

RICE

STATION AREA PLAN



Adopted October 22, 2008



TURLEY
MARTIN
TUCKER

URBAN
STRATEGIES
INC.

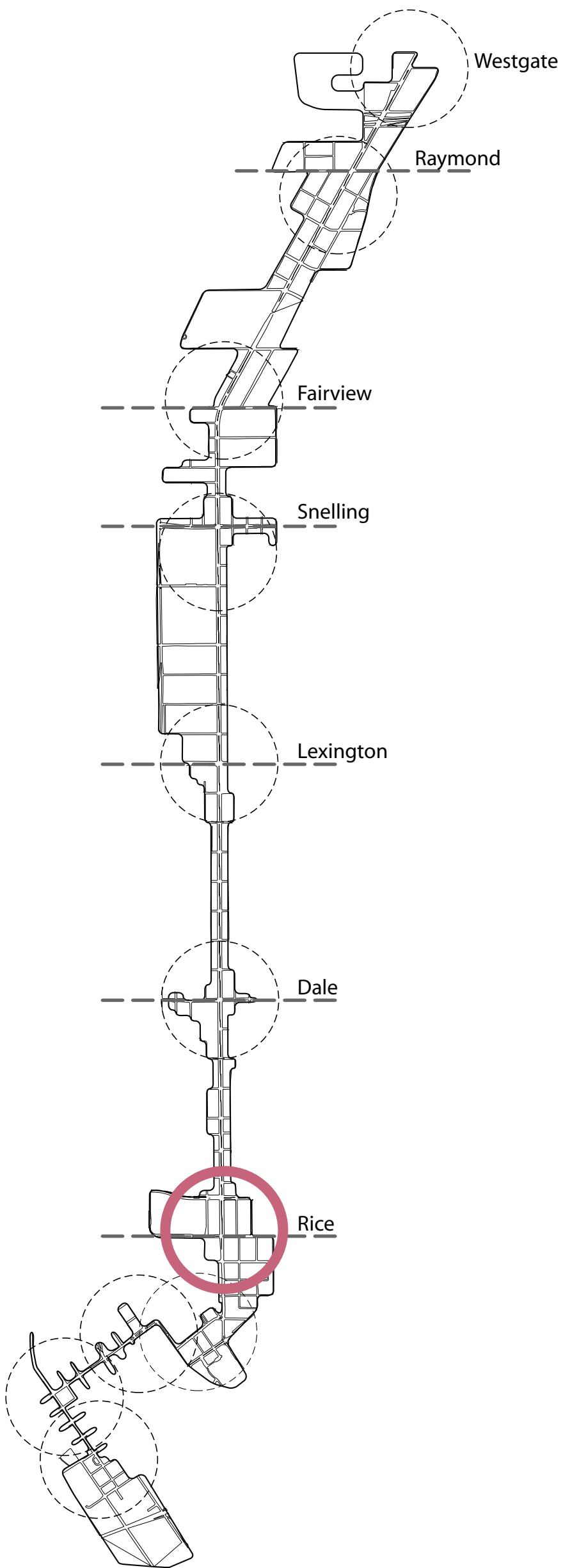


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The Station Area Plans, Introduction, and Moving Forward chapters are adopted as addenda to the Central Corridor Development Strategy.

Planning for the Central Corridor

As stated in the Central Corridor Development Strategy (CCDS), Light Rail Transit (LRT) along the Central Corridor represents a tremendous opportunity for Saint Paul to become “a place that has stronger businesses, more vibrant neighborhoods, and more beautiful urban places.” The CCDS establishes a set of strategies for how the Corridor should grow and change over the next 25-30 years in response to the LRT investment. The station area plans, using the foundation of the CCDS, provide a more detailed framework for integrating decisions about future land use and development; the public realm; and the movement of LRT, buses, cars, pedestrians, and bicycles at each station area.

Planning for the Central Corridor is an opportunity to focus and guide future investment, both public and private, to create a stronger, more vibrant community that is a better place to live, work and do business. The goal is to support economic development and overall corridor prosperity that result in new housing at all income levels, more and better jobs and more business activity. The resulting increases in the property tax base and sales tax revenue will provide the resources for additional public services and infrastructure that, in turn, support economic development activity. The plans focus on an improved movement network, high- quality design, and improved open space and pedestrian amenities that will support and encourage economic investment, as well as create a more livable, attractive and vibrant community.

Station Area Plans and Future Development

The station area plans were developed through a series of community-based roundtables, workshops and open houses, guided by a steering committee of community representatives. Property owners, residents, business owners, and institutional and organizational representatives participated in this grass-roots process.

3-D Model of the Corridor. During the workshops, participants created a 3-D model of potential future development at station areas. The model depicts potential new buildings, open spaces and other public realm improvements. Since there is little vacant land along the Corridor, most of the change depicted involves redevelopment and replacement of existing buildings and surface parking lots. While photos of the model are used throughout these plans to illustrate how the principles and objectives for new development could be realized, it is important to note that the model represents only one of many possible development scenarios. The model is not intended to prescribe how new development will look, but to present one example of how the vision, goals and objectives of these plans might be realized. The intent was to model potential building height maximums, open spaces and streets to demonstrate transit-supportive developments for individual parcels.

Change Over Time. Change will occur when individual property owners decide it is either the right time to reinvest in their properties, sell to someone else who will reinvest in the property, or the City has the resources and appropriate public purpose to purchase property. Change will happen incrementally over time, and likely more slowly until LRT is up and running.



The Rice Station Area Today

This chapter provides a snapshot of the Rice Station Area's history and a brief description of the physical conditions that are shaping the character of the Rice Station Area today.

The History of the Rice Station Area

Rice Street is the gateway to the North End, a neighborhood with proud ethnic and working class roots.

During the 1880s and 1890s, railroad jobs fueled the growth of the North End, and Rice Street became its main commercial artery. The people who moved into this neighborhood were British, Irish, German and Scandinavian laborers, tradesmen, shopkeepers and domestics. A small population of African Americans also established an early presence in the North End. Residential development in the area followed an east-to-west pattern, with the oldest neighborhoods established in the 1860s and 1870s east of Rice Street in the Bethesda and Capitol Heights neighborhoods. The ethnic mix and blue collar character of the neighborhood changed little until the more recent arrival of Asian and Latino immigrants. Recent Asian immigrants have transformed the eastern edge of University Avenue.

The majestic dome of the State Capitol building rises directly to the east of the Rice Street station. Built in 1905, the State Capitol was designed by the famous St. Paul architect Cass Gilbert. The building was immediately hailed as one of the nation's grandest public

buildings, a reputation that endures to this day. Other architectural landmarks surround the Capitol, including the 1919 Judicial Building and 1932 State Office Building.

During the streetcar era, the intersection of University Avenue and Rice Street was second only to the Snelling Avenue intersection in traffic volume. Wabasha Street originally ran northwest from downtown to meet University Avenue and Rice Street. Although Wabasha Street no longer connects, the diagonal views of downtown through the Capitol Grounds have been preserved. The southeast corner of the University Avenue and Rice Street station is home to Leif Erikson Park. A sculpture of the Norse explorer was dedicated on this site in 1949—an expression of Scandinavian pride that was partly a response to the nearby statue of Christopher Columbus (an Italian). The statue of Columbus faces east, while Erikson faces west, subtly suggesting that Norseman possessed greater navigational acumen.

The Ford Building, located near the northwest corner of Rice Street and University Avenue, has been determined eligible for the National Register of Historic Places. Containing a sub-assembly plant, retail store and service station, the building was designed with ornate architectural details in deference to its location near the State Capitol. Built in 1914, the Ford Building's construction predated the assembly line; the building utilized a "vertical feed" hand-assembly method that soon became obsolete. The Ford Building was converted into government offices in 1951. Today, the building sits vacant and is in dire need of major structural repairs.



FIGURE 1.1 - The corner of Rice and University, 1916



FIGURE 1.2 - University Avenue, 1932

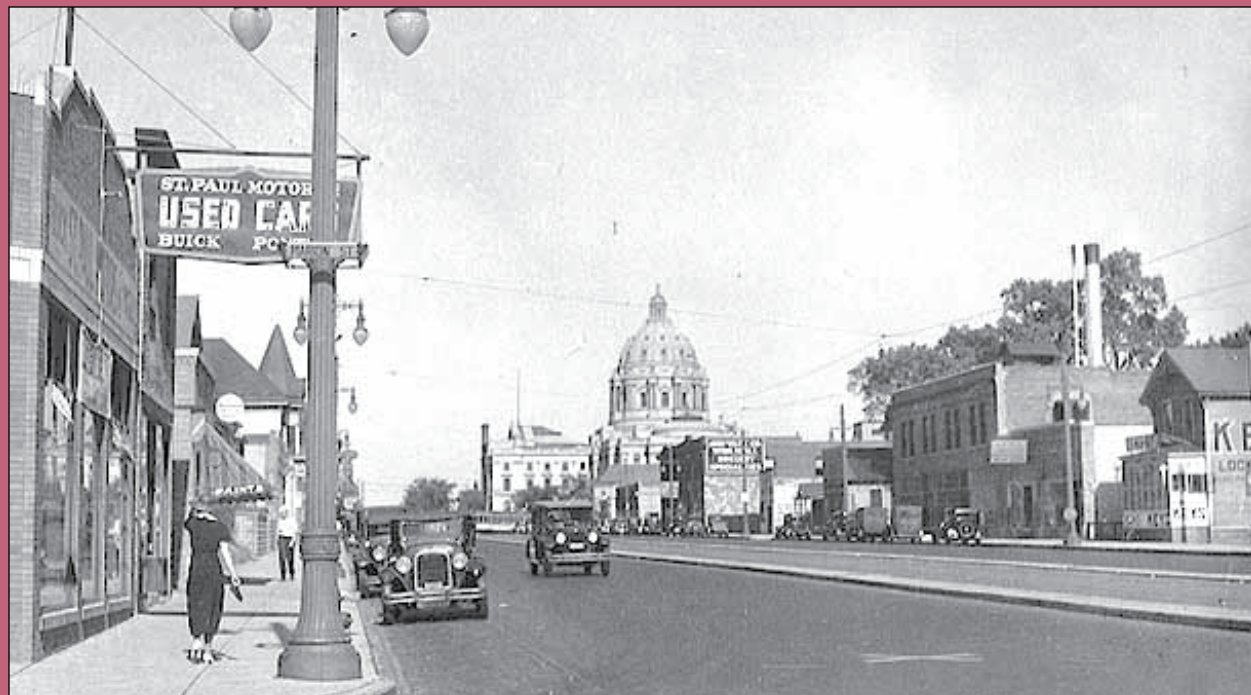


FIGURE 1.3 - Looking east towards the Capitol, 1932



FIGURE 1.4 - Historic Ford Building

Source of photos: Minnesota Historical Society & University of Minnesota, College of Design, Digital Content Library

The Rice Station Area Today

The Rice Station Area is a study in contrasts.

Perched above nearby downtown Saint Paul, the dome of the Minnesota State Capitol Building is the prominent defining feature of the area. As the single largest land owner and employment destination in the surrounding area, the Capitol and related State of Minnesota office buildings have a significant presence here, and have exerted a great deal of influence over the area's evolution. This influence is exhibited in the area's land use and employment, which is characterized by governmental offices and related uses, and little commercial diversity with which to regenerate pedestrian and visitor traffic in off-peak periods of the working day and week. The historic and processional qualities of the campus, including both its architecture and landscape, are significant contributors to the study area's unique heritage character. The historic Ford Building and Christ Lutheran Church also stand as strong reminders of the area's heritage.

In contrast to the civic quality and identity of the Capitol's neoclassical architecture and commemorative gathering spaces, much of the western edge of the Capitol and along University Avenue is characterized by large, under-utilized parcels and surface parking that degrade the pedestrian experience of the area. Though the neighborhood is strong in the northwestern quadrant of the area's core, where reinvestment in and restoration of single- and multiple-family housing is occurring, the area has struggled over time with the destabilizing effects of surface parking, vacant parcels and buildings. The University Avenue frontage offers great opportunity for redevelopment, where large, vacant parcels possess excellent visibility and access to the State Capitol grounds, downtown Saint Paul, the future LRT, and the confluence of the Interstate 94 and Interstate 35-E freeways.

The commercial heart of the Rice Station Area is structured in a linear fashion along two main corridors: Rice Street and University Avenue. The Rice Street commercial corridor retains a mix of modest, main-street type, mixed-use buildings. Here, long standing local businesses and retail are becoming increasingly intermixed with contemporary infill commercial offices and auto-oriented developments. The League of Minnesota Cities building demonstrates this potential.



FIGURE 1.5 - The Rice Station Area is characterized by a significant institutional presence and two struggling commercial corridors.



FIGURE 1.6 - The **League of Minnesota Cities Building** sets an important precedent, framing the intersection and marking the gateway to the Capitol.



