendly, memorable, and economically viable place.
- Partner Cities and County departments should refer to the components in this manual to coordinate, design, and budget for capital improvements and to define public/private partnerships to finance and maintain public realm projects. City departments should refer to the designs for the individual areas as a basis from which to develop more detailed plans.
- Help lead development and redevelopment efforts along the corridor and review all development proposals for the project area. The Alliance will need to determine its role in redevelopment (possibly in conjunction with the Cities or County), such as offering financial incentives, assembling properties, soliciting development proposals, and marketing each site. Developers should work with the Alliance and all three Cities/ County staff and refer to the plan when generating design concepts to better understand how their property fits into the corridor plan and expectations for public/private facilities. Proposed developments should follow the design recommendations in this plan.
- Work with the partner cities and Ramsey County to create an affordable housing database.
- Assist with finding funding to support business start-ups and/or growth of small businesses (financing, partnerships, leadership, etc.) with an emphasis on food related businesses (restaurants/production/distribution).
- Develop a private investment incentive fund. Create an incentive program (low interest loans) that recognizes businesses making voluntary aesthetic improvements to buildings, signs, and sites. Supplements such as painting and landscaping can visually enhance the appeal of an area and should be encouraged.
- Coordinate and lead maintenance and operations (public realm areas) of the project area. Develop a maintenance plan and sustainable funding source to maintain public landscaping and streetscape elements
- Develop a financial plan. A harsh reality of this report is that without viable financing many of the recommendations in this plan will not be implemented. Therefore, it is imperative that the Alliance, the cities of Saint Paul, Roseville, Maplewood, and Ramsey County, along with the local business community, research and develop practical financing options to facilitate real change. Financing projects can be done by qualifying for grant money, borrowing, or bonding. The three cities and County should create a master schedule outlining when grant cycles start and are awarded and their relationship to agency capital budget cycles. The funding strategy should be flexible to take advantage of any unexpected opportunities.
- Assemble land. The Alliance should pursue the acquisition of tax forfeit, foreclosed, or for sale properties identified as necessary to pursue the redevelopment vision created in this plan for the Rice and Larpenteur corridor. The land could be acquired by any of the three cities or by Ramsey County. Any of these entities will be cognizant of the corridor vision plan and the additional right-of-way needs along the corridor.
- Solicit Development Proposals: Staff from the partner cities, working with the Rice-Larpenteur Alliance, should begin the process of soliciting proposals from developers for key sites. This will entail defining each City's role in the redevelopment of key sites, writing a request for proposals, selecting a preferred list of developers to submit proposals, and defining a process for final selection of the developers and preparing development agreements.
- Define business retention and recruitment issues: Provide current businesses along the corridor with tools and the environment to sharpen their competitiveness. The alliance should also focus on recruitment of new businesses and institutions to diversify and promote a solid economic base.
- Consider including incentives for developers to meet the design criteria such as a streamlined review process and/or reduced parking requirements if public parking is available, shared parking agreements are in place, on-street parking is available, or transit passes are provided to employees.
- Build public private partnerships.
- Create a website, newsletter or column in a local newspaper, and/or poster to educate and promote the framework plan and overall objectives.

