



CITY OF SAINT PAUL
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To: Planning Commission
From: Neighborhood Committee
Date: April 8, 2016
RE: District 6 Plan Amendments

District Council 6, the North End, has submitted updates to its District Plan. The existing plan was adopted as part of the City's Comprehensive Plan on April 18, 2012.

The proposed amendments fall into three general categories:

- Changes generated due to the District 6/District 10 boundary changes
- Inclusion of recommendations from the District 6 Natural Resource Inventory
- General plan maintenance

The following memo will provide more detail on each type of changes and provide a staff recommendation.

District 6/District 10 Boundary Changes

These sets of amendments were initiated due to the January 1, 2014, change in district council boundaries that shifted South Como area from District Council 6 to District Council 10. As such, the District Council 6 wanted a plan that reflects its actual boundary. Changes made include:

- Mapping
- Demographics
- Elimination of policies related to the South Como area

District 6 Natural Resource Inventory

In 2014, the Capitol Region Watershed District (CRWD) sponsored a natural resource inventory for the area bounded by Rice Street, Arlington Avenue, Interstate-35E, and Maryland Avenue. CRWD retained a consultant to identify potential locations of natural resource assets. The group identified twenty-four potential areas and then undertook site visits and field work to determine their viability as potential resource areas. Based on the field work, management recommendations were made and several have been integrated into the plan, which is found in land use policy 7.3 on page 11 of the attached document.

General Plan Maintenance

The final set of amendments included general plan maintenance. This included:

- Removal of a policy to undertake a zoning study at Como/Front/Dale as that work has already been completed
- Addition of a policy related to a zoning study for auto-related uses
- Elimination of references to obsolete programs or agencies/nonprofits
- Correction of typographical errors

Committee Recommendations

The Neighborhood Committee recommends that the Planning Commission release the amended North End District 6 Plan for public review with a public hearing to be held on May 27, 2016.



The North End-South ~~Core~~ District 6 Plan

Recommended by the Saint Paul Planning Commission on February 24, 2012

Adopted by the City Council April 18, 2012

Amended: _____

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Jeff Martens, District 6 Land Use Task Force
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Saint Paul Planning Commission

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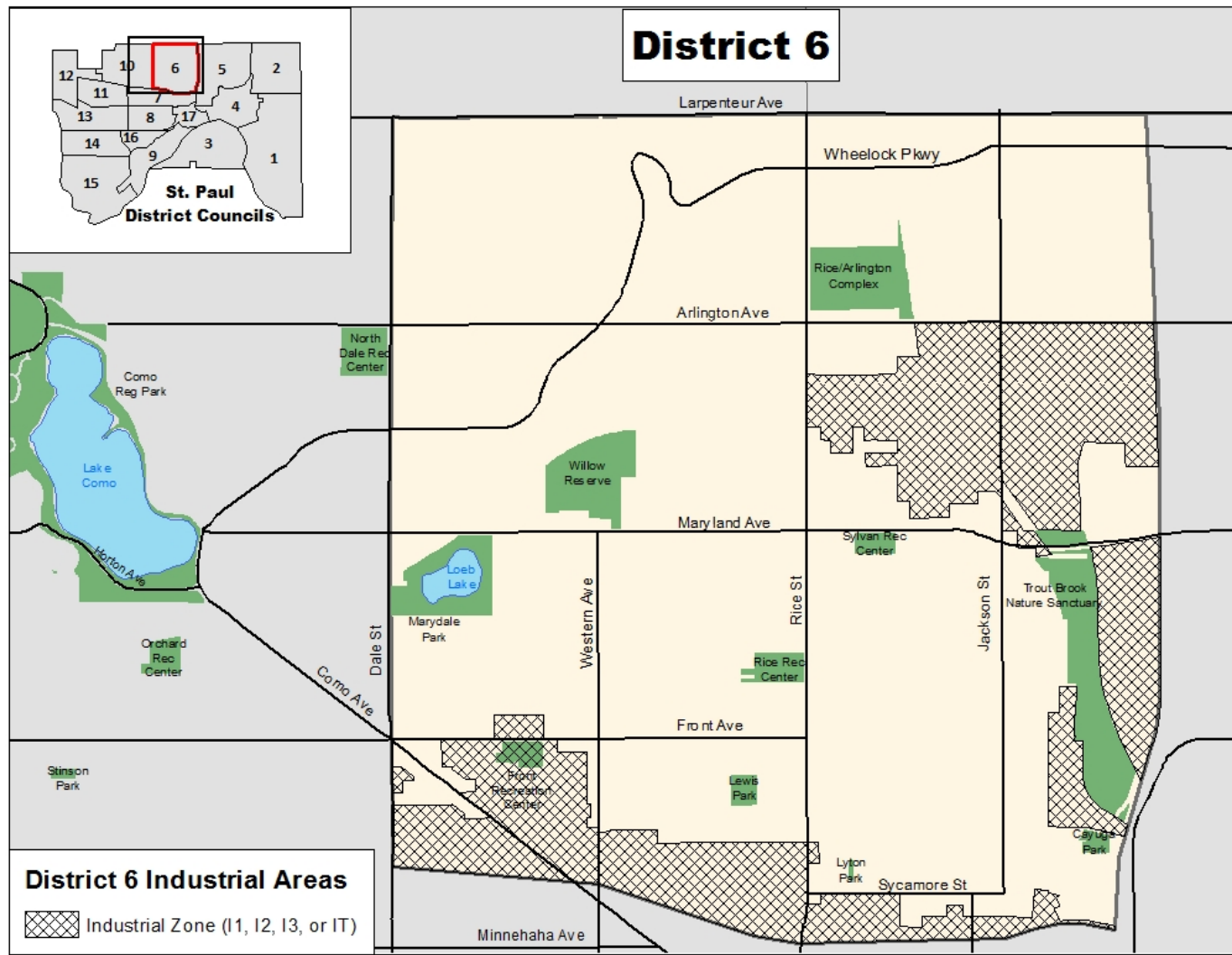
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Assistance provided by the Metropolitan Design
Center at the University of Minnesota

Study Area

The District 6 Plan covers the entirety of the North End-South Como area of Saint Paul, which lies north of the BNSF railroad tracks, west of I-35E and east of Lexington Parkway and Dale Street. Residential neighborhoods predominate throughout the district. The primary business districts are Rice

Street and the Como/Front/ Dale intersection. There are two industrial areas, the Great Northern Corridor and Jackson-Arlington, both of which loosely follow the BNSF south and north rail corridors.



Purpose

This document has a threefold purpose: to confirm the direction and policies in previously adopted plans for the North End district; to establish a framework for strengthening the industrial areas, primarily by reducing the conflicts between industrial and residential uses in close proximity to each other; and, to lay out a menu of street and streetscape improvements designed to improve the appearance and functioning of the Como/Front/Dale intersection.

The genesis of the planning process was the desire on the part of the District 6 Planning Council to devise strategies for resolving conflicts between industrial and residential uses in the area southeast of Como/Front/Dale in the Great Northern Corridor. A scattering of houses, most dating from years prior to approval of citywide zoning, are surrounded by industrial uses, some of which generate impacts that are incompatible with a residential neighborhood. Moreover, there is only minimal buffering between the industrial uses and adjacent residential neighborhoods.

A community-based industrial area task force, authorized by the Planning Commission, included a Planning Commission member, District 6 Planning Council members, residents, industrial business owners, and representatives of agencies working in District 6. It devised objectives and strategies for the industrial area south and east of the Como/Front/Dale intersection to eliminate conflicts by strengthening pockets of housing and by identifying parcels with residential uses that, over time, could be incorporated into the industrial area. The strategies in this plan and recommendations in a Zoning Study would set clear lines between the industrial area and adjacent residential neighborhoods.

The Land Use Task Force of the District 6 Planning Council reviewed policies from adopted small area plans, including the *Loeb Lake Small Area Plan* and the *Rice Street Small Area Plan*, and the *North End-South Como District Plan*, adopted in 2004, that are still to be implemented; those policies are included in this document. This plan replaces these adopted plans, as well as portions of the *Great Northern Corridor: A Community Vision* that pertains to the industrial area southeast of the Como/Front/Dale intersection. The task force also reviewed the *Jackson-Arlington Small Area Plan*, adopted in 1991, which was scheduled to be updated. The eastern portion of the

Jackson-Arlington area was developed by the St. Paul Port Authority; the updated policies will apply to the redevelopment of the western portion of the original study area.

The Metropolitan Design Center at the University of Minnesota prepared sketches of potential improvements for the Como/Front/Dale intersection. This intersection is identified as a Neighborhood Center in the *Saint Paul Comprehensive Plan*, which are compact mixed-use areas located on major streets and transit routes where commerce provides goods and services for residents of the surrounding community.



Overall Vision

The North End-South Come area, with some of Saint Paul's older neighborhoods, will be an attractive, welcoming community that has preserved and enhanced its historic character, natural environment, and civic amenities. Residents will have a diverse choice of housing through their lifetimes. The commercial and industrial bases will be strong, providing living-wage jobs for residents from the community and elsewhere in Saint Paul. Industrial areas and residential neighborhoods will be compatible with each other. Residents will have improved access to services and to parks, schools, jobs, and institutions they value. Publicly-owned land, including along Wheelock Bluff, in Trout Brook and the Trout Brook Nature Sanctuary ~~Trillium Nature Sanctuary~~, and Willow Reserve, will be preserved.

Objectives and Strategies

Land Use

Historic industrial areas of the Great Northern Corridor and Jackson-Arlington will remain vital, home to strong businesses that provide well-paying jobs for residents of the community. Industrial areas will be more compatible with nearby residential neighborhoods. Commercial areas will continue to provide goods and services for residents of the surrounding community. Older housing will be rehabilitated and new housing will be compatible with existing residential structures.

LU1. Reduction of conflicts between industrial and residential uses

The industrial area southeast of the Como/Front/Dale intersection lies along the BNSF rail corridor, with businesses that historically benefitted from their proximity to the rail line. Scattered throughout the area are single family houses and a few duplexes, most constructed in the early decades of the last century, prior to the adoption of the City's first Zoning Code. They are non-conforming residential structures in an industrially-zoned area. Many are in substandard condition, suffering from deferred maintenance and, in some cases, structural problems. The vast majority of them are rental properties. It is unlikely there will be significant investment in these residential structures beyond minimal repairs to conform to building code requirements. It is difficult for property owners to do repairs and rehabilitation because lenders are reluctant to provide financing for residential properties in industrially-zoned areas. Moreover, there are risks when residential and industrial uses are in such close proximity to each other. The conflicts can potentially produce deleterious effects for both residents and industry. Industrial impacts can affect the living conditions of residents. Permitted industrial activities may be constrained because they are close to residential structures. The intent is to reduce the numbers of conflicts between residential and industrial uses. To accomplish that, it is preferable to take out non-conforming uses so that properties in the industrial area can be used consistent with the underlying zoning. This can be done as residential uses become available. In some sections of the industrially-zoned area, generally adjacent to residential neighborhoods or the Como/Front/Dale intersection, there are residential structures in

sufficient numbers to warrant rezoning to districts that permit residential uses.