FIGURE 1.7 - **Vacant parcels** destabilize the area but afford opportunities for reinvestment or the creation of new open spaces.



FIGURE 1.8 - Developments such as the **Como Place Apartments** are set back, detracting from the vitality of the street in the Station Area.



FIGURE 1.9 - The State Capitol's landscaped grounds create an opportunity to integrate the LRT with a heavily-landscaped and attractive setting at **Leif Erikson Park**.



FIGURE 1.10 - Large areas of **surface parking** degrade the pedestrian experience and sense of place in the Station Area.



FIGURE 1.11 - The **Rice Main Street** corridor retains a range of modest, "Main Street" type, mixed-use buildings.



The Future of the Rice Station Area

2

The Future of the Rice Station Area chapter describes:

- **the planned location of the future LRT platform;**
- **forecasted market opportunities for new growth and investment;**
- **a description of the Station Area Boundary and Areas of Stability and Change within the Rice Station Area;**
- **a vision statement describing the future potential role and character of the Station Area with regard to both the immediate community and the broader Central Corridor.**

The Future of the Rice Station Area

The Rice Station Area has tremendous potential to create a sense of place for a neighborhood searching for an identity of its own.

The introduction of the new LRT station will create an opportunity to reimagine this intersection, and transform the area from an inhospitable pedestrian and retail environment into an attractive, mixed-use linear gateway to the State Capitol and downtown Saint Paul. In addition, the strategic, competitive advantage of the area’s accessibility can lead to new investment in residential, commercial and retail development on underutilized lands. In particular, the Sears site, State lands and the League of Minnesota Cities parcels all afford the opportunity to transform the Rice Station Area into a complete and healthy community with vibrant public spaces, a range of movement options, a diverse mix of uses, and attractive buildings framing lively, pedestrian-friendly streets.

A portion of the Rice Station Area is under the planning and zoning jurisdiction of the Capitol Area Architectural and Planning Board (CAAPB) - the area bounded by Marion Street on the west, Lafond/Pennsylvania on the north, Jackson Street on the east and St. Anthony Avenue on the south. Technically, the CAAPB’s *Rules Governing Zoning and Design for the Minnesota State Capitol Area* and the *Comprehensive Plan for the Minnesota State Capitol Area* govern future development in this area. It is hoped that the land use, built form, public realm and movement recommendations in this Station Area Plan will be adopted by the CAAPB, and incorporated into its Comprehensive Plan and zoning regulations as appropriate.

2.1 The Rice Platform

The Rice Street LRT platform (Figure 2.1) is currently planned as a ‘hybrid’ split/center platform located on the south side of University Avenue, east of the Rice Street intersection. Though similar to a center platform configuration in that it shares a central access point for both eastbound and westbound passengers, the station will consist of two separate platforms positioned on opposite sides of the LRT tracks. The alignment of the LRT and station is unique here not only in platform location, but in the condition created

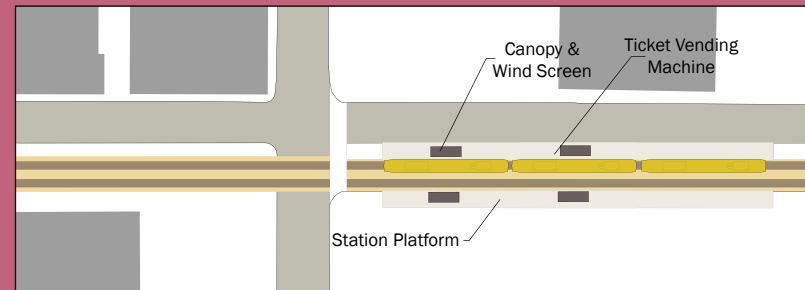


FIGURE 2.1 - Illustrative Rice Side Platform Configuration

along the south side of University Avenue from Marion Street to the Capitol, where the tracks will be run alongside the sidewalk. The station will be located adjacent to Leif Erikson Park.

2.2 Market Forecast

Building on the Central Corridor Development Strategy’s market forecast, a review of the Rice Station Area characteristics and market potential (Figure 2.2) was undertaken to consider the extent and timing of future development potential. The Rice Street market area has strong institutional anchors, the Minnesota State Capitol Campus and Capitol East station, both of which will continue to drive employment, retail and office

space demand in this area.

While the architectural character along Rice Street is considered a strong market feature, it will be important to continue revitalizing these store frontages and improving the adjacent streetscape if the Rice Station Area is to realize its potential to bridge the Avenue and the Capitol, and to alleviate concerns over personal safety.

On this basis, the Rice Station Area exhibits one of the most promising growth and investment forecasts for the Central Corridor. A total of 800,000 square feet of potential new office space (the second highest amount among University Avenue station areas) is forecast over the next 25 years, with demand dominated by office and retail space catering to State government and related functions. Long-term potential also exists here for as many as 800 residential condominium units, which would account for between 25% and 40% of total forecasted growth within this housing market segment. Among the numerous redevelopment parcels and opportunities located here, the underutilized Sears block represents the greatest potential to capture this demand and affect a positive transformation of this area.

Rice Station Area Market Potential

	Market Forecast 2030 January 2008	Pre-Construction 2008-2009	During Construction 2010-2014	Early Operation 2015-2020	Mature Operation 2020-2030	Specific Market Opportunities
Residential: Rent	500	-	-	250	250	Does not preclude affordable housing prior to 2014
Residential: Own	500	-	-	150	350	Rental market will eventually push ownership market
Office Space sq ft	800,000	75,000	125,000	200,000	400,000	State expansion needs will drive office development
Retail Space sq ft	100,000	5,000	5,000	30,000	60,000	Immediate need for retail but crime/safety concerns deter development
Industrial sq ft	-	-	-	-	-	-
Hotel Rooms	200	-	-	100	100	-

FIGURE 2.2 The Rice Station Area Development Forecast predicts healthy levels of growth with opportunities for office and mixed-use infill development.

2.3 Defining the Study Area

The Rice Station Area has potential to evolve as a place with more employment, a greater range of businesses, more vibrant neighborhoods, and new and enhanced beautiful public spaces. The station area plan process used four mapping layers to investigate and understand the Rice Station Area.

The station area boundary, one of the largest along the Avenue, captures the Rice and University corridors, the Frogtown and Central Village neighborhoods, the western edge of the State Capitol campus and the Sears site. Within the boundary, a refined *Area of Change* has been delineated through the station area planning process. The *Area of Change* denotes the parcels where change is welcome and should be encouraged through gradual infill and/or intensification or comprehensive redevelopment.

The current and future area of high pedestrian activity has been identified as a Mobility Enhancement Area. Section 5.0 of this Plan presents recommendations for balancing modes of movement within this active hub.

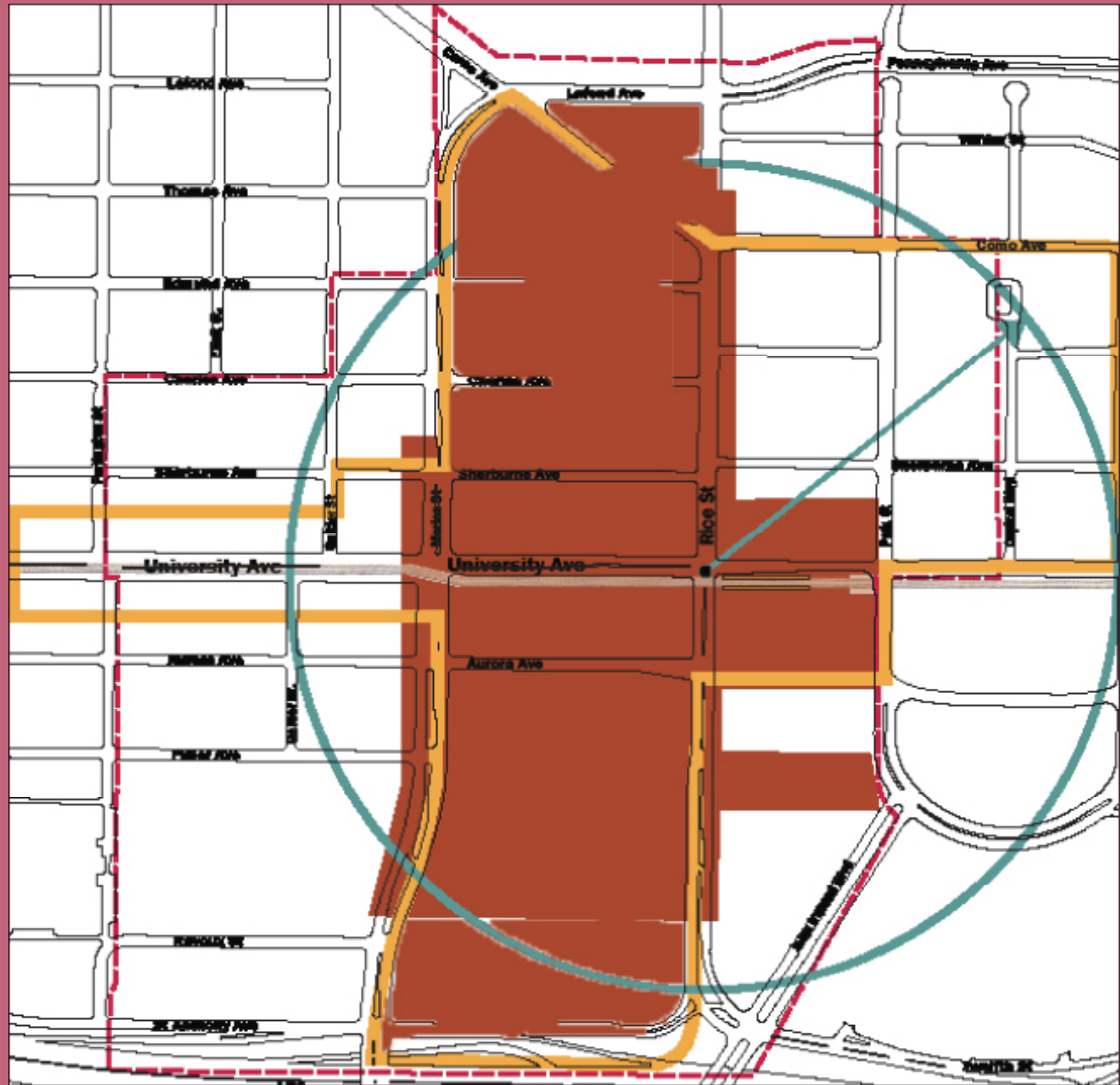
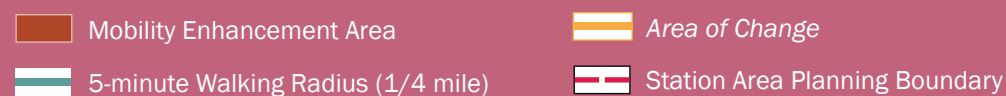


FIGURE 2.3 - The Four Lenses of Exploration illustrate the evolution in understanding the Rice Station Area.



The Future of the Rice Station Area

2.4 Looking Ahead – The Rice Station Area in 2030

Looking Ahead describes a community-crafted vision for the future of the Rice Station Area. This narrative generally describes the sum of desired characteristics for this community and its future role within the broader Central Corridor.

At Rice Street, University Avenue will evolve as a two-way gateway: a distinguished approach to the State Capitol and its numerous legislative, administrative and civic functions; and a threshold that celebrates the entrance to the Avenue and World Cultural Heritage District. The heart of this lively, mixed-use precinct will be the Rice and University intersection - the crossroads of two important employment, retail and community service corridors and the future location of a unique transit station embedded in Leif Erikson Park. A substantial redevelopment of the Sears block, and attractive infill development defining both sides of the Avenue with cafe, display and restaurant spaces, will transform the area into a mixed-use urban village. The overall effect will be the repair of the historic “Main Street” fabric still apparent here, and an infusion of activity through a greater offering of retail, restaurant, employment and residential uses.

The Rice Station Area Vision as an Eastern Gateway to World Cultural Heritage Corridor:

The creation of a highly-desirable urban neighborhood at an important gateway in the Central Corridor. A place recognized for its access to the LRT, the Avenue, the State Capitol and downtown Saint Paul. A place where future development leverages this attractive and competitive location to: provide more opportunities to live within walking distance of work and recreation; reinforce connections to adjacent neighborhoods; introduce a greater diversity of destinations; and promote an active street life and public spaces that invite residents and visitors to explore and linger.