SHORT-TERM RECOMMENDATION (1-3 Years)	RESPONSIBILITIES
Public Realm + Open Space	
Develop a public gathering space at the south-west corner of Rice and Larpenteur adjacent to the MyThrift Store site (northeast corner of site). • Initially the public space can be defined by temporary planters/structures and can include areas for tents and food trucks. • This new community plaza/open space with flexible areas or community events and gatherings.	City of St.Paul, Private Developer, Ramsey County, Rice-Larpenteur Development Alliance
Movement + Access	
Enhanced pedestrian crossings (signal timing, pedestrian count-down timers, enhanced striping/pavement markings, and pedestrian ramps) long Rice Street at: Roselawn Avenue, Larpenteur Avenue, Hoyt Avenue, Arlington Avenue, and Nebraska Avenue.	City of St.Paul, City of Roseville, City of Maplewood, Ramsey County, Rice-Larpenteur Development Alliance
Study opportunity to create mid-block pedestrian crossings (to include pedestrian rapid-flashing beacons, enhanced striping/pavement markings, and pedestrian ramps) at: N. McCarrons Boulevard/Rice Street and S. McCarrons Boulevard/Rice Street.	City of Roseville, Ramsey County
Study opportunity to create new traffic controlled intersections (to include pedestrian crossing improvements) along Marion Street at Larpenteur Avenue and Wheelock Parkway and at Elmer Street/Rice Street.	City of St.Paul, City of Roseville, Ramsey County, Rice-Larpenteur Development Alliance
Help people bike to the Rice and Larpenteur Gateway. Demand for bicycling is expected to increase along and adjacent to the corridor, especially as redevelopment occurs. While dedicated bikeways are not recommended on Rice Street, the additional destinations and anticipated increase in bicycling will generate demand to the core areas along Rice Street and Larpenteur Avenue. Several steps can help people bike through and to the corridor.	City of St.Paul, City of Roseville, City of Maplewood, Ramsey County, Rice-Larpenteur Development Alliance
Provide protected bike lanes (a minimum of striping and break-away posts) along Larpenteur Avenue.	City of St.Paul, City of Roseville, City of Maplewood, Ramsey County, Rice-Larpenteur Development Alliance
Create a wayfinding system for directing bicycle traffic to the key destinations along the corridor. While the wayfinding should direct people to facilities on parallel roadways (such as Jackson Street or Trout Creek Trail), it should also direct people from the alternative routes to destinations along Rice Street and Larpenteur Avenue.	City of St.Paul, City of Roseville, City of Maplewood, Ramsey County
Identify treatments connecting the alternative routes to along Rice Street and Larpenteur Avenue. Many of the people who would bike on Rice Street are trying to reach destinations along the corridor or connecting to areas south of the project area including Downtown St. Paul. Creating safe connections to the corridor will mitigate the additional time, inconvenience and decreased safety of directing people off of Rice Street.	City of St.Paul, City of Roseville, City of Maplewood, Ramsey County, Rice-Larpenteur Development Alliance
Ensure that as the corridor is improved adequate secure bicycle parking is provided at visible, safe and convenient locations.	City of St.Paul, City of Roseville, City of Maplewood, Private Developers, Property Owners, Rice-Larpenteur Development Alliance
Create pedestrian connection through Saint Paul Regional Water Services site to connect to Kingston Avenue and N. Beaumont Street to the east in Maplewood.	City of St.Paul, City of Maplewood, Ramsey County, St.Pul Waterworks, Rice-Larpenteur Development

Work with Metro Transit to provide more frequent bus route service north of Larpenteur Avenue.	City of St.Paul, City of Roseville, City of Maplewood, Ramsey County, Metro Transit, Rice-Larpenteur Development
Reconstruct Rice Street from Larpenteur Avenue to Maryland Avenue • Consolidate driveways to individual businesses along Rice Street associated with this project. • Narrow drive lanes and remove on-street shoulder along Rice Street associated with this project. • Reconfigure Rice Street form a four lane to a three lane cross-section. • Enhance sidewalk and public realm along Rice Street associated with this project. Define streetscape improvements, including: Seating nodes and benches, Crosswalk improvements, Gateway landscaping, Street trees, Wayfinding signs, Bus shelters/schedules, Distinctive pedestrian-scaled lighting	City of St.Paul, City of Roseville, City of Maplewood, Ramsey County, Metro Transit, Rice-Larpenteur Development Alliance
Demonstration/testing area for long-term streetscape improvements -could be done along with a redevelopment project • Incorporate green infrastructure into the design of public realm/streetscape. • Incorporate center landscaped median.	City of St.Paul, City of Roseville, City of Maplewood, Private Developers, Property Owners, Rice-Larpenteur Development Alliance