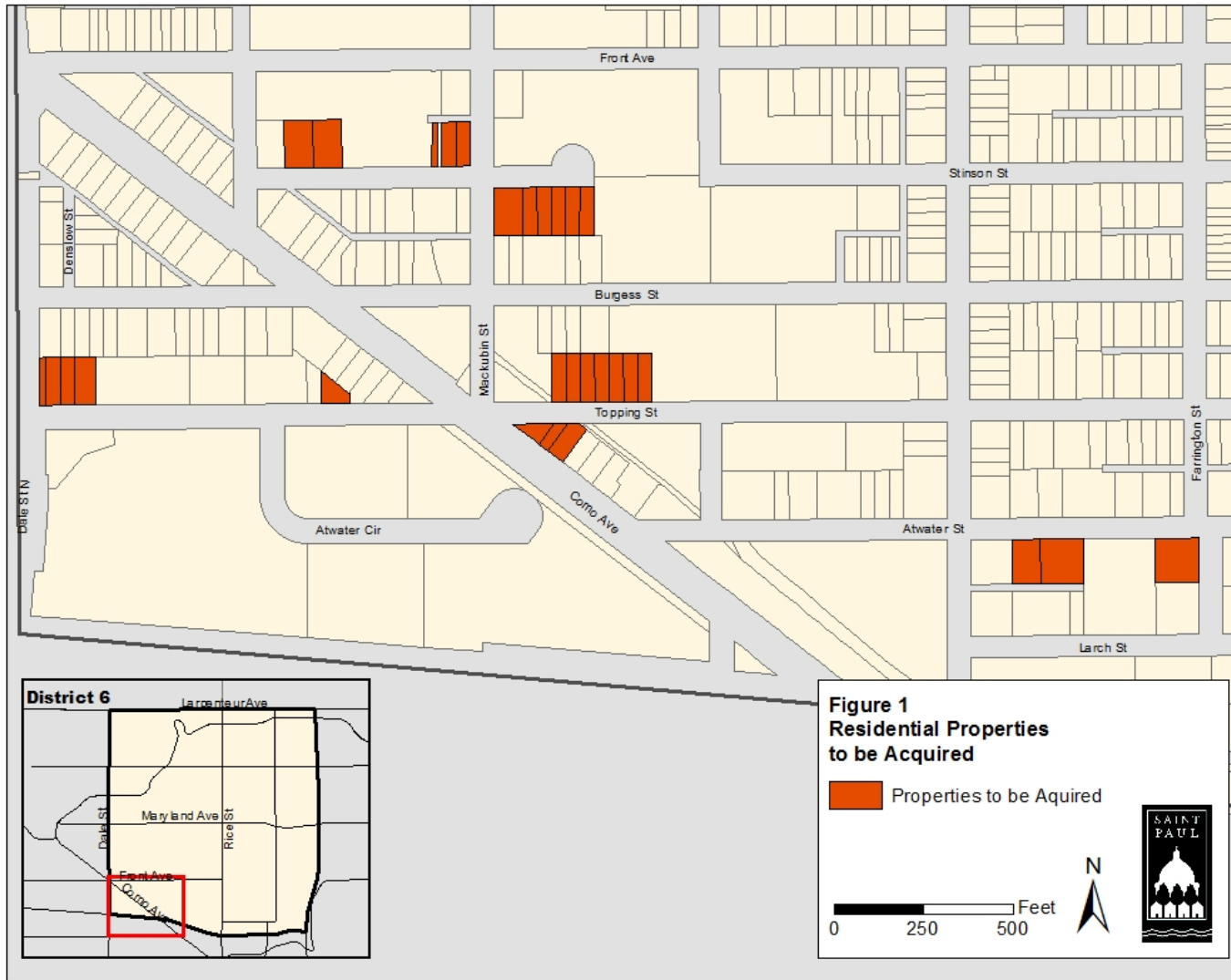


LU1.1 Acquire, as they become available, residential properties in the industrially-zoned area so that properties can be used consistent with the underlying zoning. See Figure 1.

LU1.2 Adopt zoning as depicted on Figure 2; proposed zoning substantially conforms to existing land uses. Existing zoning is depicted

in Appendix A. [Appendix A removed.]

LU1.32 Amend relevant sections of the *Great Northern Corridor: A Community Vision* to be consistent with the strategies in this objective.



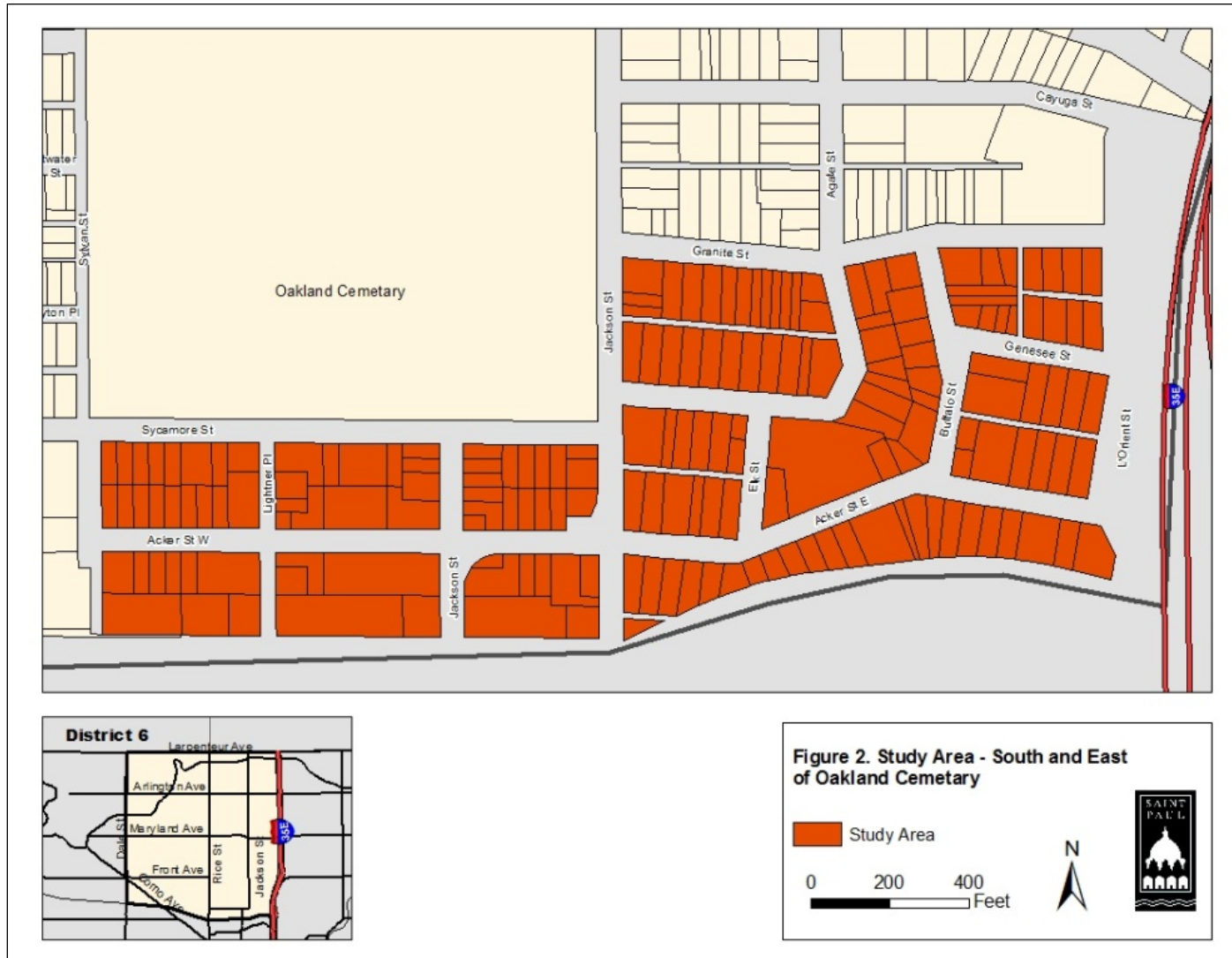
LU2. Redevelopment south and east of Oakland Cemetery

The twelve-block area south and east of Oakland Cemetery includes residential and industrial uses in close proximity. The situation results in difficulties for residents, who are impacted by the activities of adjacent industries. Many industries are operating in substandard facilities. Often their activities are not confined to their sites but spill out onto adjacent streets, which affect their business operations. Moreover, many housing units are in substandard condition and need rehabilitation. In 1989 the City created the Rice Street Redevelopment Area to facilitate redevelopment along Rice Street and on both sides of the BNSF rail line east and west of Rice Street. The redevelopment plan included six blocks of this area immediately south of Oakland Cemetery, which it recommended be redeveloped for industrial uses in a second phase, the first phase being the Empire Builder Business Center south of the rail line. This plan proposes a study of the twelve-block area bounded by Sylvan on the west, Sycamore and Granite on the north, Interstate 35E on the east, and the BNSF rail corridor on the south. Jackson Street, which intersects the study area, is a gateway into this neighborhood and serves as an entry point into downtown Saint Paul and the area east of the Capitol. The study will analyze and assess the suitability and feasibility of the area for industrial and residential uses and may recommend redevelopment that includes all residential, all industrial, or a combination of both uses. The goal of the study is redevelopment of the area with uses that can exist compatibly with each other. The study will also recommend appropriate zoning consistent with the land use recommendations.



LU2.1 Study the twelve-block area bounded by Sylvan Street on the west, Sycamore Street and Granite Street on the north, Interstate 35E on the east, and the BNSF rail corridor on the south, as shown in Figure 2. Future land use recommendations may include all industrial, all residential, or a combination of both uses. Amend the Rice Street Redevelopment Area map accordingly.

LU2.2 Rezone the twelve-block area identified in Figure 2 consistent with the land use recommendations identified in a study of the area.



LU3. Redevelopment of the Jackson-Arlington industrial area

The *Jackson-Arlington Small Area Plan*, adopted in 1991, envisioned a business center in the area generally bounded by Arlington on the north, Jackson on the west, Maryland on the south, and Interstate 35E on the east.