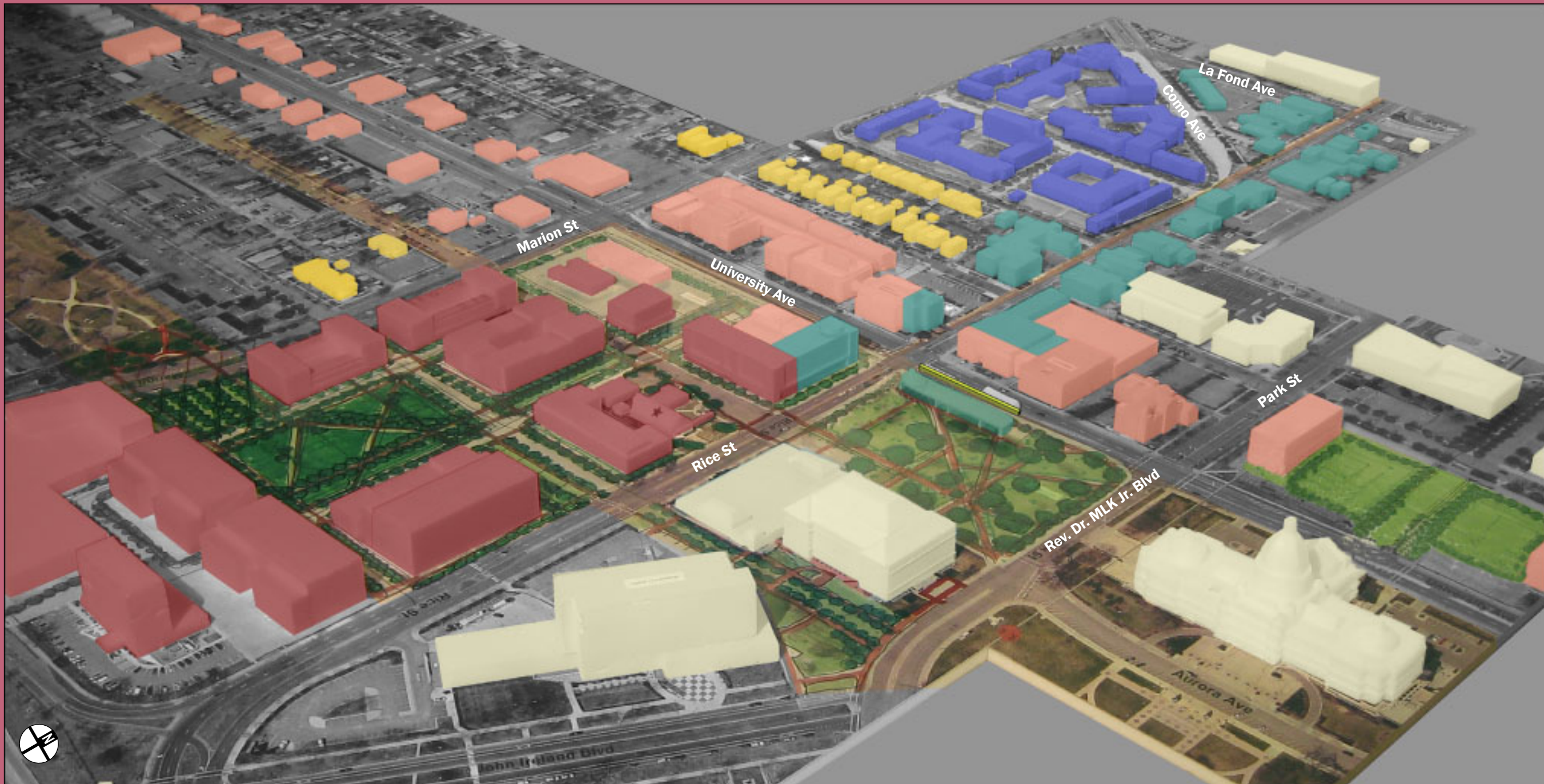


FIGURE 2.4 - The Rice Station Area 2030: The physical model represented above illustrates one possible long-term scenario for the creation of a lively and mixed-use precinct, including a restored historic main street and new urban village at the gateway to both the Capitol and the Avenue. The colors represent distinct *Character Areas* addressed in Chapter 4 of the Station Area Plan. Rather than attempting to predict the location and distribution of anticipated long-term investment, this conceptual model illustrates the application of transit-supportive principles throughout the entire Station Area. The total development yield illustrated is therefore not meant to be precisely representative of the 2030 market forecast (Figure 2.2) for this Station Area, but demonstrates examples of transit-supportive developments for individual parcels.



Public Realm - Creating Places

The following **Key Moves** identify priority investments for improving the public spaces and pedestrian environment in the Rice Station Area in a manner consistent with the Vision of the Central Corridor Development Strategy: a beautiful urban place with pedestrian-friendly, attractive tree-lined boulevards. These recommendations explore opportunities for streetscaping, new passive and active park spaces, community gathering places and expressions of public art.

The public realm within the Rice Station Area is not currently living up to the stature of its Capitol surroundings, nor to the needs of the surrounding communities.

Existing green spaces within the State Capitol grounds, including Leif Erikson Park and the Capitol Mall, are attractive yet formal spaces that, in some cases, are encumbered by infrastructure and parking and do not function for local neighborhoods as park space. The streetscapes of Rice and University, though important corridors with significant relationships to both the State Capitol and to neighborhoods of Frogtown and Capitol Heights, lack structure and identity, and are geared primarily to parking and moving vehicles.

3.1 Rice's Public Realm: Key Moves

The following *Key Moves* describe a series of seven priorities for future investment in the public realm. While the eventual location and configuration of these spaces may be different than the images presented here, developers, City departments and other stakeholders should strive to achieve the general intent and purpose of the *Key Moves* described below. These conceptual improvements will require a range of implementation measures, from allocation of City capital works budgets to private investment and parkland dedication and/or acquisition determined on a site-by-site basis as development and investment occurs.

A minimum of 14-foot sidewalks should be established within the "Mobility Enhancement Area" defined for each station area. The Mobility Enhancement Area is the area around each station where a higher level of pedestrian activity is anticipated and a high-quality pedestrian environment is key.

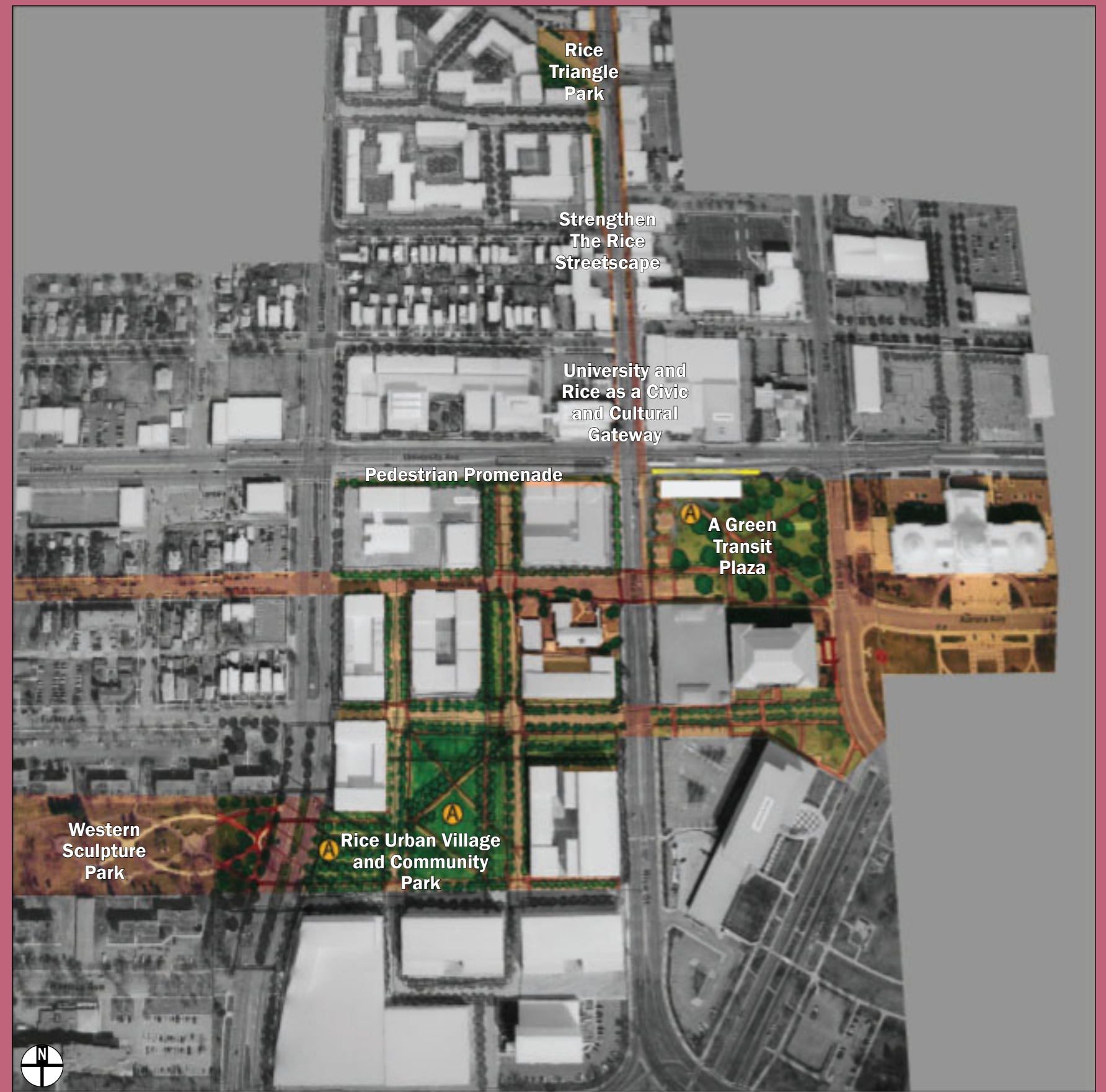


FIGURE 3.1 - The Public Realm Plan illustrates a series of recommended *Key Moves* for creating an improved network of open spaces and pedestrian routes.

Public Art Opportunities

Provide a Rice Urban Village Community Park

FIGURE 3.2 - A new Community Park at the heart of the future Rice Urban Village will provide a community focal point, and connect this neighborhood to both the Western Sculpture Park to the west and University Avenue to the north.

Modeled after the highly successful Wacouta Commons, a new green space is proposed at the heart of the future Rice Urban Village. This large, flexible green space will be the community core of this neighborhood, with space for active recreation, community gardens and passive, landscaped meeting areas. The community park could take the form of either a large central square as illustrated above or could continue the alignment of the Western Sculpture Park located to the west as illustrated in the Central Corridor Development Strategy (figure 4.3).

Celebrate University and Rice as a Civic and Cultural Gateway

FIGURE 3.3 - The intersection of Rice and University marks the transition between the Avenue and the Minnesota State Capitol, and should be distinguished as a civic and cultural gateway.

This intersection is at the physical core of the Rice Station Area, and marks the transition from an emerging World Cultural Heritage District into an important governmental institution and civic gathering space. The meeting of Rice and University should function as a linear gateway that provides a sense of civic pride and procession upon approaching either of these destinations. Possible public realm treatments include a prominent gateway feature incorporating signage and lighting; and a consistent, high-quality streetscaping and landscape patterning that matches the stature of the State Capitol.

Create the Green Transit Plaza

FIGURE 3.4 - Leif Erikson Park creates a natural setting for a Green Transit Plaza with generous facilities for bus and LRT passengers.

The proposed location of the LRT platform adjacent to Leif Erikson Park affords a unique opportunity to integrate LRT infrastructure with a public park space. The transit station should mutually reinforce both uses: LRT ridership can generate more interest, activity and personal safety within Leif Erikson Park; and LRT can benefit from an attractive setting that affords natural shelter, abundant waiting space for a high concentration of public transit patrons connecting to either bus or LRT service, and relief from adjacent automobile traffic. The transit station may include a pavilion structure and should help recapture the full potential of Leif Erikson Park as a public gathering space.

Establish a New Rice Triangle Park at Rice Street and Como Avenue



FIGURE 3.5 - The small wedge-shaped parcel created by the unusual intersection of Rice and Como affords the opportunity to create a triangular pocket park.

The irregular wedge-shaped parcel formed by the intersection of these two streets, which currently sits underutilized, creates an opportunity for a small open space. This “pocket park” should function as a passive landscaped space that marks the merging of the Rice “Main Street” corridor with the Como Boulevard approach to Como Park, and provide a resting and meeting space for patrons of local shops and businesses. This new park would also create additional space within the pedestrian realm, which is narrow and offers little relief from vehicles on Rice Street.

Strengthen the Rice Streetscape



FIGURE 3.6 - The Rice streetscape, the setting for an important commercial corridor, should be strengthened through the provision of new pedestrian amenities and landscaping.

This neighborhood commercial corridor should become a priority area for a comprehensive streetscaping program. Improvements should include improved pedestrian amenities such as street furniture, improved lighting, street tree planting, improved way finding signage and attractive paving materials. The Minnesota Women’s Building demonstrates the positive contribution that landscaping and other such improvements can make along the Rice Street corridor.

Establish the University Avenue Pedestrian Promenade



FIGURE 3.7 - The University Avenue Pedestrian Promenade should offer a high level of pedestrian amenity and buffering from the adjacent LRT infrastructure.

