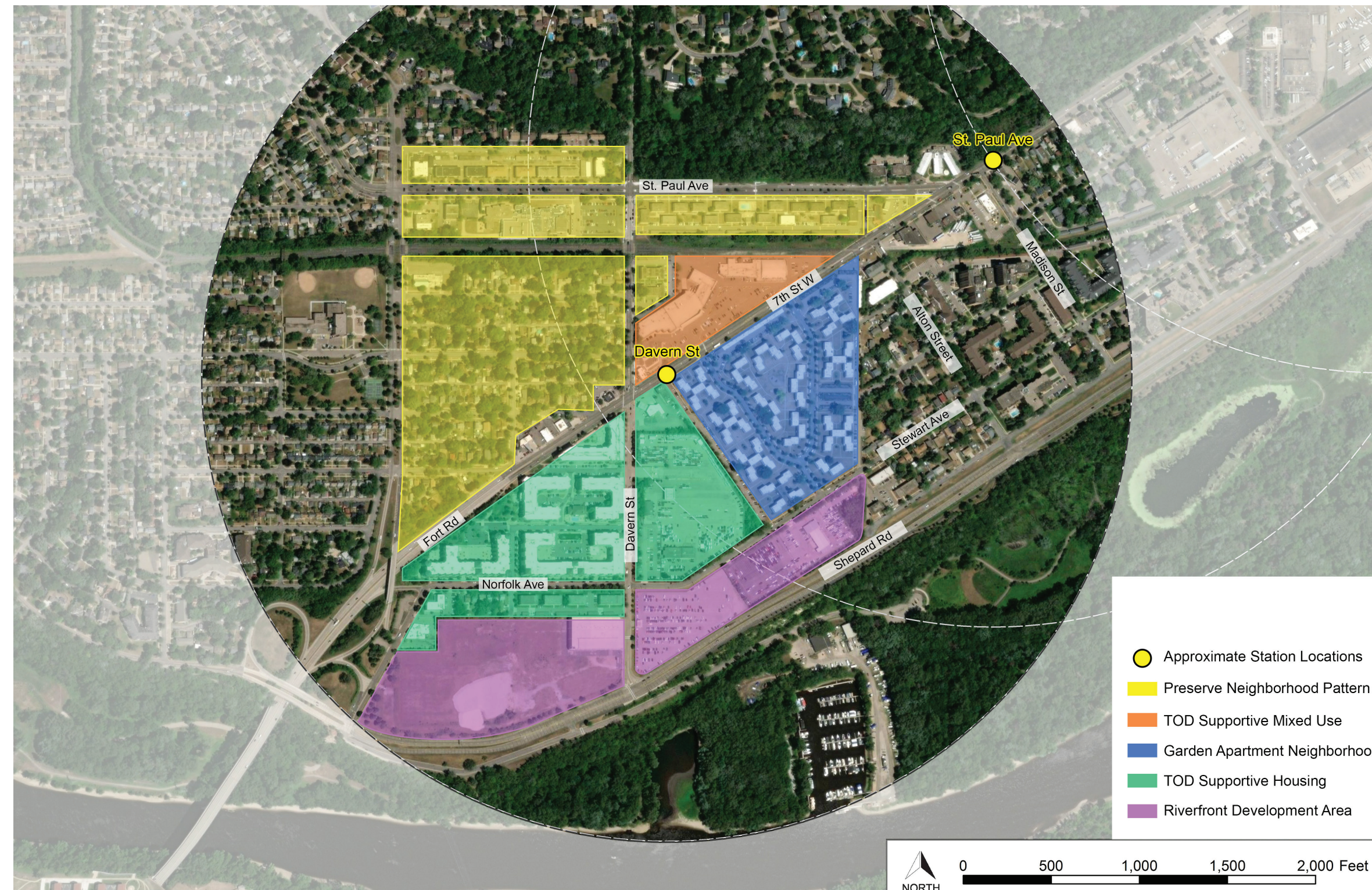


Preliminary West 7th Street station area planning

- Transit-oriented development (TOD) supportive mixed use**
A range of mixed-use TODs in this area typically include commercial/retail/office uses in ground floor levels with residential uses above.
- Transit-oriented development (TOD) supportive housing**
Multi-family TODs in this area may provide a range of rental and for-sale units.
- Neighborhood-scale residential**
This area is comprised of residential uses that are similar in scale, height and type to the surrounding residential neighborhoods but may also include other detached and attached residential types.
- Preserve employment/industrial**
This area is anticipated to remain a viable and long-term area for industrial users and employers.
- Preserve neighborhood pattern**
A majority of the area surrounding the station stops includes established residential neighborhood housing and supportive institutional uses that provide stability for residents and established market support for businesses.
- Medical campus**
This area is anticipated to remain a viable and long-term area for medical and institutional uses with the goal of supporting institutional related jobs and uses.
- Edge of downtown**
This area is the transition between the existing small scale commercial and residential areas along West 7th Street and the edge of downtown at Kellogg Boulevard.
- Irvine Park**
This area will preserve historic neighborhood character and Irvine Park.
- Transition to urban village**
This area is the transition between the existing small-scale commercial and residential areas along West 7th Street and employment and industrial uses to the east.
- Garden apartment neighborhood**
This area includes small, low-rise apartment buildings arranged around common courtyards and generous open spaces.
- Riverfront development area**
This area includes larger vacant or underdeveloped sites/parcels on or near the river corridor that are opportunities for more intense use such as office and employment.