The St. Paul Port Authority developed the eastern portion of the area in the mid-1990s; redevelopment of the western portion would complete the phased development envisioned in the 1991 plan.

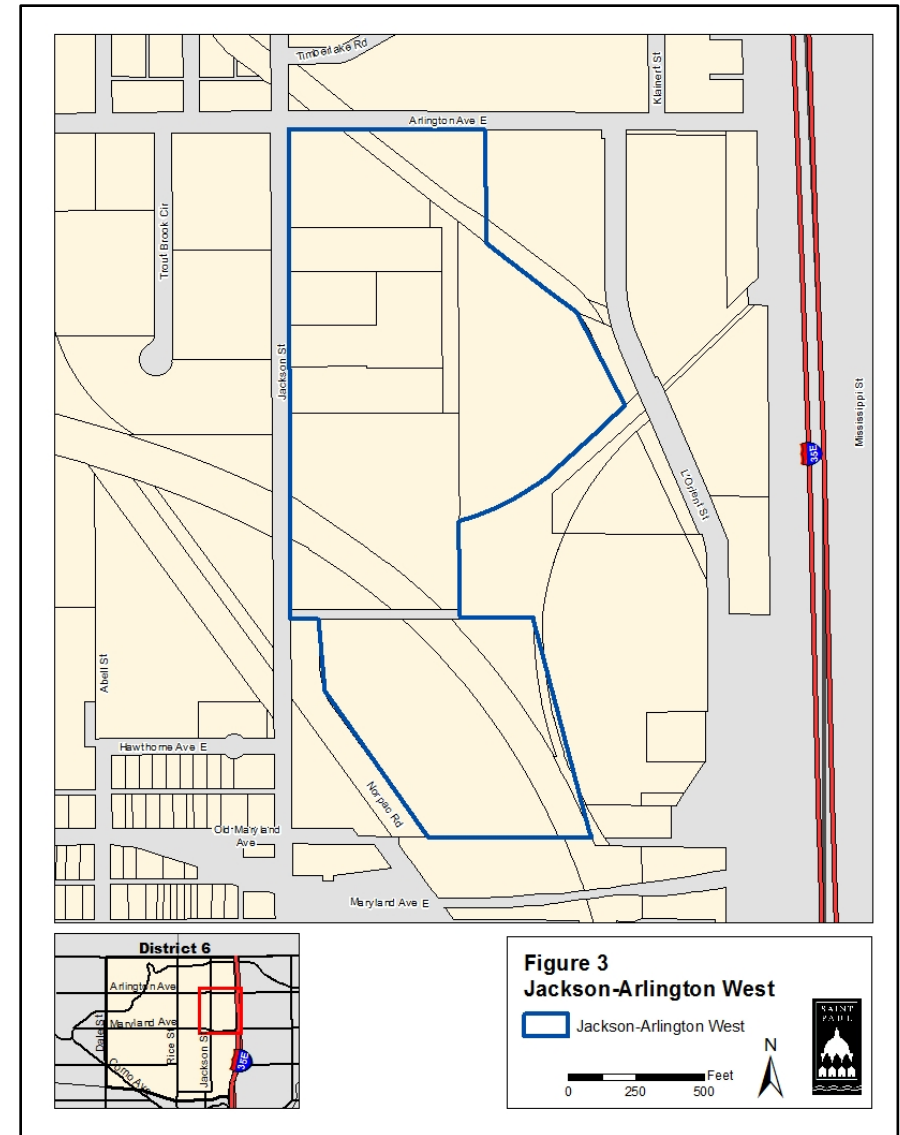
LU3.1 Redevelop the western portion of the Jackson- Arlington area, depicted in Figure 3, as a business center with light industrial and office-service uses.

LU3.2 Complete soils studies on both the natural characteristics (for building purposes) and the chemical characteristics (hazardous waste possibility) of soils in the study area; facilitate the remediation of contamination.

LU3.3 Prepare a stormwater management plan utilizing best practices for the development of the western portion of Jackson-Arlington.

LU3.4 Prepare a plan for design and construction of local streets required for development of western portion of Jackson-Arlington.

LU3.5 Facilitate redevelopment of the western portion of the Jackson-Arlington area to be compatible with the construction and use of Trout Brook Trail, Trout Brook Nature Sanctuary Trillium Nature Sanctuary and trailhead facilities, as described in the *Trout Brook Regional Trail Master Plan* for these park facilities, as well as any potential rerouting of the Gateway Trail. Coordinate development of trail and sanctuary planning with agencies and abutting landowners.



LU4. Mixed-use development

Rice Street, as well as portions of Dale Street and Como Avenue, east of Dale Street, are major streets for commerce and multiple family housing.

LU4.1 Explore redevelopment of the triangular area bounded by Maryland, Arundel, and the railroad tracks (on the north side of Maryland). Redevelopment could include a mixed-use housing and commercial building with ancillary park or recreational uses.

LU4.2 Explore redevelopment of the southeast corner of the Maryland/Dale intersection with residential or commercial uses, or with a mix of these uses. Design and scale of redevelopment should be oriented towards the street, accommodate pedestrians and bicycles, and reduce the number of driveways. Design of housing must consider the proximity of the railroad tracks and their impact.

LU4.3 ~~Seek to incorporate the existing business, Conny's Creamy Cone, with redevelopment of the southwest corner of the Maryland/Dale intersection.~~

LU4.43 Facilitate rehabilitation of the northeast corner of the Maryland/Dale intersection to improve the appearance of the building and lot.

LU4.54 Promote mixed-use redevelopment on lower Rice Street, between Front Street and the bridge over the BNSF railroad tracks, which could foster the growth of an urban village.

LU5. Attractive commercial districts

LU5.1 Encourage existing auto related businesses to upgrade the appearance of their buildings and properties; discourage the growth of new auto related businesses.

LU5.2 Request a zoning study to examine application of automobile service uses within the business and traditional neighborhood zoning districts.

LU5.32 Utilize the *Rice Street Design Guidelines*, prepared by the Rice Street Guidelines Task Force in 2005, when existing commercial buildings are renovated and improved. (See Appendix BA.)



LU6. Design standards for industrial areas

The primary purpose of industrial buildings and sites are their locations for business that produce economic activity and jobs. To that end, characteristics of the design of industrial buildings and sites relate to how they function. But these buildings and sites also have a relationship to the community surrounding them, and the extent to which their appearance enhances the community, they are a benefit. Strategies in this section are intended to establish a design framework for industrial buildings and sites, mindful that the Zoning Code includes detailed design standards applicable to new construction and redevelopment. Three primary characteristics shape the design of industrial buildings and sites in a fully developed urban area; specifically, aesthetics, sustainability, and accessibility.

LU6.1 Encourage the use of sustainable design features and construction techniques when industrial sites are redeveloped.

LU6.2 Promote aesthetics that enhance the appearance of industrial buildings and sites; aesthetic features may include building materials, landscaping, streetscape amenities, and lighting that does not spill over onto adjacent properties.

LU6.3 Ensure that industrial buildings and sites are accessible; features that enhance accessibility may include driveways that allow traffic in and out of the site to flow smoothly; buildings that are oriented toward the street, and sidewalks along the site frontage.

LU6.4 Require that facades of industrial buildings and sites immediately adjacent to residential neighborhoods and parks are designed with a building configuration that is articulated and pedestrian scaled, and that the site includes such amenities as landscaping and decorative fencing. Articulated facades could include enhanced building materials, such as brick.



LU7. Natural areas

LU7.1 Collaborate with the Capitol Region Watershed District in programs designed to make Lake Como , Loeb Lake, McCarrons Lake, and Trout Brook more accessible to area residents.

LU7.2 Support ecological improvements to Willow Reserve that are consistent with its intended use as a bird and nature sanctuary.

LU7.3 Support management recommendations of the District 6 Natural Resource Inventory.

In 2014, the Capitol Region Watershed District sponsored a natural resource inventory for the area bounded by Rice Street to the west, Arlington Avenue to the north, 35E to the east, and Maryland Avenue to the south. Through an analysis of historical information and existing natural resource data, twenty-four potential resource areas were identified. Investigators went into the field to further examine these areas to determine the quality of the vegetative community within the target areas. Four areas were characterized with a ranking of C, four areas were characterized with a ranking of D, and the remaining areas were found to either be altered/not native plant communities or native species present in altered states/non-native plant communities. Plant communities with a ranking of C are recognizable as a plant community despite clear past disturbance and are not dominated by weed species, and those with a ranking of D signifies a poor condition natural community that includes some native plants, but is dominated by non-natives and is widely altered. Management opportunities identified in this area include buckthorn removal, native plant community restoration, wetland function maintenance for flood attenuation, and trail network connection development. See Appendix B for more detailed information.

LU7.4.1 Enhance remnant native communities when redevelopment opportunities occur in the area bound by Rice, Arlington, 35E, and Jackson.

LU7.4.2 Support the use of green infrastructure systems that could enhance existing natural resources.

LU7.4.3 Educate the community and land owners about the resources within the area, and the importance function these resources serve.

LU7.4.4 Consider natural area connectivity for city-led projects, such as new trails, parks, and stormwater systems.

Transportation

The Como/Front/Dale intersection will be more attractive, its functioning improved for motorists, bicyclists, and pedestrians. Transportation improvements on commercial streets will improve safety and facilitate redevelopment.

T1. Improved appearance and function of the Como/Front/Dale intersection.

The Como/Front/Dale area is designated as a Neighborhood Center in the *Saint Paul Comprehensive Plan*. Neighborhood Centers are envisioned to be community focal points, located along major thoroughfares and served by transit, and providing goods and services for the surrounding neighborhoods and amenities for residents. Although Como/ Front/Dale is one of the smaller Neighborhood Centers, it is a major node for District 6 residents. It is the crossroads of three major streets, each with a particular identity. Como Avenue links Lake Como and the Capitol, and Dale Street is major north-south arterial through the center of the city. Because it is at the confluence of three streets, the intersection itself is large and lacks a cohesive character. It is often difficult for pedestrians and bicyclists, in particular, to maneuver. In addition, it lacks streetscape and infrastructure elements that could create the perception that all six “points” of the intersection are connected to each other. The Metropolitan Design Center at the University of Minnesota designed alternatives for improving the perception and function of the intersection. In broad terms, one alternative modifies the space by introducing trees and other landscaping, as well as pavement improvements. The other adds bike lanes through the intersection and adjoining streets. The objective of both alternatives is to create a compact, walkable intersection that supports transit and accommodates bicycles.