This unique condition along the Avenue created by the south running alignment of the LRT offers an opportunity to create an active and vibrant pedestrian promenade with special paving and integrated public art. To create a high level of pedestrian amenity along the south boulevard of the Avenue adjacent to the LRT alignment, sidewalks should be a minimum of 14 feet wide, and street trees and pedestrian-scaled lighting should be introduced.

Take Advantage of Public Art Opportunities



FIGURE 3.8 - In cooperation with the CAAPB, integrating public art into areas such as Leif Erikson Park affords an opportunity to celebrate the unique cultural and civic identity of the Station Area.

Public art should be integral to all future development and public realm projects within the station area. The public art collection should express a distinct station area character, as well as the wholeness and continuity of the corridor.

Public art is:

- 1) the result of including artists on professional design teams to affect space design from the initial stages of planning;
- 2) the creation of site-specific objects to beautify public spaces, improve their function and enhance their meaning in the community; and
- 3) the creation of site-specific experiences using various art forms and media, including time-based works, to enhance the sense of place.

Public art strategies should engage both public agencies and private property owners and developers as they build the city.

While public art opportunities are broadly available to national and even international artists, special efforts should be made to engage local artists. Artists engaged in shaping the form and experience of the key station areas should consider the following concepts and opportunities identified through the workshop process:

- **The World Cultural Heritage District**, with its transit plaza and pedestrian promenade, marks the eastern gateway of the District. Developed in consideration of its western counterpart at Lexington Parkway, it offers the opportunity to explore, reflect upon and celebrate the cultures and experiences of those who have journeyed to live here throughout the city's history.
- **Rice Urban Village**, a new neighborhood on the Sears block, provides opportunities to distinguish the area's physical core, support heavy park programming, engage people in interactive

exploration of civic and artistic ideas, and lead people in procession throughout the Village toward its new community park.

- **Extending Western Sculpture Park's art installations** to the surrounding streetscapes and open spaces will celebrate this creative community, and reflect the neighborhood's capacity for vision and hope. Expansion will support the linear extension of open space to the south, toward the community institutions and amenities of Selby Avenue, to the west toward Dale and to the east into the new urban village site.
- **The Rice LRT Platform** offers the opportunity to define and distinguish the station and its surrounding community, tell the story of the area's rich and evolving human and cultural history, and express the significance of LRT as a public asset for the residents, students, workers and visitors it serves.



Future Character Areas - Policy Directions

4

Recognizing the diverse places within each station area, a series of distinct *Character Areas* has been identified for the Rice Station Area.

Utilizing a series of working 3D foam models produced in community workshops, this section builds on the transit-supportive development types identified in the Central Corridor Development Strategy to describe historic and emerging *Character Areas* within the Rice Station Area. Each *Character Area* contains a series of policy directions to guide future investment and change in built form, land use and circulation over time. These directions include identifying the appropriate location and scale of taller buildings; strategies for transitioning to stable neighborhoods; a desirable mix of transit-supportive uses; and recommendations for accommodating a system of movement that balances modes of active, transit and automobile transportation.

This section is illustrative of how the goals and objectives of the station area plan may be realized. It is intended, in the case of transit-supportive development or other development that will increase density within station areas, that the policy directions under this section be interpreted to support flexibility in the application of these guidelines in order to achieve transit-supportive or denser development within station areas.

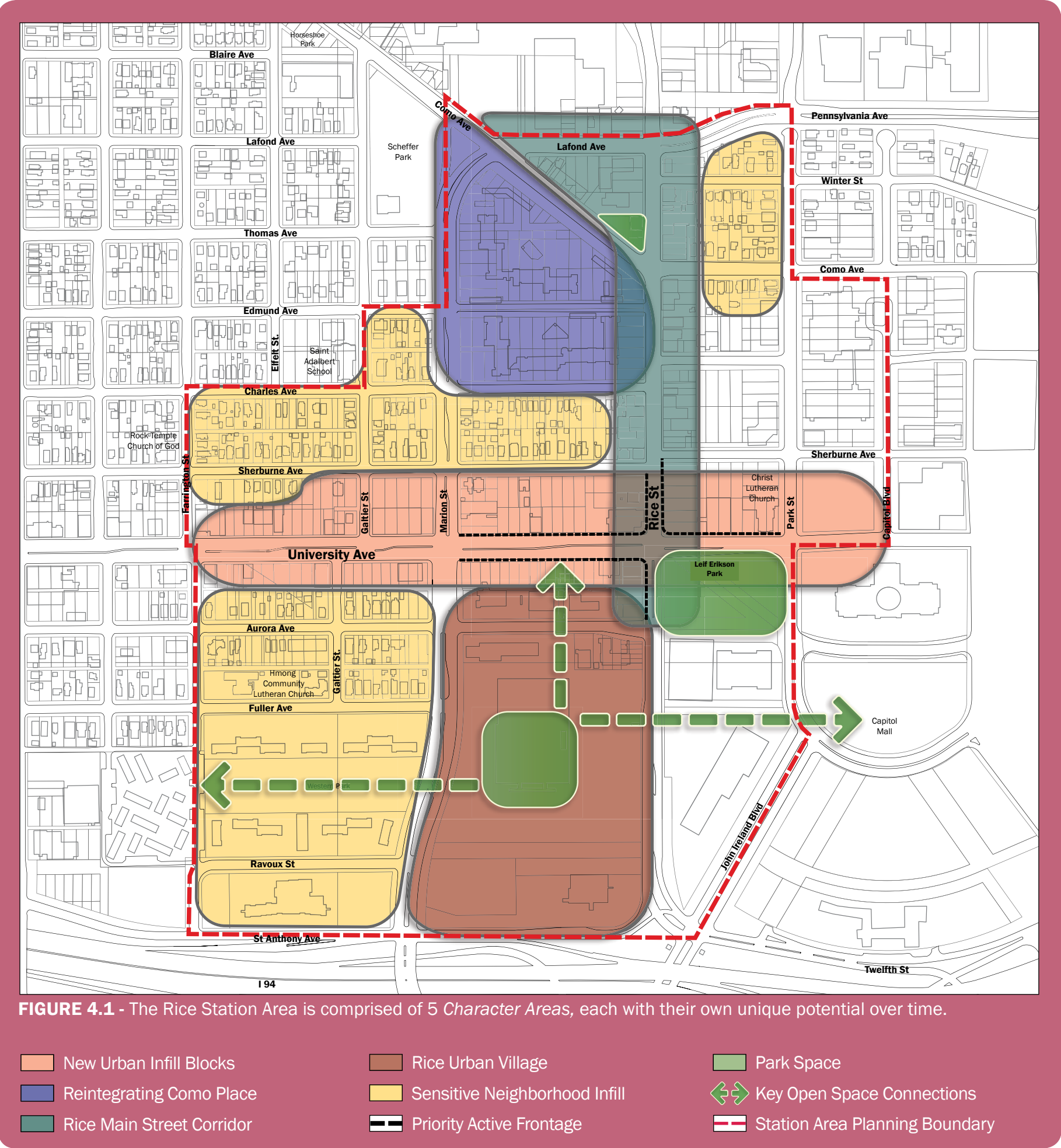
Future Character Areas - Policy Directions

Future investment in the Rice Station Area should build on five Character Areas.

Future development in the Rice Station Area should preserve the integrity and character of the stable residential neighborhoods adjacent to the Avenue while continuing to promote new and diverse housing options. A flexible and permissive land use strategy follows that emphasizes connectivity, design performance and transit-supportive qualities, including a broad mix of uses, flexibility of regulation over time, active buildings faces on the ground floor, and shared parking solutions. The institutional presence in the station area, from the Capitol and other uses, should be enhanced to create a positive, active urban fabric within the vicinity of the station.

Together, these approaches will help to strengthen and repair the area’s vitality and role as a gateway, and reinforce the area as a complete community with housing, employment and movement options for all. While this overall direction will guide change over the entire Rice Station Area, this section describes five *Character Areas* that will require specific policy direction to achieve their built form and land use potential over time. For those Character Areas that are within the CAAPB’s boundaries, it is recognized that the CAAPB has zoning, planning and design jurisdiction, and that all development must conform to the CAAPB’s plans and regulations. It is hoped that the land use, built form, public realm and movement recommendations in the Station Area Plan will be adopted by the CAAPB, and incorporated into its Comprehensive Plan and zoning regulations as appropriate. The following *Character Area* descriptions and policy directions guide future development in the Station Area. Each *Character Area* relies on images of the demonstration model to illustrate key principles for the area, including a narrative describing the general character and structure of the place, and a series of policies on built form, land use and development patterns.

The final section of the chapter outlines common policy directions for parking and access that apply to all of the *Character Areas*.



Future Character Areas - Policy Directions

4.1 Rice Urban Village

The collection of underutilized sites in the study area's southwestern quadrant, including the Sears block and Greyhound bus terminal, represent the single greatest opportunity to revitalize the Rice Station Area.

A number of competitive factors make this site ripe for redevelopment with new commercial and residential uses, including its proximity to a high level of public transit service, the confluence of Interstates 94 and 35-E, the State Capitol and downtown Saint Paul. The relocation of Sears to a site along St. Anthony Avenue not only provides more visibility for the store, but it also allows conversion of the rest of the block to a medium-density mixed-use urban village with a central green.

Modelled after the successful Wacouta Commons development in downtown Saint Paul, the mixed-use urban village illustrated here should consist of a large, flexible open space at its core, with attractive mid-rise buildings that incorporate active frontages on the first floor (Figure 4.2). This intensification would create a new market for retail offerings along the University Avenue and Rice Street corridors, and would strengthen Sears' market position.

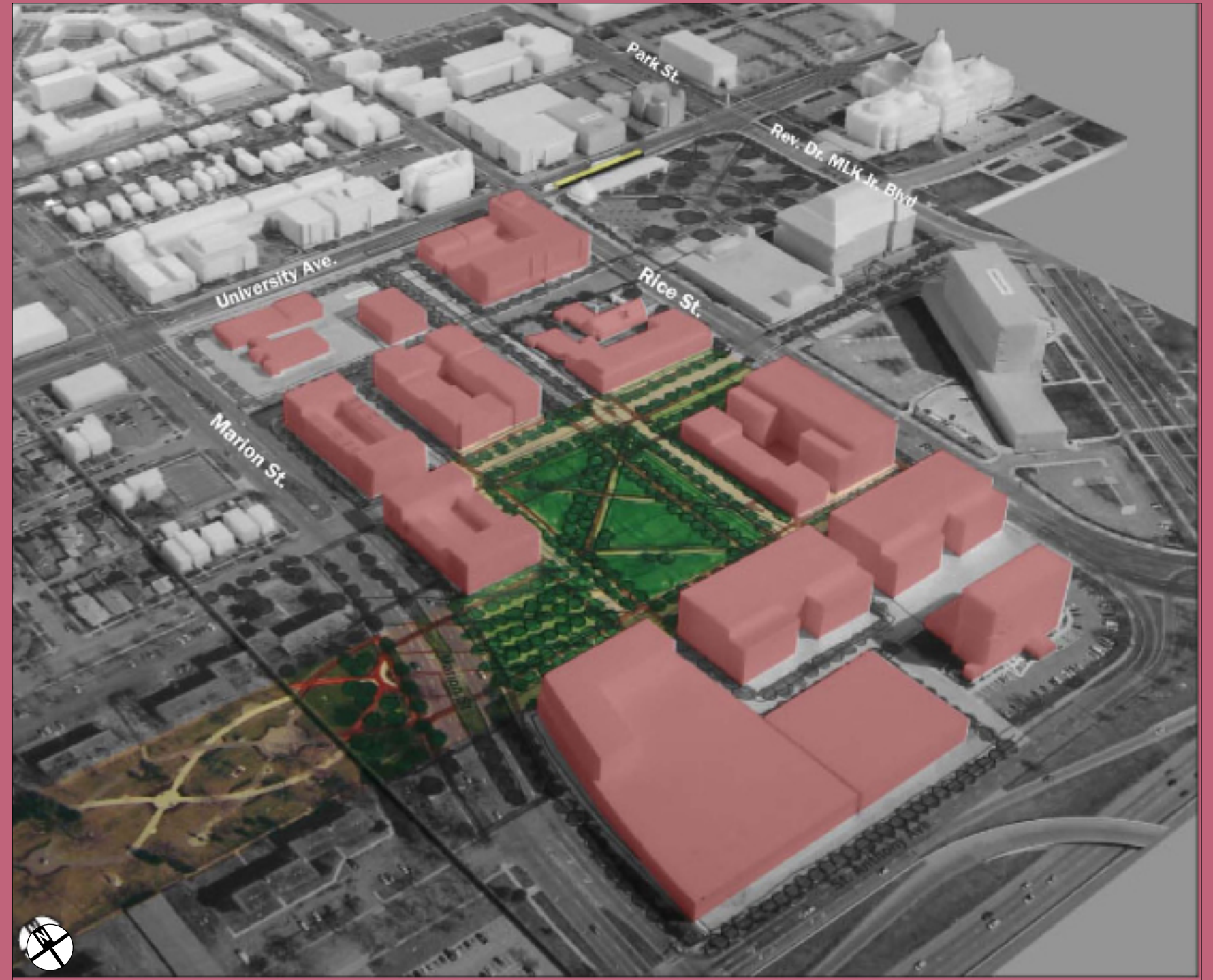


FIGURE 4.2 - The future Rice Urban Village will take advantage of the highly desirable qualities and location of the Sears site and adjacent parcels through the creation of a dynamic, mixed-use community. This comprehensive redevelopment will include a range of housing options, improved retail and community service offerings, and a new green space at its core. The model is intended to represent one possible built form scenario, and it is not intended to be interpreted as prescriptive for evaluating future development proposals.