Davern Street station area

Draft future area planning



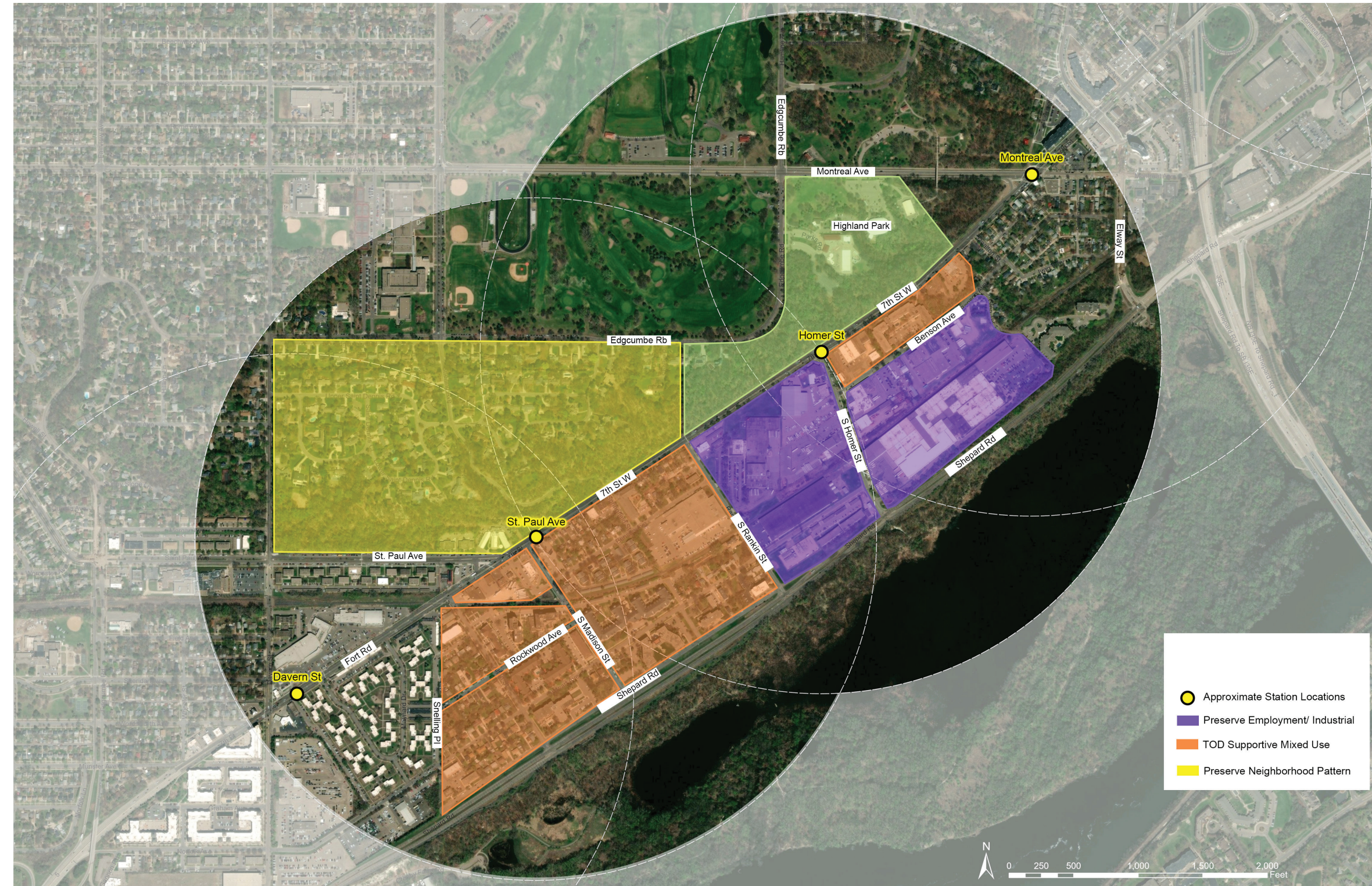
Draft proposed mobility improvements



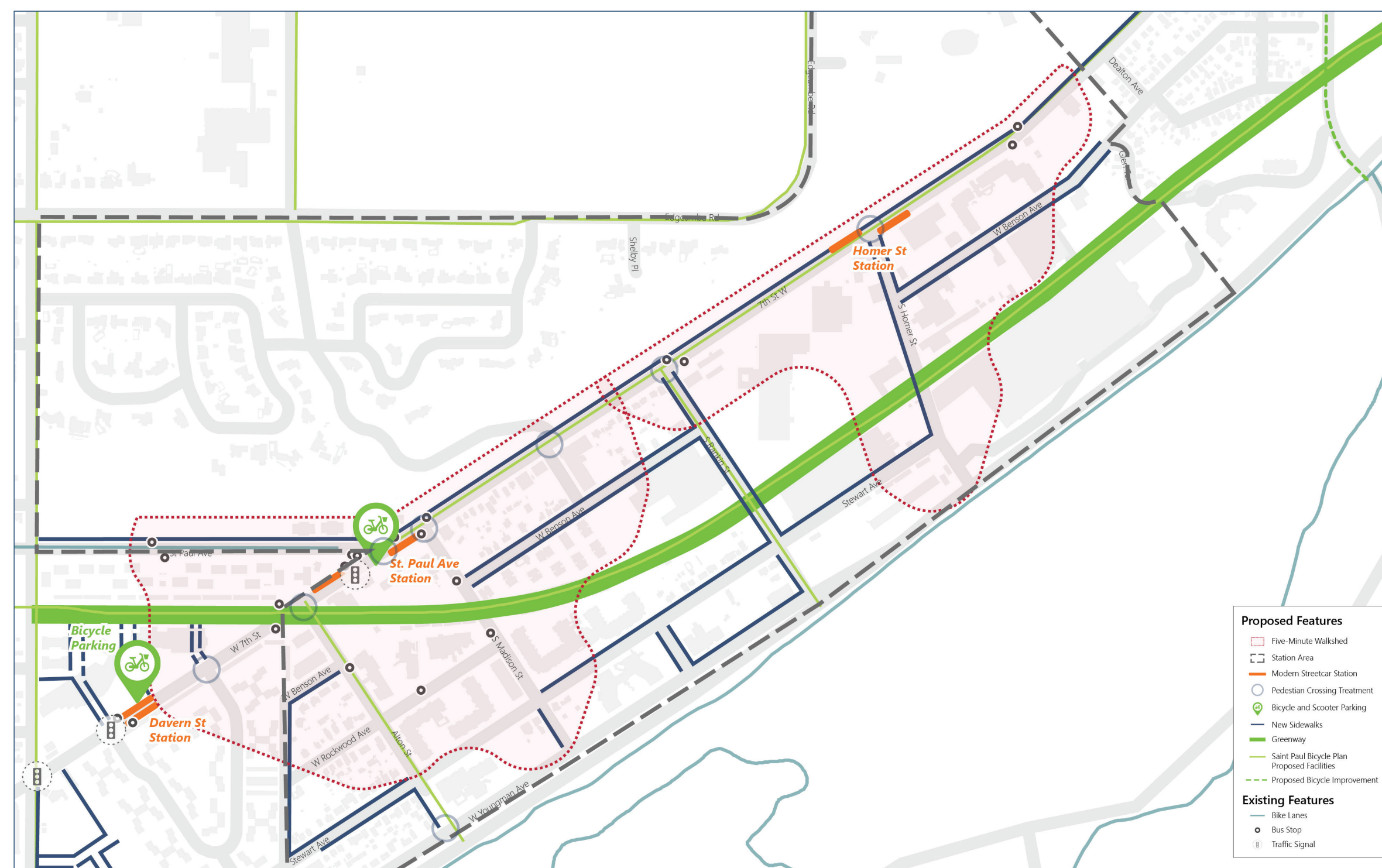
The overall vision for this station area is a mixed-use urban village that contains a healthy range of housing choices, neighborhood-serving retail and services, growing employment opportunities and a well-connected public realm. The future Davern Street station areas should include new investments and reinforce the neighborhood-scale commercial character of West 7th Street with transit-supportive mixed-use developments. New investments should expand current commercial mixed-use developments and focus on redevelopment of underutilized parking lots and parcels to create a supportive urban pattern comprised of more multi-family and mixed-use developments. Some strategic redevelopment areas between West 7th Street and Sheppard Road will evolve the existing urban pattern of single-family housing to an urban pattern comprised of more multi-family and mixed-use development.