T1.1 Prepare a traffic analysis of the Como/Front/Dale intersection to determine how the intersection operates and how possible infrastructure changes can better accommodate pedestrians, bicyclists, vehicles, and transit; the wide-ranging analysis, to be

decided in collaboration between Ramsey County and the City, will assess traffic volumes, as well as other elements affecting the operation of the intersection.

T1.2 Analyze elements of the alternatives for improvements to the Como/Front/Dale intersection, produced by the Metropolitan Design Center (Appendix C); the analysis will include street and streetscape improvements, as well as improvements to parcels adjacent to the intersection, and will investigate the relationship between future improvements and existing infrastructure. Devise a strategy for implementing improvements that create a compact, walkable intersection that accommodates all transportation modes, including vehicles, transit, pedestrians, and bicycles.

T1.3 Seek public input on possible changes to the intersection, particularly from business owners and property owners at the Como/Front/Dale intersection.

T2. Infrastructure improvements that facilitate redevelopment

T2.1 Collaborate with Ramsey County to construct intersection and roadway improvements:

2.1.1 Maryland/Dale. Install left turn lanes, a left turn signal on Dale, clearly marked crossings, center medians and traffic calming devices. Reduce the numbers of curb cuts on the southeast corner of the intersection when parcels are redeveloped.

~~**2.1.2** Rice/Maryland. Widen the street at the intersection and install left turn lanes. Improvements shall utilize the findings of an intersection study aimed at increasing pedestrian safety and reducing traffic accidents.~~

T2.2 Install street lights on Rice Street, between University Avenue and Sycamore Street, and between Rose Avenue and Larpenteur Avenue.

T2.3 Determine the need for design measures to increase safety for pedestrians, bicyclists, and vehicles at the following intersections: Maryland/Rice, Maryland/Dale, Arlington/Rice, and Jackson/Maryland.

T2.4 Determine the need for traffic calming measures on the following streets: Maryland, Dale, Rice, and Jackson.

T2.5 Improve the appearance of the bridge over the BNSF railroad tracks at Acker (Bridge # 62008), at the southern entrance to Rice Street. Aesthetic improvements may include historic style lighting, decorative rails, above-standard guardrails, and above-standard fencing on bridge approaches and rights-of-way.

T3. Improvements for pedestrians

T3.1 Improve pedestrian access to Marydale Park by requiring installation of sidewalks as part of redevelopment of parcels on streets facing the park, including Jessamine Avenue and Mackubin Street.

T3.2 Create pedestrian pathways on the Cook Street right-of-way between Norton Street and Mackubin Street, to allow neighborhood residents to access Marydale Park on foot.

T3.3 Improve the pedestrian crossings on Maryland Avenue at Mackubin Street and Arundel Street, especially when parcels on the north side of Maryland are redeveloped.

Como/Front/Dale - Before



Como/Front/Dale - After



Housing

Most housing was constructed between the 1870s and the 1950s. Older houses, particularly vacant and foreclosed structures, should be maintained and improved to stabilize the residential community and to provide diverse life-cycle housing for residents. New housing units should be compatible with the character of the community.

H1. Promote the development of housing units that cater to empty nesters and seniors and that increase the range of affordability in the community.

Lower Rice Street and the neighborhood east of Oakland Cemetery are appropriate locations for new life-cycle housing units.

H2. Promote the development of new multi-family housing.

H2.1 Facilitate the development of vacant lots on Mackubin Street north of Lawson Avenue with single-family homes, townhomes, or small-scale condominiums compatible with existing housing in the adjacent neighborhood.

H2.2 Facilitate the development of new housing on the site south of Willow Reserve (former Larson Nursery). Development should not intrude on the wetland and should consider its sensitive soil conditions.

H2.3 Explore new housing development on the Jefferson-Smurfit site, south of Loeb Lake. Complete environmental remediation to meet necessary government requirements for residential development. Encourage owner-occupied housing, such as single-family homes, townhomes, or condominiums.

H3. Rehabilitate or redevelop aging housing stock throughout the community, including, but not limited to, the following neighborhoods:

1. North of Front Street, generally between Victoria and Chatsworth
2. 1. Two-block area west of Albermarle between Rose and Orange
3. 2. Residential pocket between Agate and the Trout Brook Nature Sanctuary Trillium site



H4. Stabilize existing residential neighborhoods beset with high numbers of vacant and foreclosed housing units.

This is consistent with the City program, Invest Saint Paul, a neighborhood improvement and maintenance strategy that focuses on low-income neighborhoods, and that is supplemented by federal Neighborhood Stabilization Program funding to acquire and rehabilitate housing units, or, in some cases, demolish housing that cannot be feasibly rehabilitated to enable the construction of new units.

H5. Utilize the *One and Two Family Residential Design Guidelines* in the construction of new housing units or the renovation of existing housing units.

These guidelines, Appendix DC, mirror revisions to residential building design standards in the City's Zoning Code.

H6. Encourage residents to utilize low-interest rehabilitation loans and grants.

They are available through the City of Saint Paul and the local community development corporations, SPARC. The area south and east of Marydale Park is identified for concentrated improvements.



Parks and Recreation

Natural areas will be preserved. Park improvements will make them more accessible for residents.

PR1. Amenities at Marydale Park and Willow Reserve

PR1.1 Improve facilities and amenities at Marydale Park to enhance usage, including an upgrade of the walking path around Loeb Lake; lighting; expansion of the playground area and an upgrade of playground equipment. Determine the need for a community center at the park.

PR1.2 Add directional signs to Marydale Park along Maryland Avenue and Dale Street.

PR1.3 Collaborate with the Capitol Region Watershed District and the state Department of Natural Resources to provide a connection between Marydale Park and Willow Reserve that also includes interpretive boards about the wetland, fishing lake, and ecology of the area.



PR1.4 Protect the natural environment at Willow Reserve by making it a low-intensity, non-programmed area.

PR1.5 Add directional signs to Willow Reserve along Maryland Avenue, Arundel Street, and Virginia Street.

PR2. Implementation of the Trout Brook Regional Trail Master Plan

The *Trout Brook Greenway Plan* was adopted as an addendum to the *Saint Paul Comprehensive Plan* in 2001. The 4.1-mile Trout Brook Regional Trail, when acquisition is complete and improvements constructed, will link Lake McCarrons County Park and the Lower Phalen Creek Valley area, terminating at Lower Landing Park on the Mississippi River. *The Trout Brook Regional Trail Master Plan*, adopted in 2009, describes acquisition and design concepts for implementing the greenway plan; work is planned in phases through 2014. The first trail segment, between McCarrons County Park and Arlington Avenue, is one mile in length and was completed in 2001. Acquisition of land for subsequent trail segments, as well as construction of trails and trailhead facilities and daylighting of Trout Brook, are described in the master plan.

PR2.1 Implement the Trout Brook Regional Trail Master Plan.

PR2.2 Facilitate the phasing out of industrial uses in the trail and sanctuary areas defined by the master plan.

PR3. Improvements at parks and recreation centers

PR3.1 Improvements included in the *Parks and Recreation System Plan* are:

1. A playground in the northern part of District 6.
2. High-quality dedicated multi-purpose turf fields at Rice Recreation Center.
3. Improved interconnection between the Trout Brook Regional Trail and the bikeway along Wheelock Parkway.

PR4. Improvements to parkways

PR4.1 Enhance Como Avenue as a parkway linking Como Park and the Capital area. Improvements will be consistent with a parkways study (Comprehensive Plan, Parks and Recreation chapter, Policy 6.10).

PR4.2 Study environmental issues along Wheelock Parkway, include stormwater drainage, potential erosion, and slope stability.



Historic Preservation

Maintaining the two designated properties in the North End-South Come district is important.

HP1. Preservation of designated properties

There are two designated historic sites in District 6, including Oakland Cemetery, on Jackson Street between Sycamore Street and Magnolia Avenue, and Church of St. Bernard, 197 W. Geranium Avenue. The cemetery, which is on the National Register of Historic Places, was founded in 1853 as a private, non-denominational cemetery. The church, designed in the Prairie School and Art Nouveau styles, was built between 1905 and 1914; it is locally designated.

HP1.1 Promote the continuing preservation of designated properties, including Oakland Cemetery and Church of St. Bernard.



Church of St. Bernard

Implementation

This section lists the responsible parties and timelines for actions in this plan. Responsible parties include: Planning and Economic Development Department (PED), Public Works Department (PW), Parks and Recreation Department (Parks), Department of Safety and Inspections (DSI), Heritage

Preservation Commission (HPC), State Historic Preservation Office (SHPO), Department of Natural Resources (DNR), Ramsey County Public Works (Ramsey County), St. Paul Port Authority (Port), District 6 Planning Council (District 6), Capitol Region Watershed District).

Land Use Strategies			
#	Strategy Summary	Responsible Parties	Time Frame
LU1.1	Residential properties in industrial area	HRA, Port	On-going
LU1.2	Zoning	PED	Short-term
LU1.32	Sections of Great Northern Corridor: A Community Vision	PED	Short term
LU2.1	Land use study of 12-block area south and east of Oakland Cemetery	PED, District 6	Short term
LU2.2	Rezoning of 12-block area south and east of Oakland Cemetery	PED, District 6	Short term
LU3.1	Western portion of Jackson-Arlington	Port	Long term
LU3.2	Soil studies; facilitate remediation	Port	Long term
LU3.3	Stormwater management plan	Port, CRWD	Long term
LU3.4	Plan for local streets	Port, PW	Long term
LU3.5	Jackson-Arlington redevelopment compatible with Trout Brook Trail and Trillium Nature Sanctuary	Port, Parks	Long term
LU4.1	Redevelopment-area bounded by Maryland/Arundel/railroad tracks	PED	Long term
LU4.2	Redevelopment-southeast corner of Maryland/Dale	PED	Long term
LU4.3	Existing business and redevelopment southwest corner of Maryland/Dale	PED	Long term
LU4.43	Rehabilitation of northeast corner of Maryland/Dale	PED	Long term
LU4.54	Mixed-use development on Rice Street	PED	Long term
LU5.1	Auto related businesses	District 6	On-going
LU5.2	Automobile service use zoning study	PED	Short-term
LU5.23	Rice Street Design Guidelines	District 6, DSI	On-going
LU6.1	Sustainable design features and construction techniques	DSI	On-going
LU6.2	Aesthetics that enhance appearance	DSI	On-going

Land Use Strategies

#	Strategy Summary	Responsible Parties	Time Frame
LU6.3	Access to industrial sites and buildings	DSI	On-going
LU6.4	Facades of industrial buildings adjacent to residential neighborhoods	DSI	On-going
LU7.1	Natural areas	Capital Region	On-going
LU7.2	Ecological improvements to Willow Reserve	Parks, D6, CRWD	On-going
LU7.3	Support management recommendations of the D6 Natural Resource Inventory	D6, CRW, PED, Parks, PW, Port	On-going