4.1.1 Built Form

New development should fit with its surroundings.

- a) New development should include an array of building types and scales at transit-supportive densities.
- b) New development should frame streets and open spaces, and establish a base podium height of 4-6 residential stories or 3-5 commercial stories.
- c) Along St. Anthony and fronting the new Rice Village Green, taller “point towers” of up to 8 stories may be appropriate, consistent with CAAPB Zoning Regulations. These should be set back from the base podium height in order to reduce the impact at ground level.

New development should promote transparency and activity at street level.

- d) First floor units and storefronts should orient their entrances towards public streets and open spaces. Buildings abutting University should have at least one entrance on the Avenue.
- e) First floor commercial or retail uses should help to animate the street by incorporating large glass frontages that allow the activity within to be seen from the street.

The intersection of Rice and University should be celebrated as a two-way gateway.

- f) Future development at the Rice/University intersection corners should hold and define the intersection as a prominent gateway site. The League of Minnesota Cities building establishes an appropriate height threshold in this location of 4 commercial stories.
- g) New development should help celebrate the gateway to both the Avenue and the Capitol district through high-quality design and architectural features.

- h) New development should contain frontages that relate to both University Avenue and Rice Street, with primary entrances located towards the intersection or on both Rice and University.

4.1.2 Land Use & Development Program

A complete community should be created that allows people to both live and work close to transit.

- a) The urban village should provide for a reasonable balance between people living and working on the site with a range of retail offerings.
- b) There should be a greater residential focus internal to the site fronting onto the proposed new Rice Village Community Park.
- c) The Avenue and Rice frontages provide an opportunity for more mixed-use commercial development with a greater emphasis on first-floor retail along University.
- d) Large format or department store retail is an appropriate use in the Rice Urban Village when integrated into the urban fabric.

4.1.3 Circulation, Parking & Access

The urban grid pattern should be reintroduced.

- a) Where possible, the existing streets west of Marion should be extended across the site to Rice Street, and new north-south streets built to create a more finely-grained structure of public streets and blocks.
- b) A new north-south street should be created to link the proposed new open space at the heart of the urban village north to the Avenue. The street north of Aurora may be a pedestrian connection only.

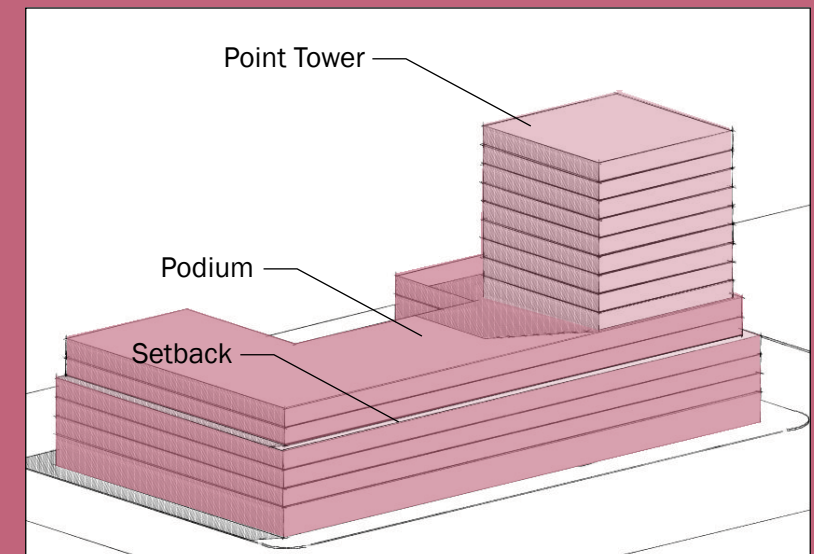


FIGURE 4.3 - The Central Corridor Development Strategy provides another illustration of how the comprehensive redevelopment of the Sears site and adjacent parcels could result in the creation of a new Rice Urban Village (top). An example of a typical ‘point tower’ (below) illustrates how the tower is set back from the base podium to reduce the tower’s impact at ground level.

4.2 New Urban Infill Block Development along University

The approach to the State Capitol today lacks dignity and the processional quality warranted by this significant institution and national landmark. This lack of quality is largely due to significant gaps in the streetscape, which degrade the experience of moving through the area and create an unwatched space that increases fear.

New infill development here will reverse this condition through the creation of a vibrant streetscape offering a mix of uses, with commercial and retail on the first floor, and a range of professional and institutional uses on upper floors (Figure 4.4). Infill development will reduce the gap between the Capitol and the Corridor, help to create a more seamless transition from these neighboring uses to the larger neighborhood, and spread the activity of the Capitol Area.

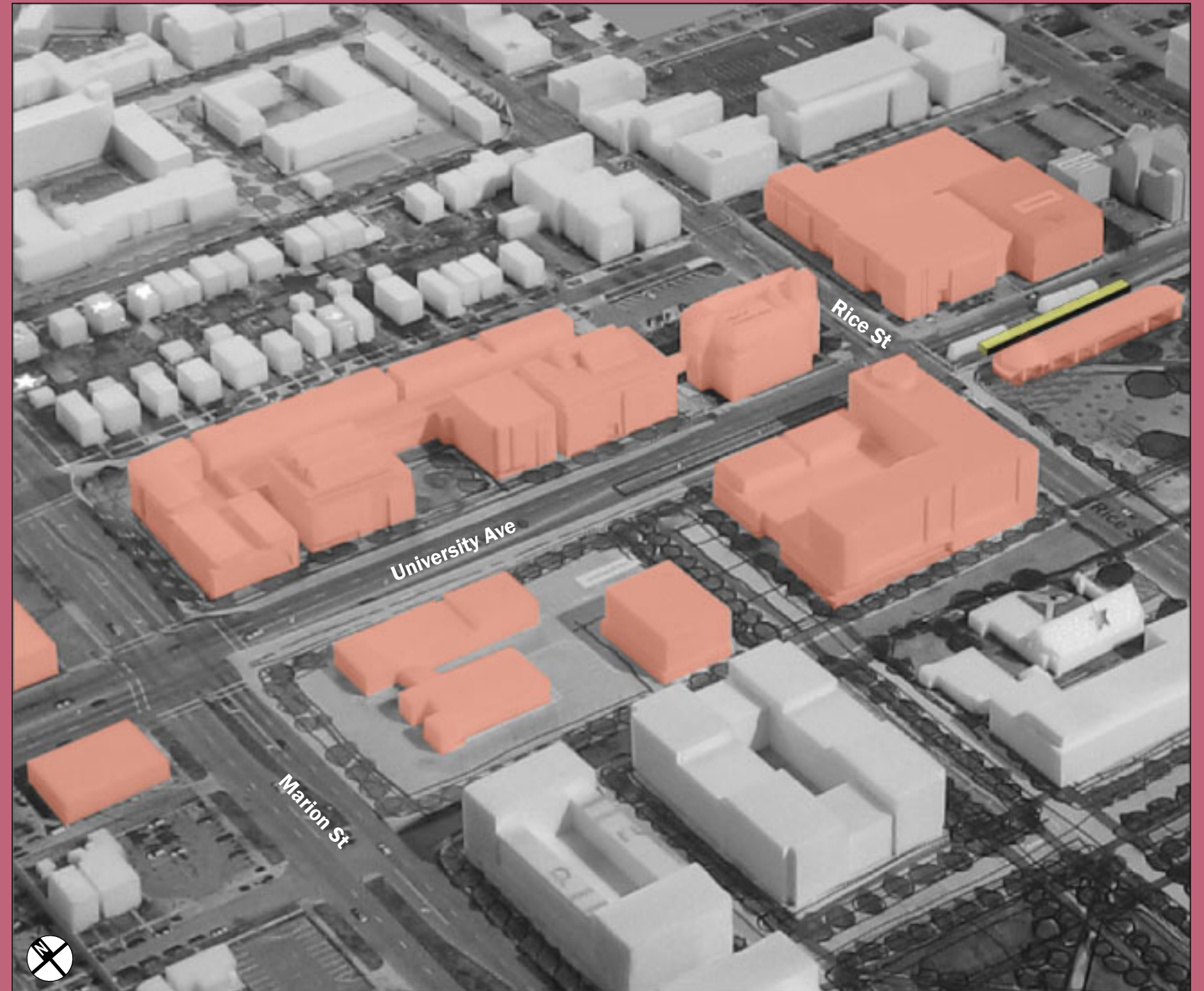


FIGURE 4.4 - New infill development along University Avenue will strengthen the appearance and improve the safety of this important linear gateway and mixed-use commercial corridor.

4.2.1 Built Form

New development along the Avenue should fit with its surroundings.

- a) The League of Minnesota Cities building establishes an appropriate building form and base height in this location. Where CAAPB regulations permit building heights above the base threshold, taller elements should be set back in order to reduce their impact at ground level.
- b) In instances of larger full-depth infill sites that have frontage along Sherburne, buildings should transition down in height towards the north and incorporate residential uses with direct access at grade. To repair the residential character of the street, buildings along Sherburne should adopt setback, height and massing characteristics similar to existing residential development along the street.

New development should promote transparency and activity at street level.

- c) First-floor units and storefronts should have at least one entrance oriented towards the Avenue, access points to the station platforms, and/or key gathering places.
- d) First-floor commercial or retail uses should help animate the street by incorporating large glass frontages that allow the activity within to be seen from the street.

4.2.2 Land Use & Development Program

Urban infill along the Avenue should have many uses.

- a) A greater mix of uses should be concentrated along the Avenue where they afford an easy connection to public transit, and benefit from the visibility and profile of being located on a major transportation corridor and adjacent to a major civic institution.

All new private development should contribute to adjacent streetscape improvements.

- b) Where there is not sufficient public right-of-way for new street tree planting or public realm amenities, new buildings should be set back from property lines to establish an outdoor area for seating, display space and/or landscaping, as appropriate. A minimum pedestrian promenade dimension of 14 feet. would provide for street trees, sidewalk and some outdoor seating space.
- c) Building gaps along the University frontage should be prohibited. Where gaps do exist, they should be adequately landscaped along the street frontage.
- d) Buildings fronting the University Avenue Pedestrian Promenade should contribute to its character through active frontages and setbacks that are supportive of uses, such as café patios, that might “spill out” onto the promenade.

4.2.3 Circulation, Parking & Access

New buildings should minimize gaps in the street.

- a) In order to minimize gaps in the street, new development or redevelopment should preserve the east-west alleys north and south of the Avenue. Where the alleys have been previously removed, new development or redevelopment should re-establish them.



FIGURE 4.5 - These mid-rise developments in Vancouver incorporate a range of retail, office and commercial uses, and help to animate the street with their large windows.

4.3 Rice Main Street Corridor

Rice Street north of the Avenue shows evidence of some recent investment and repair, though still suffers from gaps in the streetscape, high vacancies and poor public realm/pedestrian amenities.

Future development here should maintain the fine-grained, neighborhood “Main Street” quality of the corridor, with uses and building types geared to accommodate local goods and services (Figure 4.6).