Saint Paul Avenue and Homer Street station areas

Draft future area planning



Draft proposed mobility improvements



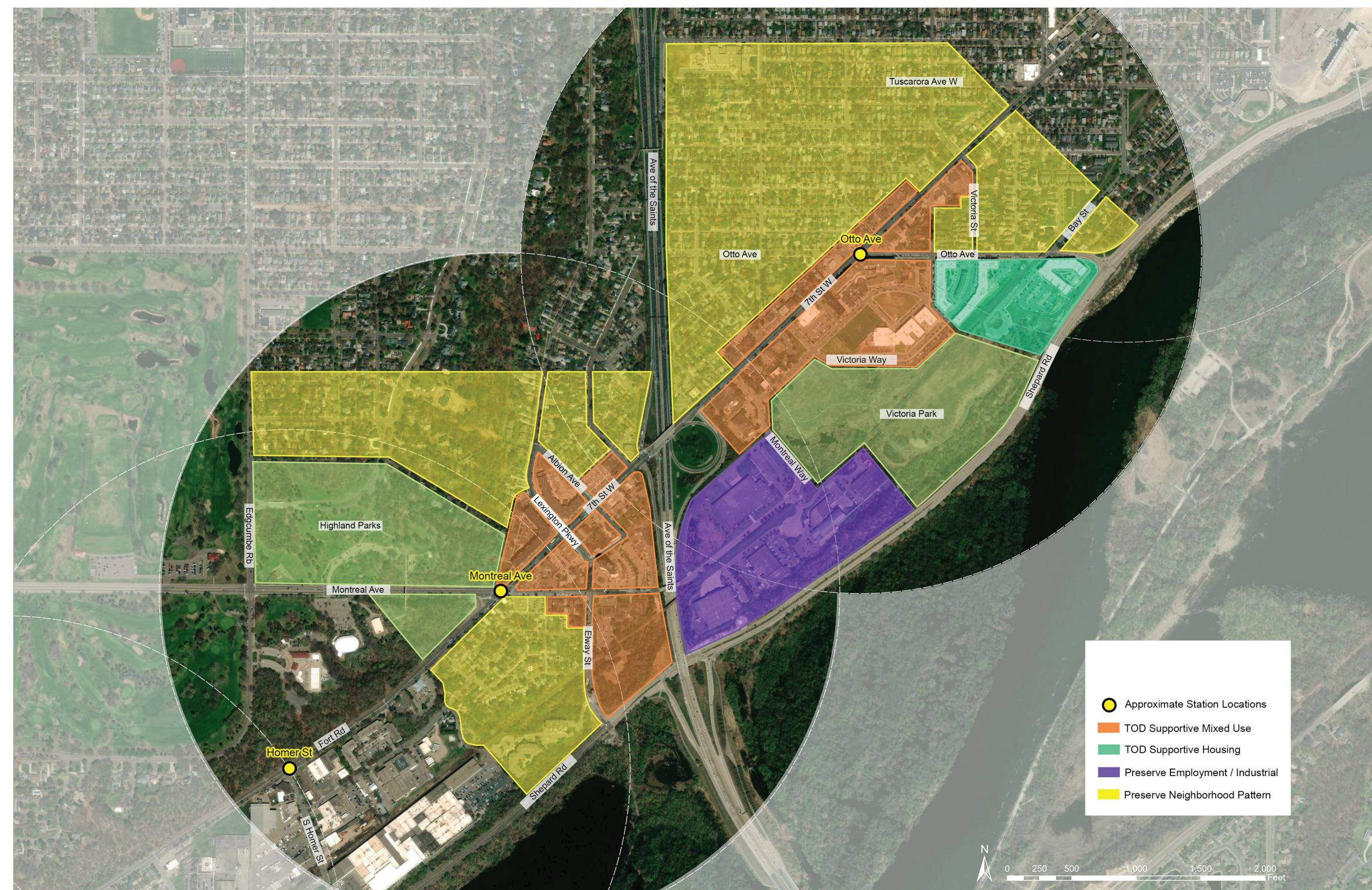
The Saint Paul station area is focused on a limited area at the intersection of Saint Paul Avenue and West 7th Street, mainly the triangular area defined by West 7th Street, South Madison Street and the Canadian Pacific (CP) Railway spur. Over time, this area is expected to transform from a low-rise commercial node into a more mixed-use higher-density development that may also include some small-scale, neighborhood commercial use.

Future development near the Homer Street station is focused on a limited area at and near the intersection of West 7th Street. The vision is to accommodate additional housing opportunities along the transit corridor while maintaining the industrial use and character of the area. The majority of this station area is anticipated to continue to support warehouse, industrial and employment-based uses in the future.