Transportation Strategies

#	Strategy Summary	Responsible Parties	Time Frame
T1.1	Research and analysis of existing conditions at Como/Front/Dale	PED, PW, Ramsey County	Medium term
T1.2	Alternatives analysis	PED, PW, Ramsey County	Medium term
T1.3	Public meetings with business and property owners	PED, PW, Ramsey County	Medium term
T2.1	Intersection improvements- Maryland intersections	Ramsey County, PW	On-going
T2.2	Street lights- Rice Street	PW	On-going
T2.3	Safety improvements	Ramsey County, PW	On-going
T2.4	Traffic calming	PW	On-going
T2.5	Bridge improvements over BNSF tracks	Ramsey County, PW	Long term
T3.1	Pedestrian access to Marydale Park	PW	Medium term
T3.2	Pedestrian paths on Cook Street	PW	Medium term
T3.3	Pedestrian crossings on Maryland Avenue	PW	Medium term

Housing Strategies

#	Strategy Summary	Responsible Parties	Time Frame
H1	Senior and empty-nester housing	PED	Ongoing
H2.1	Multi-family housing on Mackubin	PED	Medium term

Housing Strategies

#	Strategy Summary	Responsible Parties	Time Frame
H2.3	New housing on Jefferson-Smurfit site	PED	Long term
H2.2	New housing on 389 and 429 West Maryland	PED	Medium term
H3	Rehabilitate or redevelop aging housing	PED	On-Going
H4	Stabilize residential neighborhoods Invest St. Paul	PED	On-going
H4	Residential Design Guidelines	District 6	On-going
H5	Low-interest rehabilitation loans and grants	PED, local CDC	On-going

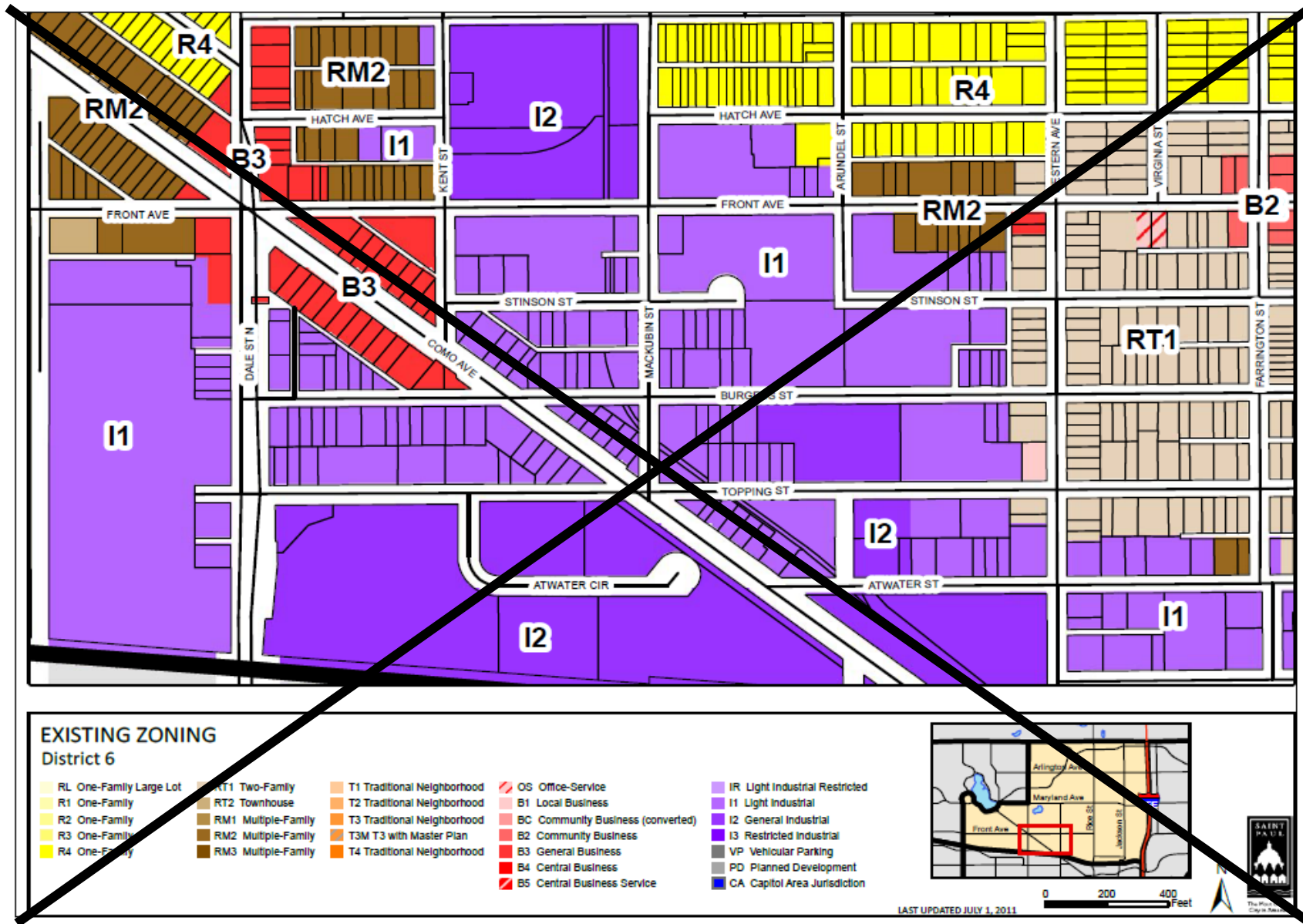
Parks and Recreation Strategies

#	Strategy Summary	Responsible Parties	Time Frame
PR1.1	Improved facilities at Marydale Park	Parks	Medium term
PR1.2	Directional signs to Marydale Park	Parks, PW	Medium term
PR1.3	Connection between Marydale Park and Willow Reserve	Parks, DNR	Medium term
PR1.4	Protect Willow Reserve	Capitol Region, DNR	On-going
PR1.5	Directional signs to Willow Reserve	Parks	Medium term
PR2.1	Implementation of Trout Brook Regional Trail Master Plan	Parks	Long term
PR2.2	Phasing out of industrial uses in Trout Brook Corridor	PED	Long term
PR3	Improvements at parks and recreation centers	Parks	On-going
PR4.1	Enhancement of Como Avenue	Parks	Long term
PR4.2	Environmental issues along Wheelock Parkway	Parks	Long term

Historic Preservation Strategies

#	Strategy Summary	Responsible Parties	Time Frame
HP1	Promote preservation of designated properties	HPC, SHPO	On-going

Appendix A: Existing Zoning



Appendix AB: Rice Street Design Guidelines

Rice Street Design Guidelines

Saint Paul, Minnesota

Recommendations for Design and Facade Improvements



Rice Street Design Guidelines, Saint Paul, Minnesota

Rice Street Design Guidelines

Recommendations for Design and Facade Improvements

Building Materials

- Enhance building materials by accenting details and character.
- Clean, inspect, repair and maintain existing brick.
- Choose colors that compliment neighboring buildings and maintain the historic continuity.

Color Palette



- Black, browns, beige, dark green and dark red are common on buildings of this era.
- Look to complementing existing features and colors in brick, to determine colors of trim.
- Signage, lighting and other facade accessories should be included in each building's color scheme.
- Avoid pastels and brighter colors, as they are not traditionally historic.

Windows & Doors

- Introduce windows on solid walls to provide visual access between businesses and street.
- Recreate original openings that have been filled in.
- Divide large panels of glass into smaller panes and transoms.
- Replace mirrored or tinted glass with transparent.
- Keep windows free from clutter to better enhance the business.

Awnings

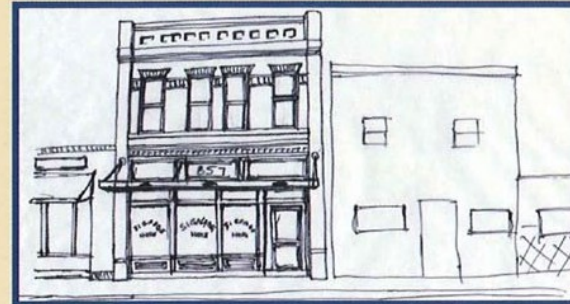
- Install colorful awnings that enhance the building's character as well as the streetscape.
- Use awnings over entryways and for additional appropriate signage space.
- Use canvas blade, retractable, or fixed awnings that maintain the historic continuity.
- Do not use metal awnings or vinyl back lit.



Caron-Fabre
842 Rice Street



Caron-Fabre
842 Rice Street



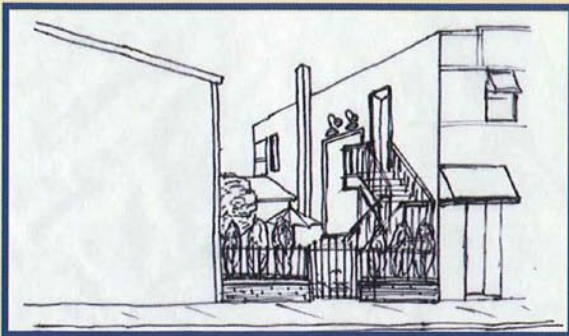
Commercial Building
857 Rice Street



Commercial Building
857 Rice Street



Born's Bar
899 Rice Street



Born's Bar
899 Rice Street



A. A. Fashions
934 Rice Street

Landscaping

- Extend businesses to include outdoor spaces/eateries.
- Use decorative fencing, fixed planters, or trellises to define spaces that need to be separate from the public.
- Use decorative landscaping to cover/obscure any undesirable objects i.e. dumpsters and mech. equipment.
- Define edges of property with fixed or curbed planters containing low scale shrubs, perennials and annuals.
- Use landscaping pavers in outdoor eating areas or special places around the property.
- Add trees/landscaping in void spaces between buildings.

Exterior Lighting

- Install pedestrian street lamps in parking lots.
- Install lighting, i.e. gooseneck fixtures, over signs, awnings and architectural features that should be highlighted.
- Light up side yards, backyards and niches between buildings

Signage

- Provide multiple levels of signs and sizes to allow easy viewing from a pedestrian level and for motorists.
- Create and revitalize period appropriate signage, in shape, size and coloring, to maintain the historic continuity of Rice Street.
- Stencil product descriptions on windows and doors.
- Include historic mural signage on side blank wall to give a visual from a distance.
- Add standardized frames to blank areas of walls to better showcase temporary signage.
- Install monument signs on corners where the building is fronted by a parking lot.