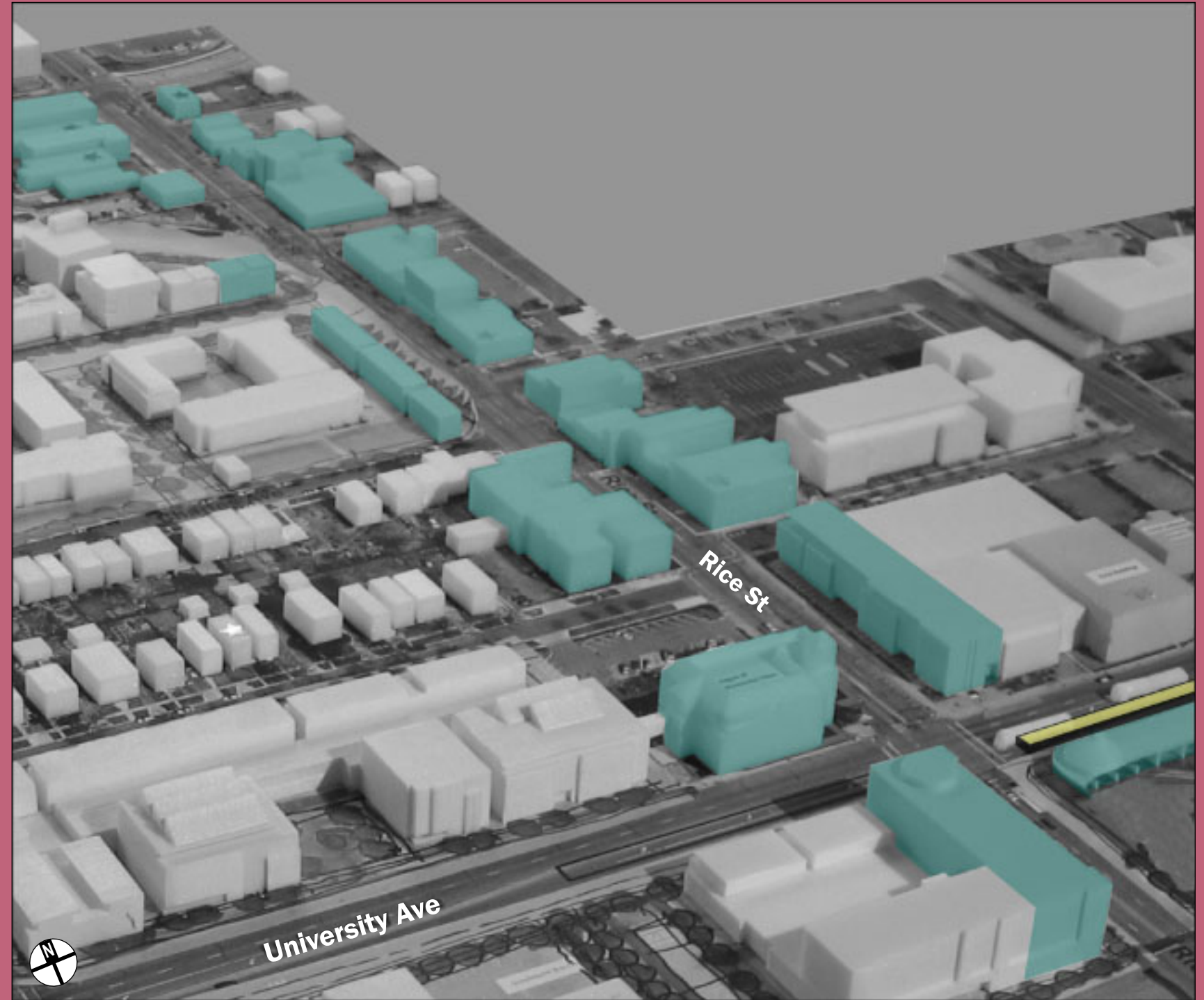


FIGURE 4.6 - The Rice Main Street Corridor is an interesting collection of local shops and small businesses. Future infill development should reinforce this traditional “Main Street” pattern of small mixed-use buildings with active uses on the first floor.

4.3.1 Built Form**New development should fit with its surroundings.**

- a) Along Rice Street, new development or expansion of existing buildings should be predominantly low-to-mid-rise in scale, up to 3 commercial stories in height or 3 residential stories above one story of first-floor retail. The League of Minnesota Cities building establishes an appropriate height threshold south of Sherburne Avenue.
- b) Development setbacks should be provided, as appropriate, from all Rice Street property lines in order to enlarge the public realm and provide space for additional streetscaping features.
- c) New curb cuts should be prohibited along Rice Street for the provision of parking access. Vehicular access should be consolidated on mid-block alleys and east-west side streets for all commercial/employment uses.

All new development should promote transparency and activity at street level.

- d) First-floor units and storefronts should have at least one entrance on Rice Street.
- e) First-floor commercial or retail uses should animate the street by incorporating large glass frontages that allow the activity within to be seen from the street.

4.3.2 Land Use & Development Program**The street should serve the retail and service needs of the Frogtown Neighborhood.**

- a) Land uses along the Rice “Main Street” corridor should support predominantly commercial and retail uses oriented to meeting local needs. Larger-format retail and commercial buildings should be accommodated further south on Rice Street below University Avenue.
- b) Active first-floor uses, whether commercial or live-work, should be required for all primary building frontages on Rice Street.

4.3.3 Circulation, Parking & Access**A continuous alley system should be established.**

- a) The City should work with landowners and developers to encourage the development of a coherent rear alley system on the east side of Rice Street. This network will reduce demand for new curb cuts on Rice Street (thus reducing conflict with pedestrians), improve traffic operations on Rice Street, and provide access for limited on-site, surface parking opportunities.
- b) Loading and service areas should not be visible from Rice Street. Where this condition cannot be avoided, the areas should be screened from public view with landscaping.



FIGURE 4.7 - These new, smaller developments along Rice Street (top) and University Avenue (bottom) help to fill in gaps in the street at a scale that is complementary to the surrounding area.

4.4 Re-integrating Como Place

The Como Place residential community, which occupies the wedge-shaped parcel bordered by Rice Street, Como Avenue, Marion Street and Charles Avenue, is a distinct mid-rise residential enclave on the edge of the Capitol Area.

In the community's current configuration, it creates fragmented and poorly-defined spaces that are neither public nor private in nature. Traffic conflicts associated with Como Marketplace farther north on Como Avenue further isolate this residential community. The result is an inward-focused development comprised of underutilized spaces and poorly-defined streets and pathways. Contextually, the development breaks the rhythm in the Rice streetscape, and creates unwelcoming spaces along the important arterial streets of Como Avenue, Rice Street and Marion Street. Future infill development should reverse this enclave condition by establishing a street wall presence to create a clear network of public streets and private courtyard spaces (Figure 4.8).

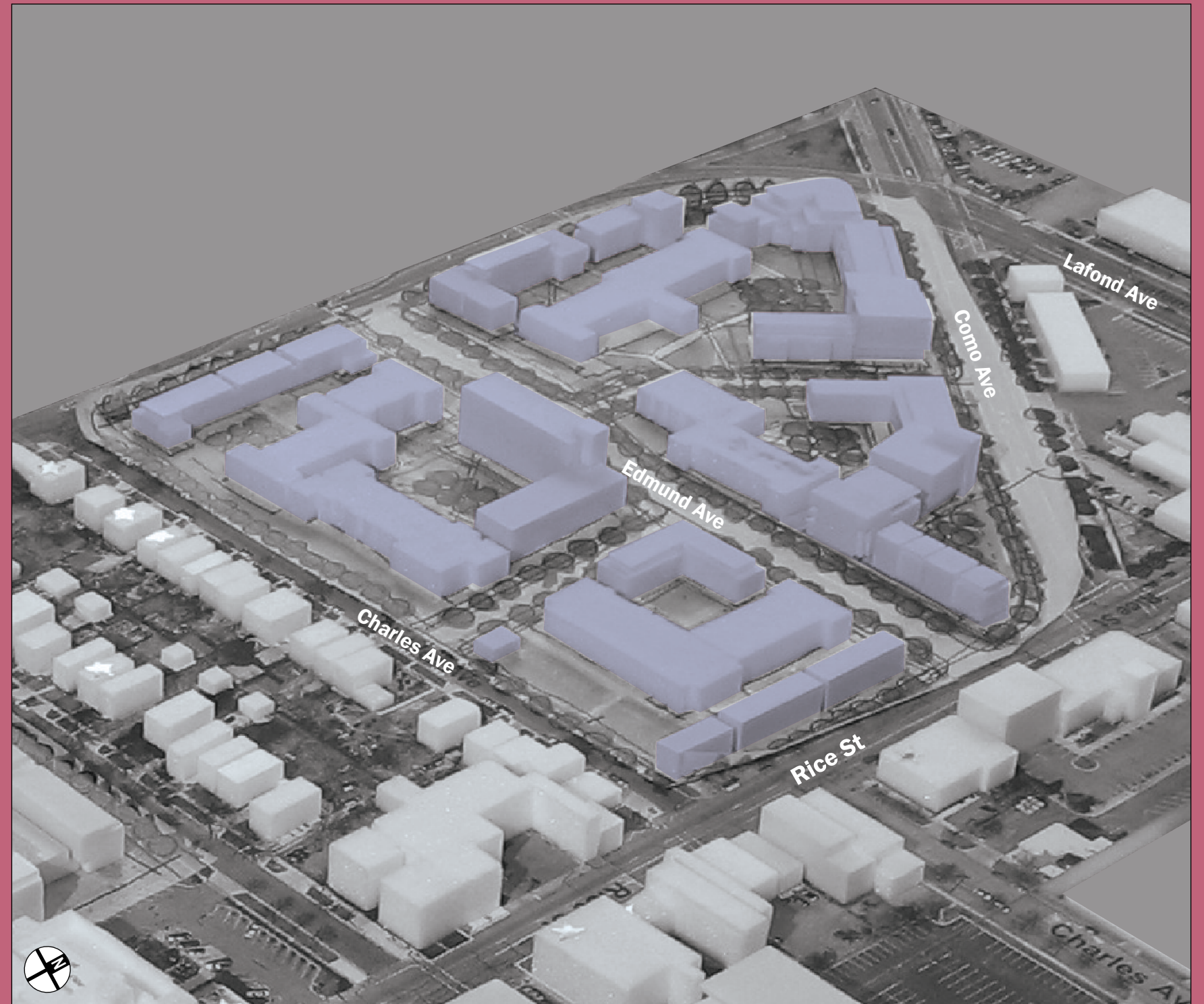


FIGURE 4.8 - Como Place has a distinct character within Frogtown. Future infill development can help to strengthen its relationship to its neighbors and enhance the Rice Street corridor.

4.4.1 Built Form

New development should fit with its surroundings.

- a) New development should fill in existing underutilized areas at a scale consistent with the existing development to create a clearly defined network of public streets, open spaces and private courtyard areas.
- b) Setbacks around the perimeter of the neighborhood on Rice, Como, Marion and Charles should be lessened to be consistent with frontages on adjacent blocks.
- c) New curb cuts should be prohibited on Rice Street for the provision of parking access.

All new development should promote transparency and activity at street level.

- d) New development along the Como and Rice Street should provide a mix of residential and retail uses.
- e) First-floor residential units should provide direct access to the street.

4.4.3 Land Use & Development Program

- a) New development should be primarily residential, with a mix of residential and retail/commercial development along Rice Street. First-floor-related units along Rice Street will provide an ideal setting for flexible live-work space.

4.4.2 Circulation, Parking & Access

- a) Edmund Avenue should be extended east to Rice Street as a public street to reintegrate the neighborhood into the existing network of streets and blocks.
- b) Parking for new development should be provided underground and accessed via Edmund Avenue or Como Avenue.
- c) New or expanded surface parking lots should not be permitted. On-street parking should be provided along Charles Avenue, Edmund Avenue, Rice Street and Marion Street as appropriate.



FIGURE 4.9 - These smaller buildings in Manchester, England (top) and Saint Paul (bottom) were used to infill an existing neighborhood. They help define the streets, create clearly public or private spaces, and offer a range of uses fronting onto the local main street.

4.5 Managed Parking Strategies

Accommodating parking associated with existing businesses and residents and new development will be an important challenge as the Rice Station Area evolves.

To properly assess and manage Park & Ride and Hide & Ride, comprehensive strategies must be implemented so that remaining on- and off-street parking can best serve residents and businesses in the Corridor, and support walkable, transit-oriented neighborhoods.

Clearly, the reliance on surface parking at current development standards is a large contributor to the underutilization of land within the station area. A transformation from surface parking to structured and underground parking will need to happen over time and in conjunction with new development. The following policies provide the direction to facilitate this transformation, critical to the creation of active and vibrant streets within the Rice Station Area.

- a) The establishment of new single-use surface parking lots on University Avenue, and the expansion of existing lots within the station areas, should be discouraged.
- b) Major redevelopment sites should be explored for opportunities to create shared, structured or below-grade parking.
- c) Where surface parking occurs along University Avenue, it should occur to the side or behind buildings, be limited to a maximum of 60 feet in width (for the provision of two parking aisles and one drive aisle), and utilize landscape buffers to minimize the impact on the pedestrian environment.
- d) Parking requirements should be reduced or eliminated to reduce development costs, support transit ridership and open new possibilities for flexible live-work spaces on smaller sites where on-site parking is not available.
- e) On-street parking opportunities should be maximized to reduce the demand for private, off-street parking. This can be accomplished by minimizing curb cuts on all major streets by consolidating driveways, implementing flexible stall spacing, and utilizing meters and time-limited signage on side streets to ensure higher vehicle turnover.
- f) Access to surface parking lots from side streets or alleys should be encouraged. Curb cuts on University Avenue should be minimized and consolidated as opportunities arise, encouraging shared access with neighboring uses.
- g) The implementation and management of the current residential permit parking system should be evaluated.
- h) Both long-and short-term covered bicycle parking should be provided.