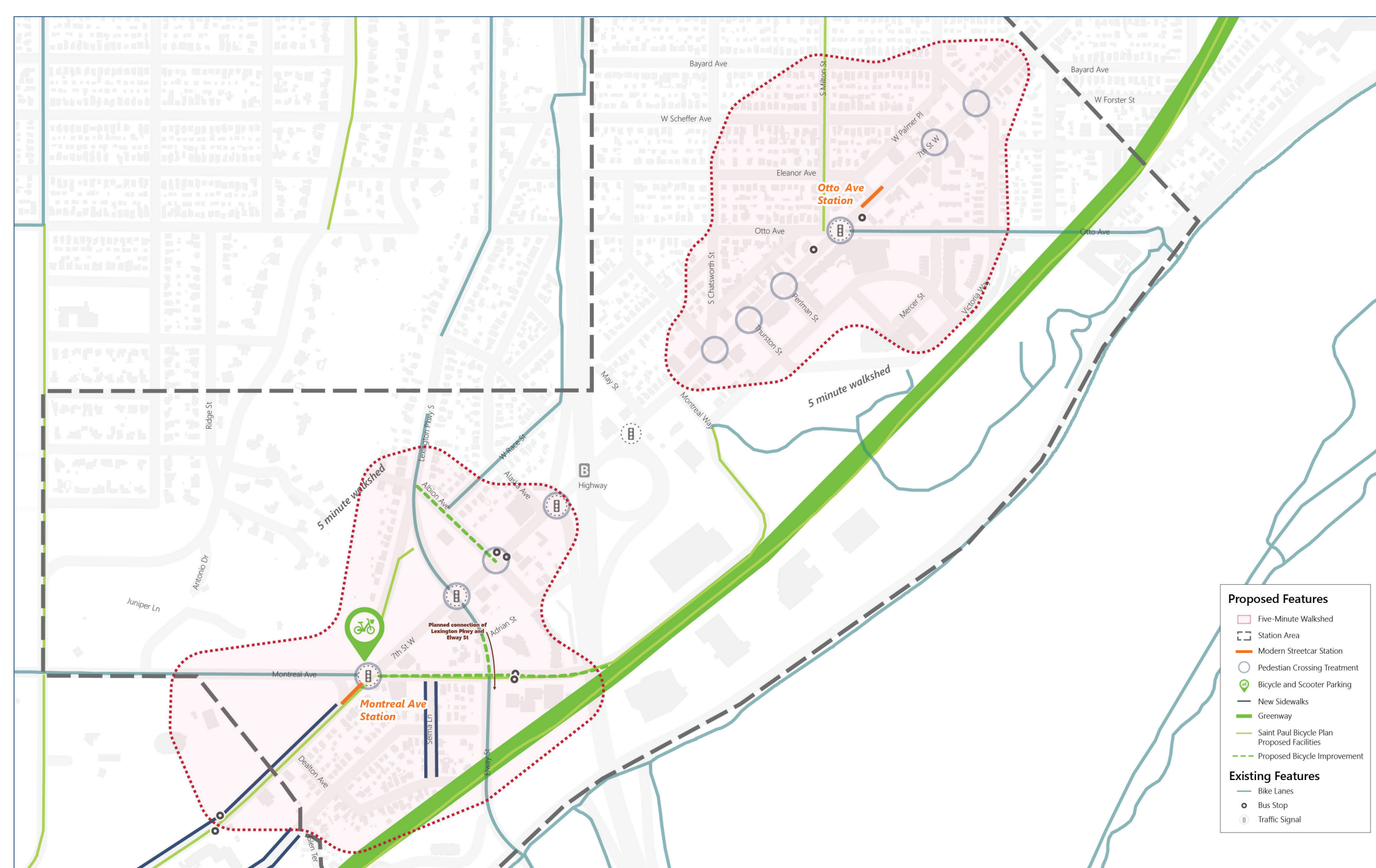
The CP rail spur, when converted into a multi-modal greenway, is anticipated to become a major public realm enhancement for the station areas, nearby residential neighborhoods and the corridor in general.