New Development

- When new development occurs, it is important that it continues and improves upon the concept of "livable and walk-able" communities by maintaining pedestrian level store fronts. New buildings should have a street presence, appropriate scale, and comply with all of the facade improvement guidelines set forth in this brochure.



Rice Street Commercial Corridor Revitalization Program

The Rice Street Commercial Corridor Revitalization Program is designed to improve Rice Street through strengthening existing and attracting new businesses, improving building facades, revitalizing the streetscape, reducing crime, and marketing.

Facade Improvements

Design assistance and financial incentives are available for facade improvements. Assistance is available in phases, based on location:

- Phase I: Rice Street - Atwater to Front
- Phase II: Rice Street - Front to Maryland Ave.

For more information on design assistance or financial incentives, call Sai Thao at Sparc, 651.488.1039.

Kho tsev ua lag laum sab nrauv kom zool
 Sparc muaj nyiaj pub dawb thiab nyiab txais pab rau koj kho koj lub
 tsev ua lag lawm sab nrauv kom raug ntsej raug muaj, tiamsis koj
 yuav tsum kho raws peb txoj cais. Yog koj xa paub ntiv txog kev pab,
 hu rau Sai Thai nram Sparc, 651-488-1039 ext. 109.

¡Dinero está disponible para proyectos de mejorar el exterior de los edificios comerciales! Se puede obtener asistencia con el diseño y financiamiento de su proyecto. Para más información, contacta a Sai Thao alrededor de Sparc, 651-488-1039 ext. 106.

Funding for the Rice Street Design Guidelines was provided by:

- Local Initiatives Support Corporation
- Saint Paul Foundation
- Saint Paul Housing and Redevelopment Authority

- A. A. Fashions
934 Rice Street
- Born's Bar
899 Rice Street
- Commercial Building
857 Rice Street
- Caron-Fabre
842 Rice Street
- Sparc
843 Rice Street

These recommendations were created over six weeks by the Rice Street Guidelines Task Force, which consisted of local business owners and neighborhood residents working with Sparc and DJR Architecture, Inc. For more information about the Rice Street Commercial Corridor Revitalization Program or about the recommendations included in this brochure, please contact Sai Thao at Sparc, 651.488.1039.

Special thanks to the members of the Task Force and the owners of A.A. Fashions, Born's Bar, and Caron-Fabre for their leadership.



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Printed January 2005

Appendix B: District 6 Natural Resource Inventory

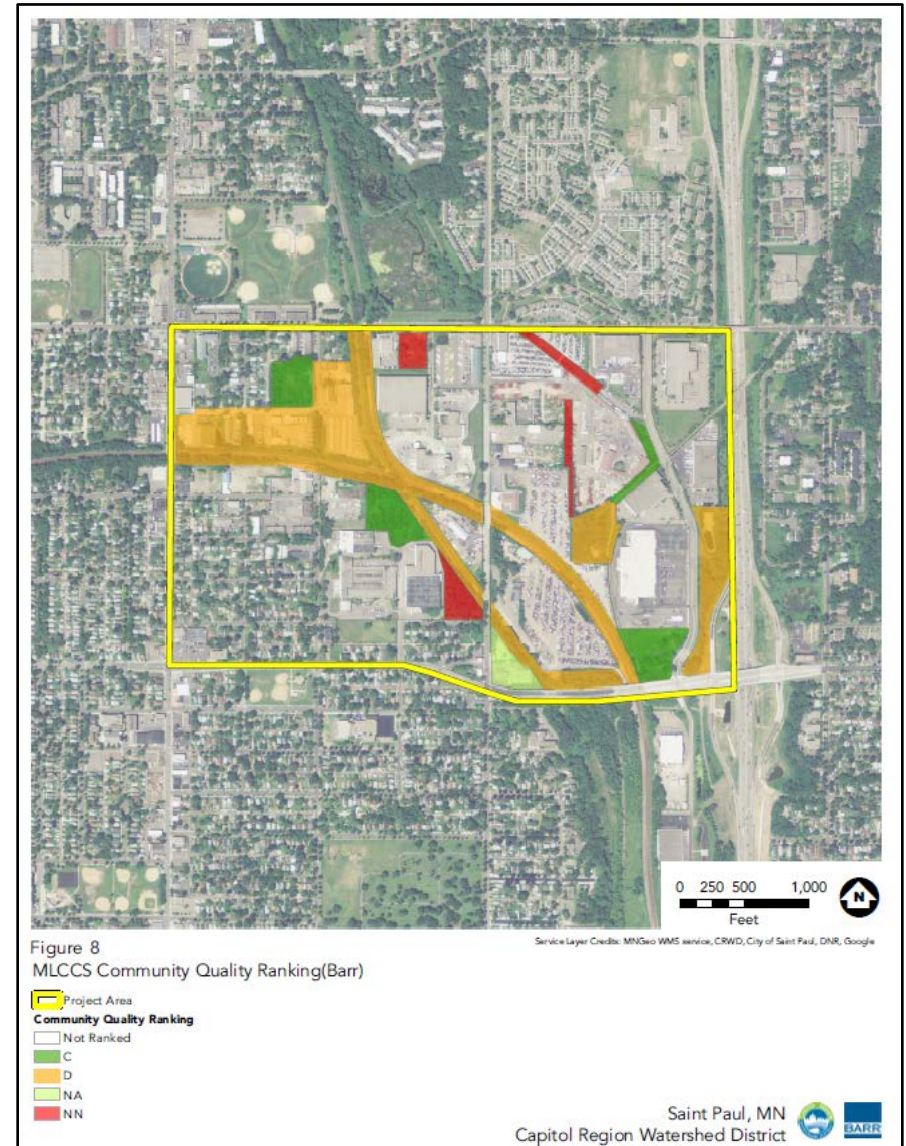
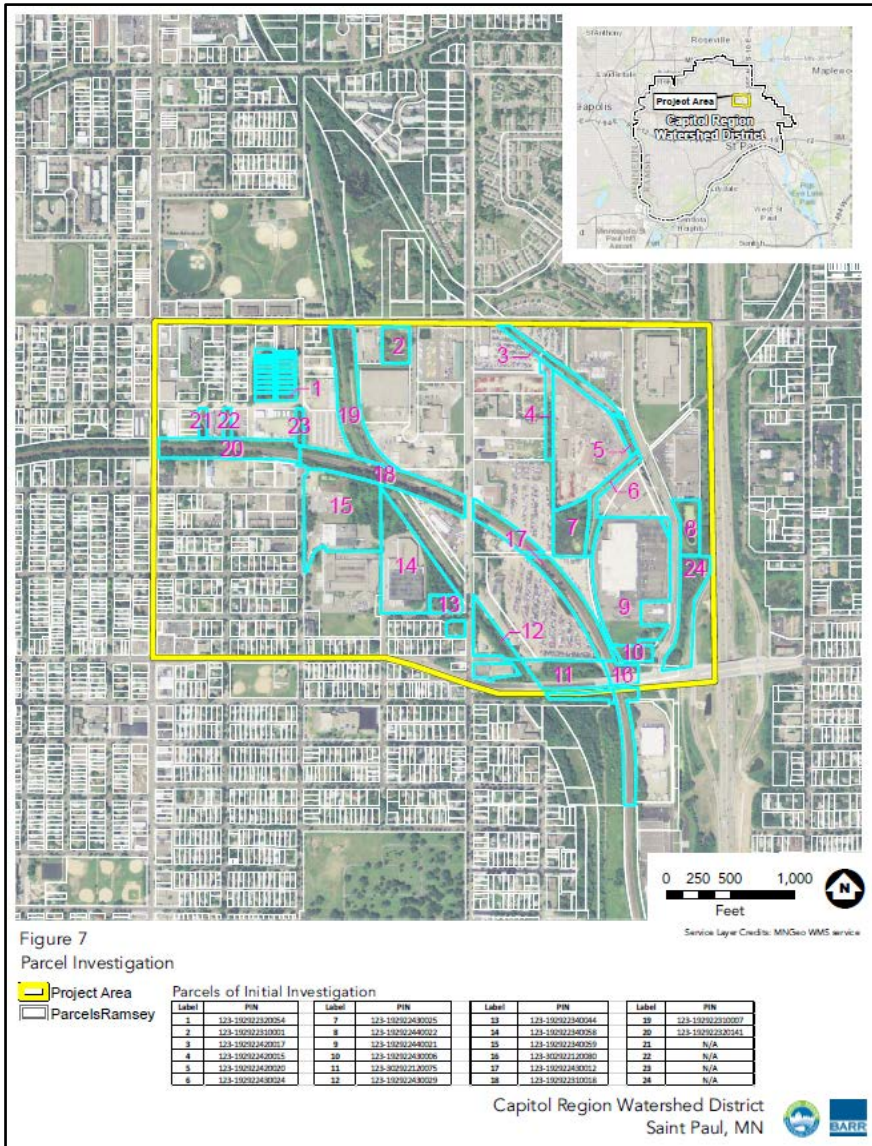
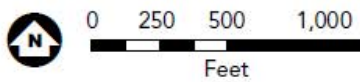
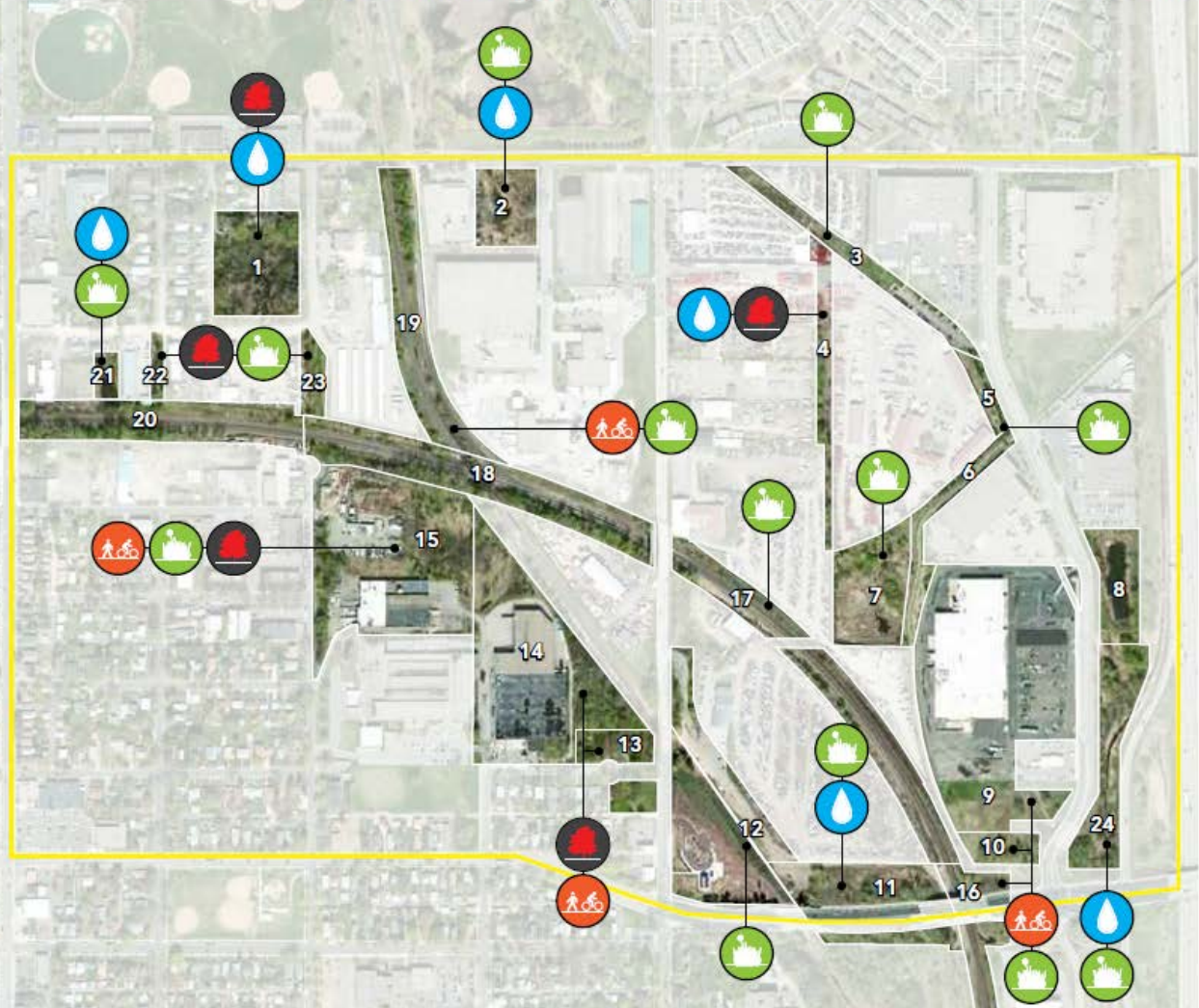