FIGURE 4.9 - A 56-foot wide surface parking lot in Portland, Oregon incorporates features such as permeable paving, integrated bike parking and pedestrian-scaled lighting. It is heavily landscaped and concealed from the street by an integrated former building facade.



Movement - Balancing Modes

This chapter contains strategies for improving options to move to, from and within the Rice Station Area. These include *Connections* to improve the linkages, safety, efficiency and quality of pedestrian and cyclist routes; and *The Mobility Enhancement Area*, to provide safe and efficient pedestrian access to the Rice LRT platform and destinations along University Avenue.

Movement - Connecting the Corridor

The Rice Station Area functions with an existing high level of transit service, but also demonstrates high levels of auto movement and an inhospitable pedestrian environment.

Traffic volumes are high in the area by virtue of its proximity to Interstates 94 and 35, its proximity to downtown Saint Paul, and the status of Rice Street as major north-south arterial that provides a grade-separated crossing over the heavy rail corridor.

The intersection, however, is also at the confluence of important public transit routes, with over five bus routes traversing through or near Rice and University, and the presence of a Greyhound Bus Terminal west of Rice. The construction of LRT, where such a high concentration of public transit riders exists, establishes an opportunity for a transit station with excellent pedestrian access, and attractive and sheltered stop over points. Recommendations for improving and expanding movement options are structured into two key themes:

The first theme is *Connections*, which describes a strengthened pattern of movement options for pedestrians, transit riders and cyclists in reaching destinations in the Rice Station Area, from both the Central Corridor's many neighborhoods and the broader region;

The second theme is *The Mobility Enhancement Area*, which more closely examines the future impact of LRT on movement patterns in and around the proposed platform location, and provides recommendations for ensuring a safe, efficient and pleasant pedestrian experience for area residents, workers and visitors.

5.1 Connections

Improved movement options for pedestrians, transit riders and cyclists in reaching the Rice Station Area from adjacent neighborhoods and throughout the broader Central Corridor region are critical. A *Connections* diagram (Figure 5.1)

identifies existing and proposed key routes to and within the Rice Station Area, and illustrates recommendations for improving connectivity, safety, efficiency and quality of these routes for pedestrians and cyclists.

Strengthening Charles Avenue and Aurora Avenue as East-West Bike Routes

Two primary east-west bicycle routes, north and south of University Avenue, have been identified through the Station Area planning process. North of University, Charles Avenue has been identified as the preferred route for its calm traffic pattern, and convenient but safe distance from the Avenue. South of University, Aurora is the preferred route, with direct connections to the Mackubin/I94 crossing and further west.

Extending the Western Sculpture Park Connection

The future redevelopment of the Sears block creates an important opportunity to connect the Western Sculpture Park east to the Capitol. A park connection will act as a major structuring element of the Urban Village and be reflected in both its block pattern and building configuration. To the west, extending the Sculpture Park to Western Avenue with streetscape and planting treatments is an important initiative that will help to create a wider pedestrian and cycling connection from the Capitol west to Snelling.

Connecting the Rice Urban Village to University Avenue

The future Urban Village should incorporate a green route that connects the heart of the current Sears site directly to University Avenue.

Improving the Rice Street Corridor

A "Main Street" beautification initiative should be undertaken for Rice Street. This program should include street tree planting, new pedestrian furniture and improved lighting on Rice Street between 12th Street and Pennsylvania Avenue.

Future Bus Service

The Route 16 serves a distinct market from the proposed LRT service. When the Route 50 was added, it did not diminish the ridership on the Route 16, as the Route 16 is particularly important to those who cannot easily walk long distances – the very young, the very old, those who are transporting goods (i.e. groceries and some durable goods) and/or children, and those who are transit-dependent with physical limitations. Although not uniformly true, most of these patrons need service more during the midday and on weekends rather than during the peak hours. Therefore, it is important that the current Route 16 service during the mid-day, evenings and weekends be retained.

The Route 94 service, running between the downtowns, will also be retained, but with an abbreviated schedule. The abbreviation of the service should continue to meet the demand for express service between downtown Minneapolis and downtown Saint Paul.

It is essential that north-south service be bolstered, as current service is insufficient to adequately serve the greater Midway area. The Midway is an area of relatively high residential densities, high transit-dependent populations and numerous jobs. As such, a ½-mile urban grid of transit service is essential. To accommodate timed transfers between the 1-mile grid of north-south bus service and LRT, bus service should be no less frequent than meeting the LRT every other train (15-minute frequency) during peak hours. In particular for the Rice Station Area, 15-minute peak-hour and 30-minute non-peak hour minimums on Routes 3, 62 and 67 are required.

Improved Freeway Crossings

As freeway crossings (with traffic bridges) are redesigned and reconstructed, streetscape improvements should include: widened sidewalks, crash barriers between traffic and sidewalk, pedestrian-level lighting, and approach sidewalk lighting and landscaping. Pedestrian-only freeway crossings should be rebuilt or retrofitted to include well-lit crossings of St. Anthony and Concordia, bridge lighting, and landscaping that does not obscure views to and from the bridge.

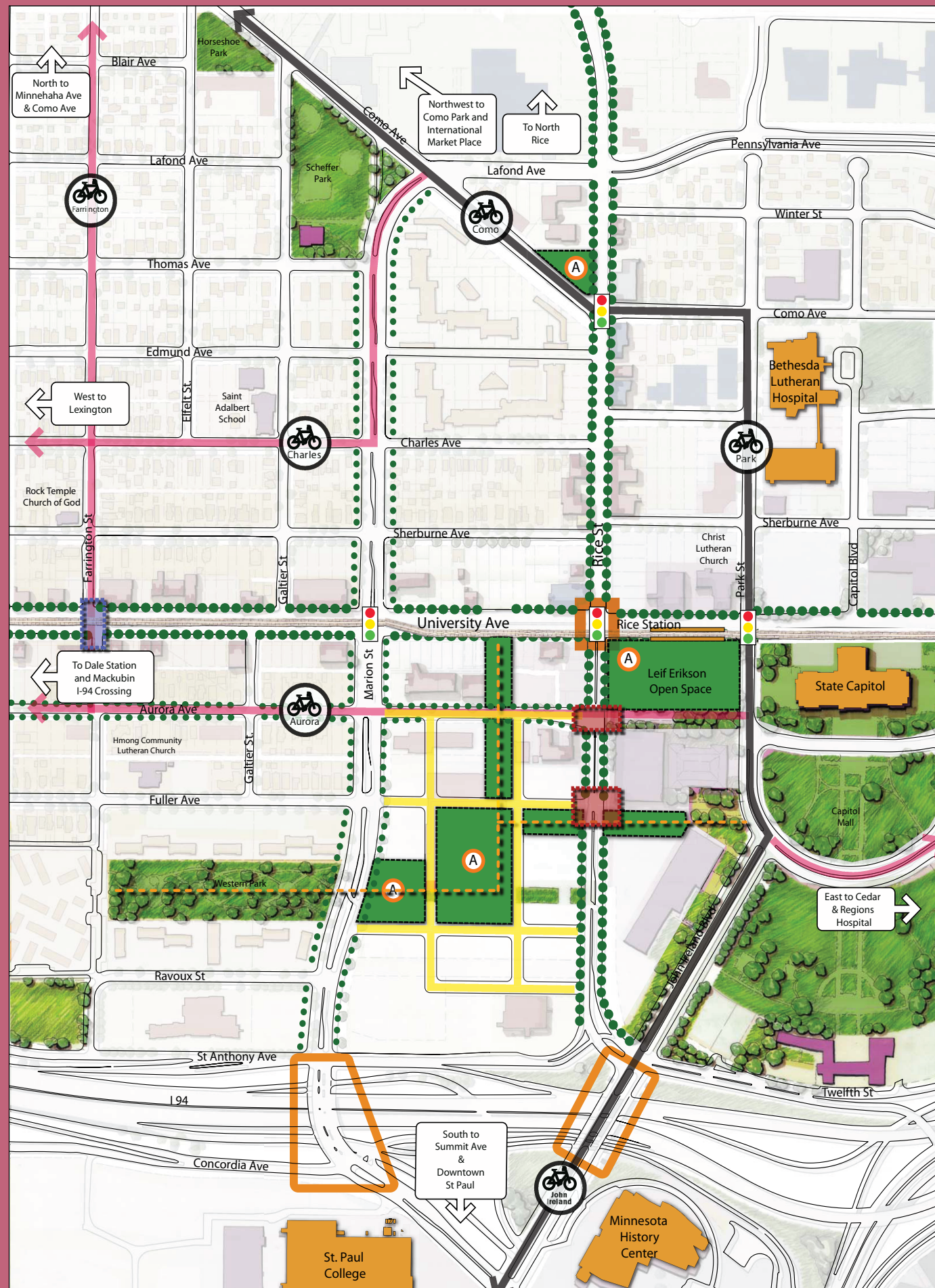


FIGURE 5.1 -
This *Connections*
drawing illustrates
key connections,
destinations and public
realm moves across the
Station Area.

- Key Pedestrian Pathway
- Existing Bike Route
- Planned Bike Route
- Potential New Street Pattern
- Future Signalized Intersection
- Existing Signalized Intersection
- Primary Platform Crossing
- Non-Signalized Crossing
- East - West Bike/
Pedestrian Crossing
- Pedestrian Bridge
Improvement
- Bridge Improvements
- Local Destinations
- Corridor Destinations
- Key Public Art Location
- Streetscape Improvements

Movement - Enhancing Mobility

5.2 The Mobility Enhancement Area

The *Mobility Enhancement Area* diagram (Figure 5.2) illustrates the current and proposed key movement patterns within the Rice Station Area.

Mobility Enhancement Area

An opportunity for enhanced mobility around the Rice Street Station occurs in three key areas. To the north, an opportunity exists to rebalance Rice Street in favor of pedestrians and cyclists. This will help to build on the small-scale retail character of the street, help it to capture additional pedestrian activity as a result of the LRT, and draw more users from the Capitol.

Along University Avenue, strategies towards enhancing mobility will focus on a number of fronts. These include the integration of the LRT alongside the University Avenue frontage and, in particular, the creation of a proposed University Avenue Pedestrian Promenade; improving connections between the bus stops and the LRT; and strengthening the relationship of the Station Area with the Capitol.

South of University Avenue, where an opportunity exists for the creation of the proposed Rice Urban Village, strategies should ensure that as new streets and blocks emerge, they contribute to the creation of a pedestrian-friendly neighborhood with active streets and a range of mobility options.

Special strategies for the Rice Station Mobility Enhancement Area include:

- incorporating on-street parking along Rice Street, Sherburne Avenue and within the proposed Rice Urban Village to support more active uses at-grade, calm traffic and create an additional buffer between pedestrians and moving vehicles;
- incorporating urban streetscape standards within the proposed Rice Urban Village with reduced curb radii, bump-outs, narrower streets and special paving patterns;
- providing enhanced pedestrian crossings on Rice Street between the Capitol Area and the street and open space system of the proposed Rice Urban Village;
- incorporating street patterning and bollards or similar features to delineate the LRT alignment alongside the Avenue and establish the *University Avenue Pedestrian Promenade* for improved pedestrian amenity and safety; and
- providing sidewalks of 14 feet in width.

The Station Transfer Zone

The Station Transfer Zone is identified in Figure 5.2. The character of this zone is unique along the Corridor, as it is the only location where a station will directly abut an open space. This space will act not only as the gateway to the Capitol and to the Avenue, but as an important point of transfer within the bus and LRT network. As such, special attention must be paid to ensure that it is able to successfully integrate with the park, and create a place for the successful integration of pedestrians and transit.

Special strategies for the Rice Station Transfer Zone include:

- fully integrating the LRT platform within Leif Erikson Park to strengthen the condition of the park as an important transfer point along the Corridor and celebrate the gateway to the Capitol and the Avenue;

- incorporating street patterning and bollards or similar features to delineate the LRT alignment alongside Leif Erikson Park, while maintaining pedestrian priority and permeability across the space; and
- designing the proposed bus facility at Leif Erikson Park to complement the design of the LRT platform and mark the entrance to the Capitol and the Avenue.

Designated Crossings

Within the Rice Station Mobility Enhancement Area, there are a number of *Designated Crossings*. The *Primary Platform Crossing* is located west of the station platform at Rice Street. It will be the primary area where the LRT links with the city's bus network and the Rice/University commercial corridors. Two signalized crossings at Marion and Park Street will also be provided.

Along Rice Street, there are three *East - West Bike / Pedestrian Crossings*. The crossings at Charles and Fuller will extend the Corridor-wide east - west bicycle routes across Rice Street to the Capitol Area. A crossing at Aurora will create a direct connection between the proposed Rice Urban Village and the LRT Platform at Leif Erikson Park.