Montreal Avenue and Otto Avenue station areas

Draft future area planning



Draft proposed mobility improvements



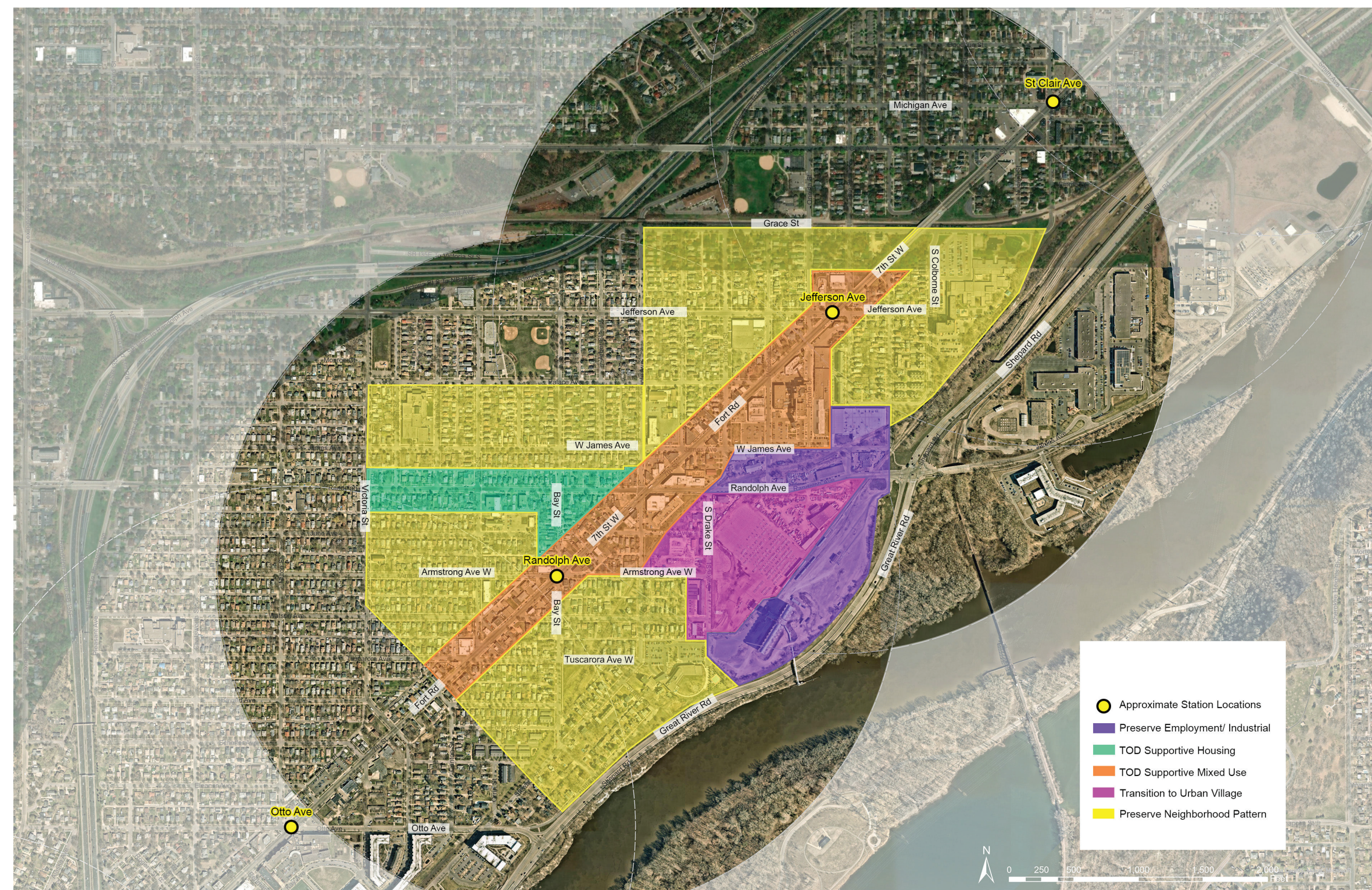
The vision for these future station areas is for them to evolve into more diverse, transit-supportive places with a range of housing types also supporting the need for a prominent, dedicated public park/open space that will serve the broader community.

The Montreal Avenue station areas include strategic redevelopment areas that are intended to reinforce the evolving urban pattern of multi-family housing and mixed-use development while maintaining the established residential neighborhoods.

For the Otto Avenue station area, new investments should continue to reinforce the neighborhood-scale commercial character and the transit-supportive mixed-use associated with the Victoria Park development.