Redevelopment + Reinvestment	
Catalyst Site #1: Infill commercial development on the south-west corner of the Rice-Larpenteur intersection in front of the Lamplighter lounge and the MyThrift Store site. • Northeast corner of the site will be designed as a new community plaza/open space with flexible areas or community events and gatherings.	City of St.Paul, Private Developers, Property Owners, Rice-Larpenteur Development Alliance
Catalyst Site #2: Infill commercial development on the north-east corner (Crown Plaza) of the Rice-Larpenteur intersection north of the Burger King fronting along Rice Street.	City of Roseville, Private Developers, Property Owners, Rice-Larpenteur Development Alliance
Catalyst Site #3: Infill commercial development on the south-east corner of the Rice-Larpenteur intersection east of the Taco Bell (directly west of the RR tracks) fronting Larpenteur Avenue.	City of St.Paul, Private Developers, Property Owners, Rice-Larpenteur Development Alliance
Catalyst Site #4: Infill residential on the former Roseville Armory site located along N McCarrons Boulevard.	City of Roseville, Private Developers, Property Owners, Rice-Larpenteur Development Alliance
Catalyst Site #5: Infill residential on the Margolis site located along Larpenteur Avenue.	City of Roseville, Private Developers, Property Owners, Rice-Larpenteur Development Alliance
Catalyst Site #6: Infill senior residential development along S. McCarrons Blvd at new connection of Marion Street greenway.	City of Roseville, Private Developers, Property Owners
Catalyst Site #7: Infill mixed-use development on the Saint Paul Regional Water Services site located at the Rice Street Gardens and properties located on the northeast corner of Rice Street and Roselawn Avenue (this includes the Affordable Used Cars - Maplewood site). • Development to include expanded Rice Street community garden. • Development to include farmer's market area.	City of Maplewood, City of St. Paul, Private Developers, Property Owners, Rice-Larpenteur Development Alliance

Character + Built Form	
Create comprehensive design standards/guidelines: Overall improvement of the Rice and Larpenteur Corridor area must go beyond the improvement of the street rights of way. Design standards/guidelines should be refined to reinforce the character of the built environment desired by the community and conceptually illustrated in this document. The guidelines refer to public and private improvements, renovations, and redevelopment of buildings within the corridor. The primary reasons to develop unique design standards/guidelines for the corridor include: • The building design standards or guidelines into the zoning ordinance is the most effective and legally sound strategy. If design objectives can be visualized and defined in quantifiable terms, they can be expressed in the form of standards that can be incorporated into the Zoning Ordinance. • Definitive standards developed in response to reasonable goals and objectives are better for developers, are less likely to be legally challenged and are more defensible in the event of legal challenges. This approach would be easiest to administer by the planning staff from each City in the long term. • There are limitations to the results that can be achieved through zoning. Design standards help achieve a degree of continuity through an area and certainly prevent development that is truly incongruous and incompatible. However, it is also true that good taste cannot be legislated. Although, zoning can help a community establish a level of quality and prevent discordant development, it cannot guarantee that development will be beautiful.	City of St.Paul, City of Roseville, City of Maplewood, Rice-Larpenteur Development Alliance
The primary purpose of the standards/guidelines are to:	
• Foster high-quality architecture and site planning consistent with the vision desired by the community • Concentrate density and intensity along Rice and Larpenteur. • Create and maintain an urban development pattern. The placement, scale and character of buildings is the most important component of the built environment that will shape the Rice and Larpenteur Corridor and determine the long term success as an attractive destination with strong businesses, human scale, vibrant neighborhoods and an attractive place for investment. • Encourage buildings abutting all neighborhoods to step down to a range 2 ½-5 stories to where new developments meet the existing neighborhoods. • Create and adhere to City guidelines and standards for site design, building massing, façade treatments, building materials, signs and sustainable design practices	