For more detailed descriptions of the various Designated Crossings proposed for the Central Corridor, please refer to Chapter 1 of the full set of Station Area Plans.

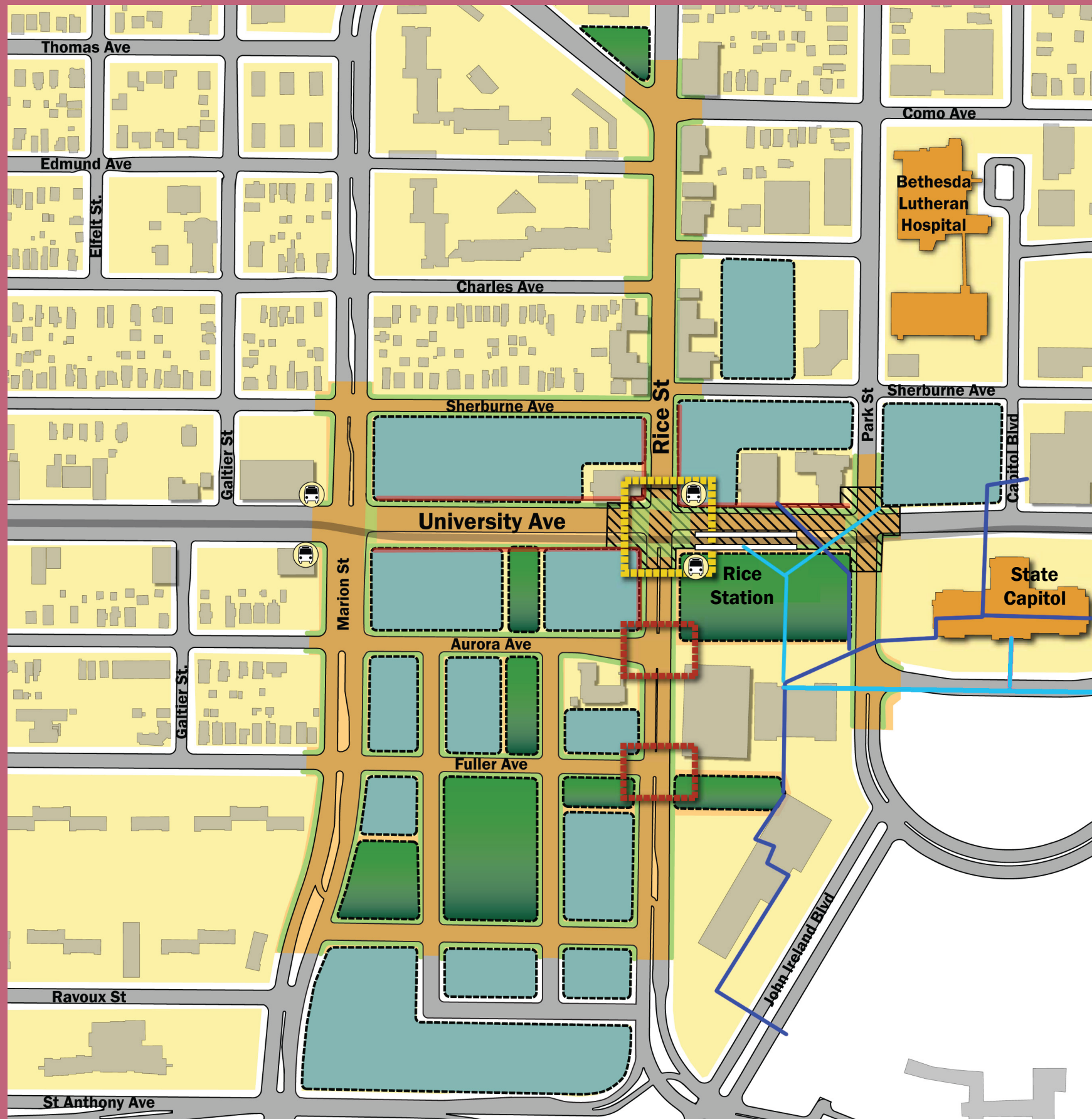


FIGURE 5.2 - The *Mobility Enhancement Area* illustrates the area around the station where a higher level of pedestrian activity can be anticipated.

-  LRT Platform
-  Mobility Enhancement Area
-  Station Transfer Zone
-  Bus Stop
-  Priority Active Frontage
-  Existing Pedestrian Tunnel
-  Future Pedestrian Tunnel
-  Open Space Candidate Site
-  Future Development Potential
-  Primary Platform Crossing
-  East - West Bike / Pedestrian Crossing



Getting There

Achieving the long-term objectives set out in this document for the Rice Station Area will require the collaboration of many local partners, investors and stakeholders, and will occur over time. The following recommendations provide direction on key initiatives that are core to the success of the future Rice Station Area.

The following place-specific ideas for the Rice Station Area should be considered in conjunction with the broader Community Building Strategies described in the Central Corridor Development Strategy, and the Station Area Implementation Strategies set out in Chapter 9 in this series of Station Area Plan Documents. The Station Area Plan recommendations should take precedence where discrepancies exist between the documents.

For the portion of the Rice Station Area under the CAAPB's jurisdiction, these strategies are recommendations only, as they must be adopted as an amendment to the *Comprehensive Plan for the Minnesota State Capitol Area* in order to have legal standing regarding future planning and development. City staff will continue to work with the CAAPB to accomplish this.

Using This Station Area Plan

The development concepts illustrated in this plan, including the location of new open spaces, represent one of many possible development scenarios. Their purpose is to illustrate how the principles and objectives for new development, as contained within the CCDS and this Station Area Plan, could be realized over time. They are not intended to be prescriptive for evaluating future development proposals, but are examples of how the vision, goals and objectives of this plan can be realized.

Until such time as the City is able to secure necessary resources, either through public investment or through negotiation with private developers for desired new open spaces or other public infrastructure, private property may be used for any legal use permitted under the current zoning classification, provided that the proposed use meets all applicable conditions and/or standards. Once adopted as a component of the City of Saint Paul's

Comprehensive Plan, City staff intend to pursue mechanisms, programs and partnerships that will collectively assist in realizing the vision and objectives created for each station area. The sum of the Central Corridor Development Strategy's 21 Community-Building Strategies (Section 4.3); the Getting There recommendations from individual Station Area Plans (Section 6.0); and the Station Area Plan Chapter 9 - Moving Forward, contain a range of strategies, partnerships and recommendations for assisting in realizing the strategic place-making and economic development potential of this station area.

Securing the Urban Village Community Park

As development applications proceed, all future parkland dedication within the Rice Station Area should be applied to the acquisition of lands for the creation of the Urban Village Community Park. This will require that land dedication be the preferred approach for future redevelopment of the block; while the future redevelopment of all adjacent parcels within the Station Area will require cash-in-lieu of parkland dedication for the purpose of acquiring additional lands within the block. Given the desire to reduce residential and commercial parking standards within the Rice Station Area, the City may need to pursue an alternate parkland dedication formula in order to maximize dedication. The potential may exist for these new parks and open spaces to be partially funded through Tax Increment Financing and/or a Regional Transit-Oriented Development "Bank," as described in Chapter 9 Moving Forward.

The League of Minnesota Cities parcels as a TOD Demonstration Site

The City should work with the owner of this site to develop a comprehensive master plan for its future redevelopment. The master plan should reinforce the long-term vision as set out in this document, and describe the more precise location and relationship of new buildings to both University Avenue and the adjacent Frogtown community. All future development applications within this site should then demonstrate compatibility with the master

plan. The future viability and success of this site coming forward as a TOD Demonstration Site may in part be assisted through some combination of Tax Increment Financing, the STAR Program, and/or a Regional Transit-Oriented Development "Bank," as described in Chapter 9 Moving Forward.

A shared parking structure

To ensure the strategic redevelopment and place-making potential of this station area is not lost through the retention and/or creation of additional surface parking, a shared parking structure(s) should be pursued. This structure could consist of one central, above-grade facility located north of the Capitol to reduce the need for the many scattered State parking lots. Alternatively, shared parking could be dispersed throughout the station area in a series of below-grade structures incorporated into mixed-use developments. In this latter instance, public access should be secured to the shared parking facility through either a strata title with a Municipal Parking Authority for some portion of the structure; or through the creation of a long-term lease with a commercial parking operator.

Ensuring a complete community

The greatest strength of this community is its diversity. The potential for gentrification and displacement of low-income individuals, families and small businesses from the Corridor as property value rise is a primary concern of area residents and stakeholders, as it would erode the unique qualities that distinguish the area's past, present and future. Members of this community who wish to stay in this area and contribute to and benefit from its revitalization must have the option to do so.

Chapter 4 of the Central Corridor Development Strategy, the companion document to this Station Area Plan, contains a series of strategies and recommendations for realizing a complete and inclusive housing and business community. These include supply-side regulatory and financial incentives to encourage the construction of affordable housing units; options for assisting

individuals and families to purchase their own home; strategies to support small businesses, both through the short-term construction of LRT, and for the long-term benefits afforded by this investment; and options for securing community benefits as new development occurs throughout the corridor. In addition, some combination of Tax Increment Financing, the STAR Program, a Regional Transit-Oriented Development “Bank,” or Invest Saint Paul, each described in Chapter 9 Moving Forward, may assist in creation of more inclusive and complete communities.

Transition Over Time

Meeting the full development potential of the Central Corridor, as conceptually illustrated in each station area plan, will occur over a long period of time. Recognizing the market may not be uniformly ready to respond to the ambitious visions illustrated in each plan nor to the full extent of the Transit Opportunity Zone (TOZ) regulatory framework outlined in the Central Corridor Development Strategy, both sets of policy documents should allow for market transformation and uptake over time.

For example, a near-term development proposal that does not meet density expectations for central, strategic sites, or does not secure a shared parking agreement with a neighboring land owner, yet meets other long-term objectives such as increasing the range of available housing types, supporting economic development, increasing retail options and employment opportunities, or providing active uses at grade, should be accommodated. In these instances, proponents of development applications should demonstrate how specific physical and/or market constraints make the full range of station area objectives difficult to achieve, how the general intent and purpose of the CCDS and respective station area plan will be met, and additionally how other standards are being met and/or exceeded.

The development principles matrix, outlined in Chapter 9, may also assist City officials, staff, and community members in evaluating

the benefits of development proposals in terms of economic value and transit-supportive principles included in the CCDS. Please refer to Chapter 9 - Moving Forward of the full set of Station Area Plans for additional details.

Involving Local Partners

Meeting the long-term objectives of the Rice Station Area Plan will require coordination with:

District 7 and Capitol River Council. To review development applications coming forward, promote and work towards quality development projects and meet with residents, institutions, business and property owners to discuss and document evolving community concerns and objectives for new development.

Greater Frogtown CDC and Selby Area CDC. To continue setting high standards for redevelopment in the community, strengthening stable neighborhoods through rehabilitation and infill, and through development of larger parcels as they become available.

Capitol Area Architectural and Planning Board. To ensure compliance with current regulations governing height, and to explore opportunities to reduce surface parking through new public transit incentives and shared commercial lots.

St. Paul Smart Trips. As the Transportation Management Organization for the city, Smart Trips should work with local partners to provide information about parking in the corridor, and to promote opportunities for walking, bicycling, and transit.

Midway-Chamber, University Avenue Business Association and other business groups. To ensure the interests of area businesses and property owners are adequately represented through comprehensive policy framework reviews.

University UNITED. To assist in the on-going review of development applications in conjunction with District Councils, and to continue enriching dialogues around improving the character and quality of area planning and development. U-Plan, a program of University

UNITED, will provide technical support services to community groups, small businesses and other stakeholders.

Central Corridor Funders Collaborative. To assist in securing resources for community improvement projects.

Individual property owners. Consultation and discussion should begin well in advance of submission of development applications, and continue through the development approval process. Given the scale of Sears’ holdings in the station area, and the significant intensification envisioned for the block on which Sears is located, Sears will continue to be an integral and active partner in the revitalization and “re-population” of the Rice Station Area.

The Central Corridor Design Center. The Central Corridor Design Center (CCDC) is an initiative by the City of Saint Paul to apply the proven practices of the Saint Paul on the Mississippi Design Center along the Central Corridor. Its mission is to be a champion and advocate for the principles and vision of the Central Corridor Development Strategy as they guide public and private investment in the Corridor.

The CCDC will be involved in design review and guidance of the Central Corridor LRT and other public realm improvements; design development conversations with large and small property owners; technical assistance to small businesses to redesign their facilities to take advantage of the LRT and proposed public improvements; providing leadership in energy and environmental design; and education and training of City staff, consultants, developers and property owners in maximizing transit-oriented design opportunities along the Corridor and in the neighborhood.

Department of Administration to provide facilities management services and solutions in the Capitol Area that help the executive, legislative and judicial branches of state government succeed.