Randolph Avenue and Jefferson Avenue station areas

Draft future area planning



Draft proposed mobility improvements



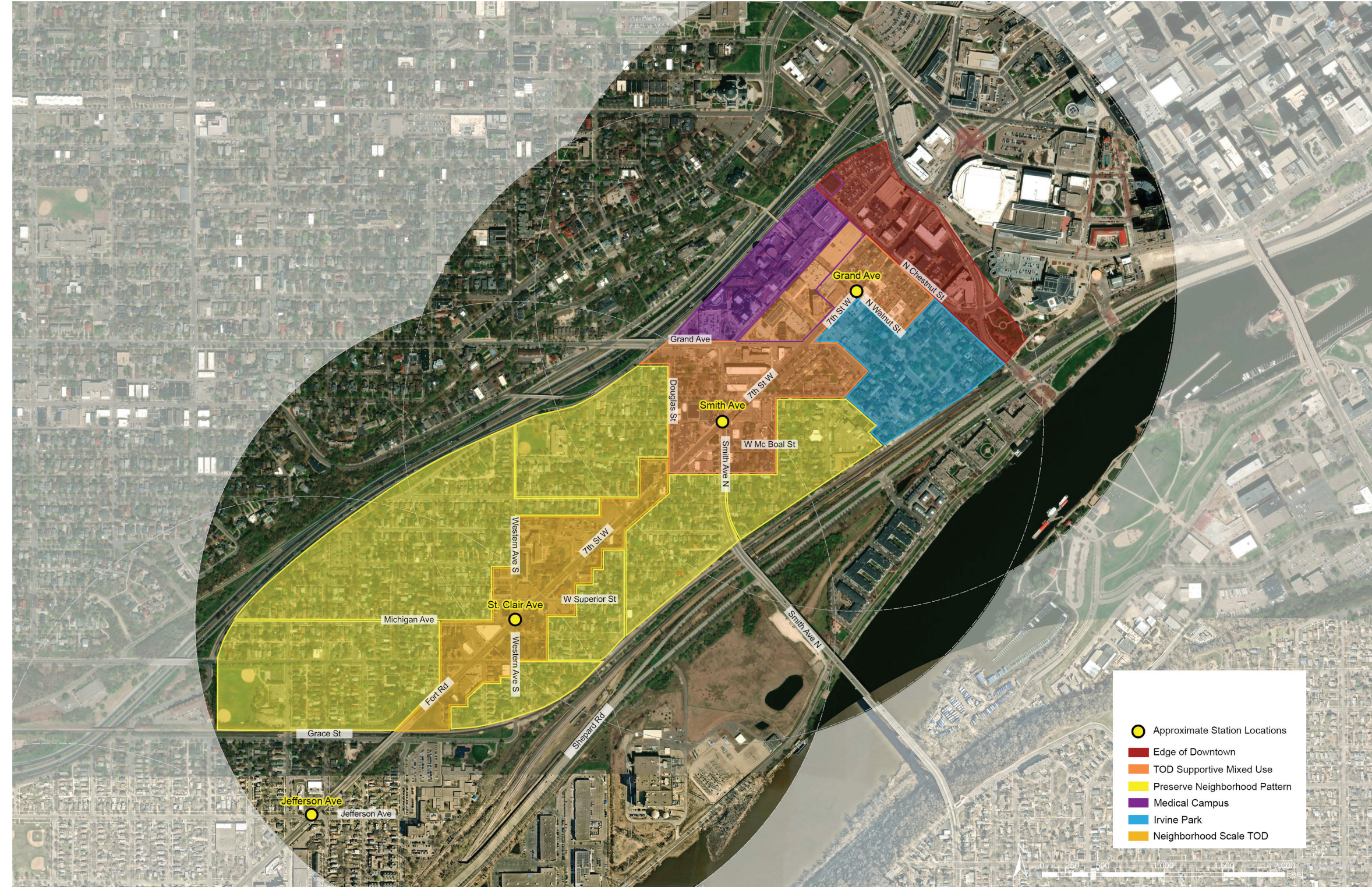
The vision for these future station areas is to reinforce the sense of place along West 7th Street, maintain the single family neighborhoods and support strategic redevelopment and new investment at key locations. The station area today is a fully functioning urban village that could benefit from a fixed transit asset and build on the livability of the area. The vision would support and add to the local commercial and retail market