• Design the first level to have a human scale with attention to items including the building entries, first floor storefronts, lighting, signage and windows • Partner with each of the three cities to seek opportunities for facade grants • Determine appropriate setbacks to allow for wide sidewalks • Encourage migration of utilities from overhead to underground • Protect public and private investment in the corridor. Design standards will promote design excellence in all aspects of the corridor and to design new development to fit into its surroundings and respond to neighborhood transitions with building massing and architecture. • Create mixed-use, multi-story buildings with first floor uses that activate the street • Positively relate new construction to the street with building elements yet not infringe on the streetscape - Appropriate building setbacks will depend on building use • Consider a building setback from the sidewalk to provide a broader area for pedestrian activities - Where existing sidewalks are less than 10 feet wide, set buildings back a minimum of four feet (within the frontage zone) to create wider sidewalks for outdoor seating and streetscape elements • Plan new construction in relation to the surrounding buildings using common elements from the façade and architecture of neighboring buildings (as appropriate) will create a harmonious feel to the streetscape - Building size, height and materials all factor into a coherent sense of place • Encourage the reuse of positive contributing buildings where possible rather than new construction • Incorporate existing historical or character enhancing elements into redevelopment • Highlight major building entries • New buildings should meet appropirate green building design standards • Create a sense of security by having building windows look onto the street • All new developments should treat two-inch rainfall events on site by, for example, infiltrating rainwater in ponds, swales and rain gardens or storing it for reuse in cisterns; Use permeable pavers to infiltrate water in parking lots; Reserve space for stormwater retention or detention needs • Use LED or other energy-efficient lighting for new development projects; Consider solar-powered LED lighting to light exterior space • Provide space for organics composting and, for residential uses, on-site or nearby gardening	

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Organization + Regulatory	
Create zoning overlay district • Prepare zoning overly district for all three cities to adopt to guide future development along the corridor. • Overlay district ordinance should include building and public realm design guidelines, reduced parking requirements, enhanced landscape requirements, signage and requirements for public realm/common area maintenance and upkeep.	City of Maplewood, City of St. Paul, City of Roseville, Private Developers, Property Owners, Rice-Larpenteur Development Alliance
Continue to advocate for a Police sub-station near the Rice and Larpenteur intersection. • Advocate for inceased police patrols and greater physical presence along the corridor.	City of Maplewood, City of St. Paul, City of Roseville, Rice-Larpenteur Development Alliance, Ramsey County

LONG-TERM RECOMMENDATIONS

LONG-TERM RECOMMENDATION (4-20 Years)	RESPONSIBILITIES
Public Realm + Open Space	
Reconfigure McCarrons Lake Regional Park to relocate parking lot and expand recreational amenities • Reconfigure parking to north of the park site on the LZ Truck Equipment Inc. • Provide additional picnic shelters, programmable passive lawn space, and native gardens/stormwater management areas.	City of Roseville, Ramsey County, Rice-Larpenteur Development Alliance
Park redesign for the Rice and Arlington Field. • Consider a new consolidated community center services building (with community focused initiatives and services) • Provide more flexible open space to host neighborhood events. • Reconfigure parking. • Enhanced landscaping and stormwater management.	City of St. Paul, Ramsey County, Rice-Larpenteur Development Alliance
Movement + Access	
Reconstruct Rice Street from Larpenteur Avenue to County Road B • Consolidate driveways to individual businesses along Rice Street associated with this project. • Narrow drive lanes along Rice Street associated with this project (maintain three lane geometrics). • Enhance sidewalk and public realm along Rice Street associated with this project. • Incorporate center landscaped median.	City of St.Paul, City of Roseville, City of Maplewood, Ramsey County, Rice-Larpenteur Development Alliance
Reconstruct Larpenteur Avenue from Galtier Street to Sylvan Street • Reconstruct Larpenteur Avenue as a four to three lane conversion. • Consolidate driveways to individual businesses along Larpenteur Avenue associated with this project. • Narrow drive lanes and create protected bike lanes. • Incorporate center landscaped median.	City of Roseville, Ramsey County
Connect Marion Street (defined as Marion greenway) to S. McCarrons Boulevard • Enhance sidewalk and public realm along Rice Street associated with this project. • Create new traffic controlled intersections along Marion Street at: Larpenteur Avenue and Wheelock Parkway.	City of St.Paul, City of Roseville, Ramsey County, Rice-Larpenteur Development Alliance