Figure 9 - Management Opportunities

Parcel No.	Management Opportunities
1	<ul style="list-style-type: none"> Remove buckthorn understory to improve habitat quality for birds. Improve flood attenuation from surrounding impervious surfaces with addition of BMPs
2	<ul style="list-style-type: none"> Increase vegetation diversity for pollinator and bird species. Manage reed canary and loosestrife Prevent flooding to adjacent properties through BMPs
3	<ul style="list-style-type: none"> Reduce management by Vegetating with aggressive native plants (Dogwood, Willow, Viburnum, etc.).
4	<ul style="list-style-type: none"> Remove debris to improve understory vegetation. Improve delineation between natural area and industrial property to reduce encroachment and compaction from surrounding industry. Improve flood attenuation from surrounding impervious surfaces with addition of BMPs
5 - 6	<ul style="list-style-type: none"> Manage invasive forbs and grasses Convert mowed turf areas along path with native grasses, forbs, and/or tree species.
7	<ul style="list-style-type: none"> Control exotic invasive species
8, 24	<ul style="list-style-type: none"> Maintain wetland functions
9	<ul style="list-style-type: none"> Connect bike trail along eastern edge Improve flood attenuation from surrounding impervious surfaces with addition of BMPs Restore into remnant prairie
10, 16	<ul style="list-style-type: none"> Use open area as a pocket park/picnic area for trail users Improve flood attenuation from surrounding impervious surfaces with addition of BMPs
11	<ul style="list-style-type: none"> Improve flood attenuation from surrounding impervious surfaces with addition of BMPs Manage exotic tree species to prevent encroachment into recently restored Trout Brook Nature Sanctuary
12	<ul style="list-style-type: none"> Control exotic species
13-14	<ul style="list-style-type: none"> Remove Buckthorn Understory to improve habitat for bird species Develop trail network to connect surrounding natural areas
15	<ul style="list-style-type: none"> Restore remnant prairie openings Remove Buckthorn Understory to improve habitat for bird species Develop trail network to connect surrounding natural areas
17 - 20	<ul style="list-style-type: none"> Convert abandoned rail line into recreational trail system. Connect to Trout Brook Nature Sanctuary. Improve ecological patch corridor dynamics with surrounding natural areas. Manage stormwater from surrounding impervious surfaces with addition of BMPs
21	<ul style="list-style-type: none"> Control exotic species Maintain wetland functions
22 - 23	<ul style="list-style-type: none"> Manage stormwater from surrounding impervious surfaces with addition of BMPs

Primary Management Opportunities

- 
Buckthorn Removal
- 
Restore Native Plant Community
- 
Maintain Wetland Function For Flood Attenuation
- 
Develop Trail Network Connections



Saint Paul, MN
 Capitol Region Watershed District 

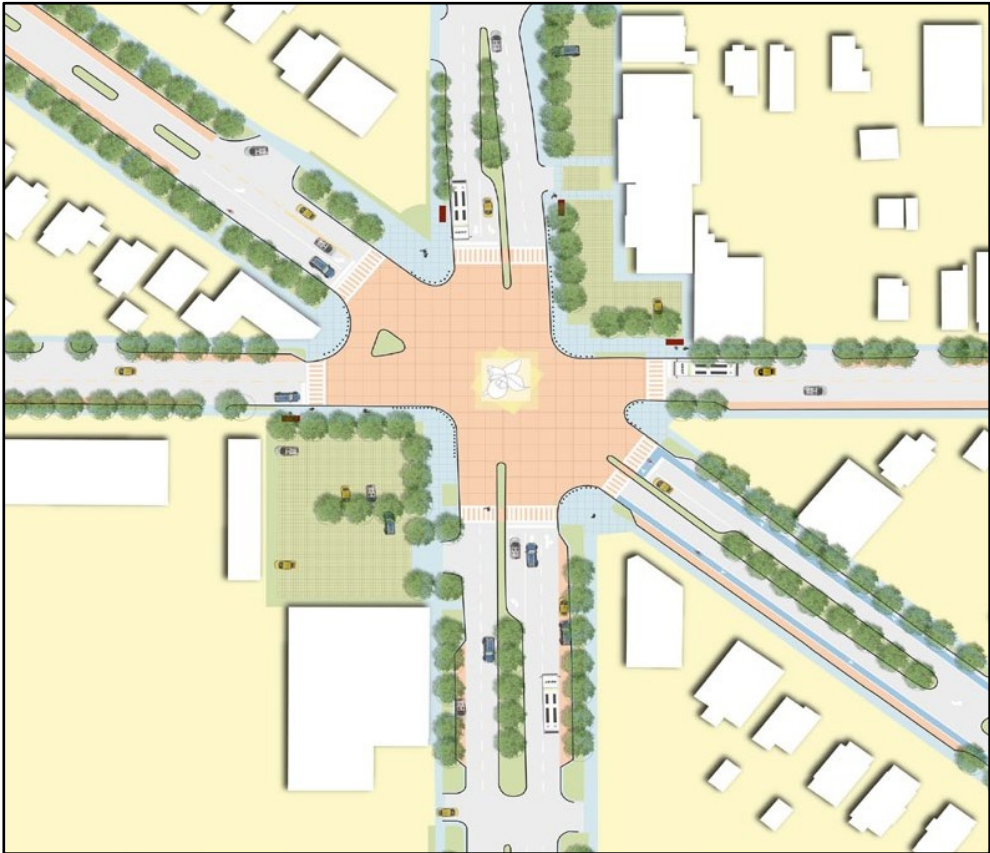
Aerial Image Source: Bing Maps

Appendix C: Como/Front/Dale Design Alternatives

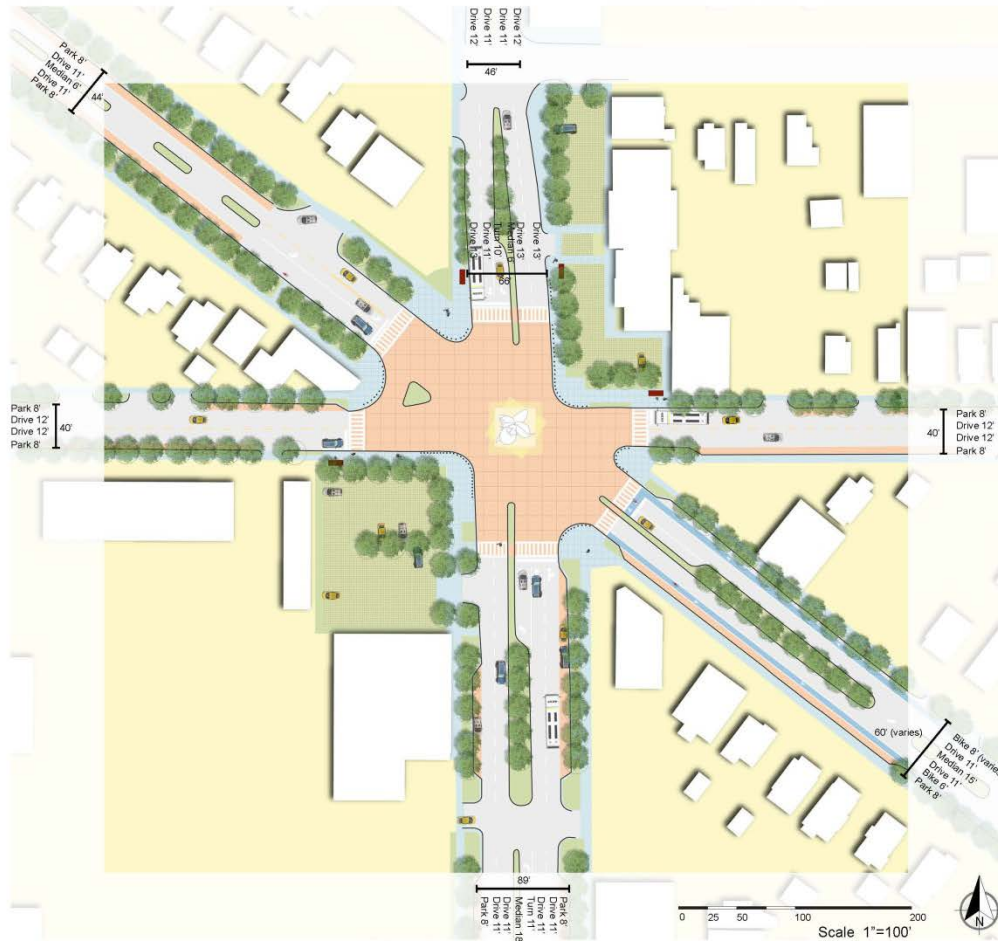
Existing



Proposed



Alternative 1: Modification of Space by Planting Trees and Pavement Demarcation



Intersection

- Maintain existing number of lanes
- Introduce new planted medians
- Shorten crosswalks by aligning perpendicular to each street
- Colored pavement or pavers in crosswalks and intersection
- Colored pavement or permeable pavers/pavement in parking lanes
- Stormwater infiltration in roadside zone
- Permeable interlocking pavers in parking lots
- Bollards and new paving design on street corners