with incremental investments. Key redevelopment parcels off West 7th Street are expected to add to the mix of housing types, prices and choices.

The Randolph Avenue station future areas include some strategic redevelopment areas between West 7th Street and Sheppard Road that will evolve the existing urban pattern of single-family housing to an urban pattern comprised of more multi-family and mixed-use development.

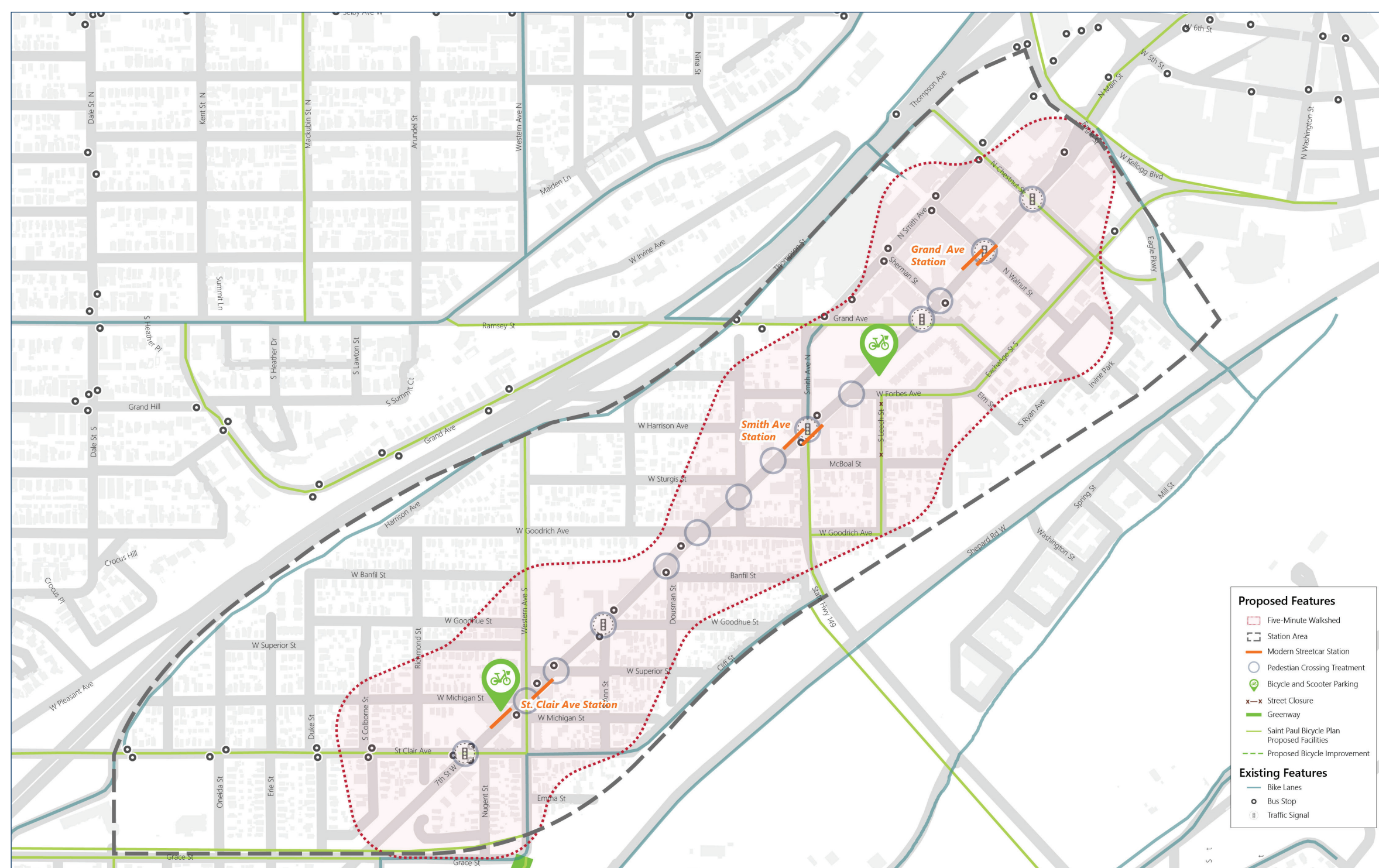
For the Jefferson Avenue station area, new investments should reinforce the neighborhood-scale commercial character of West 7th Street.