Redevelopment + Reinvestment	
Catalyst Site #1: Infill mixed-use development on the south-west corner of the Rice-Larpenteur intersection on the entire MyThrift Store site (including the Super America site).	City of St.Paul, Private Developers, Property Owners, Rice-Larpenteur Development Alliance
Catalyst Site #2: Infill residential development on Woodbridge Court (Marion Street-Brittany Apartments) and Marion Street. • Incorporate new community green space connection from Marion Street to Rice Street.	City of Roseville, Private Developers, Property Owners, Rice-Larpenteur Development Alliance
Catalyst Site #3: Infill Mixed-use development on the Long's Auto Site.	City of St.Paul, Private Developers, Property Owners, Rice-Larpenteur
Catalyst Site #4: Infill Mixed-use development on the McCarron Hills Shopping Center site.	City of Roseville, Private Developers, Property Owners, Rice-Larpenteur Development Alliance
Catalyst Site #5: Infill Mixed-use development on the Dairy Queen Site.	City of Roseville, Private Developers, Property Owners, Rice-Larpenteur Development Alliance
Catalyst Site #6: Infill Mixed-use development on the Family Dollar (Burger King, Walgreen's, TGK Auto, Rice Street Car Wash) while maintaining Western Bank building.	City of Maplewood, Private Developers, Property Owners, Rice-Larpenteur Development Alliance
Catalyst Site #7: Infill Mixed-use development on Centerline Bus Charter Site (including the Car Hop site).	City of Maplewood, Private Developers, Property Owners, Rice-Larpenteur Development Alliance
Catalyst Site #8: Infill residential development on the Best Car Wash and Auto Care site at the intersection of Rice Street and W. Montana Avenue.	City of St.Paul, Private Developers, Property Owners, Rice-Larpenteur Development Alliance
Catalyst Site #9: Infill residential development on the Auto Zone site at the intersection of Rice Street and W. Nebraska Avenue.	City of St.Paul, Private Developers, Property Owners, Rice-Larpenteur Development Alliance

POSSIBLE FUNDING PROGRAMS/RESOURCES

A. Public capital improvement programs

- Small Business Development Loan (SBDL)
- Current City's HRA (and Port Authority for Saint Paul)
- Sale of City owned properties
- Partner City's or County Capitol Improvement Plan (CIP)
- Intergovernmental Revenue Sharing
- Lease revenues from City owned properties
- RIF
- RDA
- Housing and Economic Development Authority

B. Public-private partnership programs

- City special service districts
- Community benefit agreements
- Parking benefit district
- Neighborhood Development Corporation
- Land Trusts
- Business Improvement Districts
- Transfer of development rights
- Business lending or micro-lending
- Crowd sourced development equity
- Corporate Sponsorship
- Philanthropic Endowment

C. Property tax programs

- Tax increment financing (TIF) districts
- Tax abatement
- Special assessments
- Low Income Housing Tax Credits (LIHTC)
- Community Development Financial Institutions Fund—New Market Tax Credit Program

D. Grant programs

- City and County Allocations from Community Development Block Grants (CDBG)
- DOT/HUD Partnership for Sustainable Communities, Community Challenge Planning Grant
- Saint Paul Neighborhood Star
- Livable Communities Development Account – Development Grants
- Tax Base Revitalization Account
- DEED Contamination Cleanup and Investigation Grant
- PCA's EPA Area Wide Assessment Grant

E. Loan programs

- Saint Paul Neighborhood Star
- Saint Paul Rice Street Façade Improvement Program

F. Federal programs

- Surface Transportation Program (STP)
- Transportation Alternatives Program (TAP)

G. Federal Transit Program

- Urbanized Area Formula grants
- Capital investment grants & loans
- Transit Enhancement Activity program

H. Housing programs

- Low-Income Housing Tax Credit

I. Non-Funding Tools:

- Zoning change
- Form based code
- Strategic placement of new infrastructure
- Code enforcement
- Design guidelines
- Land assembly
- Site preparation such as demolition, grading, platting, rezoning
- Land write-down