Dale Street, South section

- Narrow parking lanes to widen median
- Plant median
- Extend lines of street trees into the intersection

Dale Street, North section

- Shorten turn lane to extend median
- Plant median
- Extend lines of street trees into the intersection

Como Avenue, West section

- Narrow drive lanes to create planted median

Como Avenue, East section

- Change turn lane into planted median
- Colored pavement in bike lanes

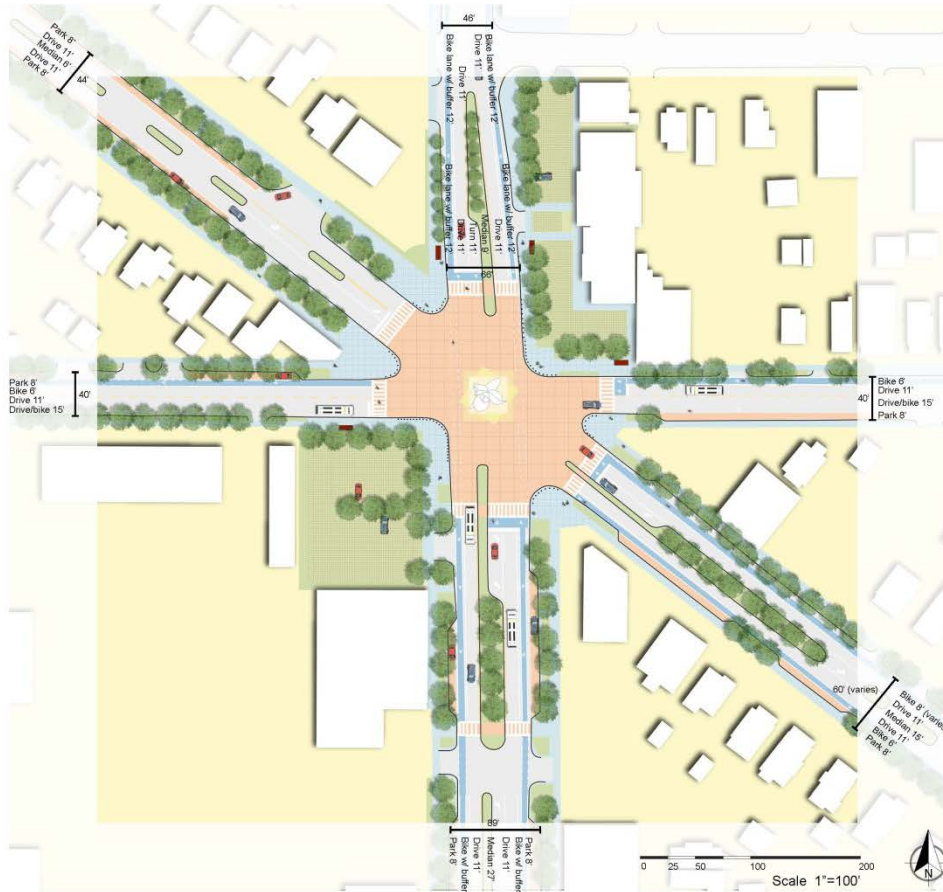
Front Street, West section

- Extend lines of street trees into the intersection

Front Street, East section

- Extend lines of street trees into the intersection

Alternative 2: Adding Bike Lanes



Intersection

Reduce number of driving lanes to one in each direction, for one block on every street beyond the intersection
 Remove channelized turn lane on west corner of Como & Front and move crosswalks closer to intersection
 Allow for biking on all streets
 Shorten crosswalks by aligning perpendicular to each street
 Colored pavement or pavers in crosswalks and intersection
 Colored pavement or permeable pavers/pavement in parking lanes
 Stormwater infiltration in roadside zone
 Permeable interlocking pavers in parking lots
 Bollards and new paving design on street corners

Dale Street, South section

Remove one lane in either direction
 Widen and plant medians
 Extend bump-out on east side of street immediately south of intersection
 Extend lines of street trees into the intersection
 Add mid-block crosswalk
 Colored bike lanes in either direction
 Include bike lane buffers

Dale Street, North section

Remove one lane in either direction
 Shorten turn lane
 Widen and plant medians
 Extend lines of street trees into the intersection
 Colored bike lanes, with buffers, in either direction

Como Avenue, West section

Narrow drive lanes to create planted median

Como Avenue, East section

Change turn lane into planted median
 Colored pavement in bike lanes
 Bump out on south side for trees

Front Street, West section

Remove existing parking lane on south side of street to make widened lane to be shared between bikes and cars
 Extend lines of street trees into the intersection
 Colored pavement in bike lane on north side

Front Street, East section

Remove existing parking lane on north side of street to make widened lane to be shared between bikes and cars on south side
 Extend lines of street trees into the intersection
 Colored pavement in bike lane on north side

Appendix D: One & Two Family Residential Design Guidelines

District 6 Planning Council & Sparc
ONE AND TWO FAMILY RESIDENTIAL DESIGN GUIDELINES
Approved by District 6 Planning Council May 2, 2005

The intent of the following Residential Guidelines for one and two family dwellings is to maximize the livability of the North End/South Como neighborhoods. Quality housing is essential to ensure a stable, viable community.

A. SITE

1. All houses should be at least 24 + plus feet wide.
2. Side setbacks should be at least 4 feet wide for a single family dwelling and 9 feet for a duplex.
3. Residential construction generally should not be allowed on lots narrower than 40 feet or smaller than 5,000 square.
4. Houses shall be sited within 4 feet of the minimum front setback.
5. Setbacks should be within 15% of the average setbacks of the surrounding properties.
6. Setback variances should only be granted when the terrain prevents use within the required setbacks limit.
7. Site plans should provide off-street parking for at least two vehicles per lot.
8. Permanent surface parking should not be permitted within the front yard.
9. Class 5 crushed rock should not be permitted for parking surfaces and driveways.
10. Houses should generally be oriented to the primary street to which the lot is oriented.
11. Where alleys exist, garages should be oriented toward the alleyway unless it is infeasible due to site conditions.
12. Maintain public to private progression (i.e. curb, boulevard, sidewalk, front yard, house.)

13. A splinter parcel, even if platted shall be considered unbuildable and shall be used as a side yard.

14. Lot splits should only be permitted if they:

- i. Create a conforming lot
- ii. Increase the frontage of a lot that is narrower than 40 feet or smaller than 5,000 square feet.

B. ARCHITECTURAL ELEMENTS

1. Front entries should be oriented toward the primary street and sidewalk, and should be covered with a porch or overhang.
2. Window placement should be in keeping with the architectural style of the house, and should respect the surrounding context of the neighborhood.
3. For a one story house, each side should have at least two windows.
4. For a two story house, each side should have at least four windows.
5. Total amount of glass on front of house should be at least 8% of the floor area.
6. Total area of exterior glass should not exceed the maximum area listed in the Minnesota Energy Code.
7. All windows should have at least 3" of wood or aluminum trim to define the opening.
8. Blank facades on any exterior wall should not be permitted.
9. Additions should be compatible with the architectural character of the house to which it is attached, (e.g. rooflines and window types and placement should match original house.)

C. MASS

1. New construction and moved-in houses should be in keeping with the scale and mass of the housing throughout the surrounding neighborhood.

2. Proposed additions to houses should be in keeping with the scale and mass of the housing throughout the surrounding neighborhood.
3. New projects should be one to two and a half stories in height from grade.

D. LANDSCAPING

1. New retaining walls visible from the street should not be constructed of smooth-faced concrete block. Stone and rough-faced concrete block are acceptable.
2. Retaining walls equal to or greater than 4 feet in height should be terraced.
3. Fencing in the front yard should be compatible with area fencing.
4. Where alley exists, fencing or plantings should be installed in such a way that prevents parking on unapproved surfaces.
5. Hedges, shrubs or fences used in the front yard should not be taller than 4'-0"

E. MATERIALS

1. When finishing a house with vinyl or aluminum siding, a heavy gauge product of at least .044 thickness is required and should have a minimum 10 year warranty.
2. Siding designed to be installed horizontally should not be installed in any other way than horizontally.
3. Energy efficient materials should be used wherever possible.
4. Use similar building materials that are consistent within the context of the area.

F. FLOOR PLAN

1. New or moved-in houses should be built with a full basement unless developer proves with a report from a soils engineer that poor soils or high water table make lot unbuildable with a basement.
2. Newly constructed homes should have a minimum of 2 bedrooms.
3. Housing footprint should not exceed 35% of the total lot coverage.

4. Detached garages should be located similar to the prevailing pattern on the block unless otherwise impractical due to site conditions. Lack of adequate lot frontage is not a site condition.
5. Attached garages should be set back at least 5 feet from the principal front façade unless otherwise impractical due to site conditions. Lack of adequate lot frontage is not a site condition.
6. The width of front facing garages should not exceed 40% of the lot frontage.

Appendix E Basic Census Information

[UPDATED]

Population	District 6	Saint Paul
<ul style="list-style-type: none"> • 2010 Total Population: • • Female Population: • Male Population: • Population 65 years and over: 	21,659 50.8% 49.2% 6.4%	285,068 51.1% 48.9% 9.0%
<ul style="list-style-type: none"> • 2010 Median Household Income: • Households Below Poverty Level: (2008-2012) 	\$34,849 38.0%	\$46,026 22.8%
Housing		
<ul style="list-style-type: none"> • 2010 Total Housing Units: • 2010 Owner Occupied Units • 2010 Renter Occupied Units: • 2010 Vacant Housing Units: • Single-family Units: (2008-2012) • Multi-family Units: (2008-2012) 	8,252 42.4% 57.6% 725 4,524 3,873	120,795 47.2% 44.7% 9,794 65,278 54,894
Transportation		
<ul style="list-style-type: none"> • Workers who Drove: • Workers who took Public Transit: • Workers who Biked, Walked, Worked from Home: 	85.0% 10.2% 4.8%	80.5% 8.5% 1.01%