Saint Clair Avenue, Smith Avenue and Grand Avenue station areas

Draft future area planning



Draft proposed mobility improvements



The vision for these future station areas is to reinforce the existing context of low-density housing stock and commercial/retail uses with selective infill investment at key locations and when the market can respond to available opportunities. The goal is to incrementally increase the housing choices in the neighborhood while repositioning larger surface parking areas for more transit-supportive uses in the long term.

The future St. Clair Avenue station areas should include new investments and reinforce the neighborhood-scale commercial character of West 7th Street with transit-supportive mixed-use developments.

For the Smith Avenue station area, new investments should reinforce the neighborhood-scale commercial character of West 7th Street with transit-supportive mixed-use developments. For the Grand Avenue station area, new investments should expand current commercial mixed-use developments and focus on redevelopment of underutilized parking lots and parcels to create a supportive urban pattern comprised of more multi-family and mixed-use developments.

Saint Paul economic development assessment of Modern Streetcar station areas



Streetcar

Total Estimated Economic Development Value Created

\$843 Million



Estimated **New Jobs** Created from
Commercial Space Development

350 New Jobs



Estimated New Developed
Commercial Space

220,000 SF



Estimated Value Created from
**New Development
and Redevelopment**

\$435 Million



Estimated Value Created from
Increases in Property Values

\$408 Million



Estimated New Developed
Residential Units

2,200 Units



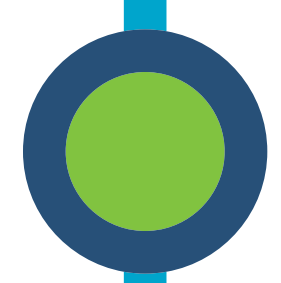
1. Values and estimates are for 20 years following first year of operations—2033-2053.
2. Projections are above projected growth that would have occurred without the project.
3. Values are in 2033 dollars. Valuations are discounted 3% back to the first year of operations.

4. Analysis included property value increases and value from new development. The analysis did not include economic value of reduced travel times, enhanced safety, and reduced emissions, improved access to labor shed, and regional construction benefits.
5. See full report for full methodology.

Modern Streetcar project

RiverviewCorridor.com

RAMSEY COUNTY



Saint Paul economic development assessment of Modern Streetcar station areas



ABRT

Total Estimated Economic Development Value Created

\$336 Million



Estimated **New Jobs** Created from
Commercial Space Development

100 New Jobs



Estimated New Developed
Commercial Space

60,000 SF



Estimated Value Created from
**New Development
and Redevelopment**

\$103 Million




Estimated Value Created from
Increases in Property Values

\$233 Million



Estimated New Developed
Residential Units

600 Units



1. Values and estimates are for 20 years following first year of operations—2033-2050.
2. Projections are above projected growth that would have occurred without the project.
3. Values are in 2030 dollars. Valuations are discounted 3% back to the first year of operations.
4. Analysis included property value increases and value from new development. The analysis did not include economic value of reduced travel times, enhanced safety, and reduced emissions, improved access to labor shed, and regional construction benefits.
5. See full report for full methodology.



Modern Streetcar project

RiverviewCorridor.com

 RAMSEY COUNTY