

**Neighborhood Planning
for Community
Revitalization**

**Community Planning Catalyst for
Merriam Park and Snelling Hamline**

A CONSORTIUM PROJECT OF: Augsburg College; College of St. Catherine; Hamline University; Higher Education Consortium for Urban Affairs; Macalester College; Metropolitan State University; Minneapolis Community College; Minneapolis Neighborhood Revitalization Program; University of Minnesota (Center for Urban and Regional Affairs; Children, Youth and Family Consortium; Minnesota Extension Service); University of St. Thomas; and Minneapolis community and neighborhood representatives.

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**Center for Urban and Regional Affairs
University of Minnesota
330 Humphrey Center**

**Community Planning Catalyst for
Merriam Park and Snelling Hamline**

Conducted on behalf of Merriam Park Community Council
Prepared by
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November, 1999

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Executive Summary and Introduction

This work is a compilation of my own independent research and input from community meetings related to the areas of social, physical, and economic development in Merriam Park and Snelling Hamline. Hopefully, this paper will aid and enhance the planning process of the Community Council.

I think that one of the central and perhaps unifying question that this paper asks and attempts to answer is:

How can the neighborhood utilize its resources (people, institutions and capital) to create sustainability in physical, social, and economic development?

Sustainability is one of those buzz words that can mean different things to different people but still has powerful rhetorical value. I use the word, however, not for lack of something better, but because I think it is effective in conveying the sense of the community's attitude towards neighborhood development. While the residents of Merriam Park and Snelling Hamline may disagree on the particulars of various projects and initiatives, they tend to agree that future plans for development ought to respect the existing assets of the community for a viable, sustainable future. Community members understand the importance of investing in present initiatives which will provide security in the future. A vision of sustainability requires an acknowledgement of the way that issues are connected to one another and the way that the neighborhood affects and is affected by other government initiatives at local, city, county and state levels.

Neighborhoods undergo change at the micro and macro levels, sometimes with the direct help of human actors and sometimes because of larger social forces. As Merriam Park and Snelling Hamline embark on a community planning process, they might benefit from making this differentiation. Taking direct action and being sensitive to larger forces, whether economic, political, or social, are two different approaches to community development. Obviously, one's prospects for success in any community initiative are greater using a combination of both approaches.

My short but hopefully helpful answer to the question above includes the following ideas for the community planning process:

- **Find ways to maintain the housing stock.**
- **Look into initiatives which balance growth and expansion with respect for existing assets.**
- **Support small businesses while keeping track of the corporate influence.**
- **Find practical and creative solutions to transportation problems.**
- **Seek a greater understanding of the way that physical, social, and economic concerns are interrelated.**
- **Use "models" for development as tools for public relations and as examples for future projects and initiatives.**

Transportation

Transportation and Parking in the Midway

| Where we are... | Where we want to go... | Potential Strategies... |
|--|---|---|
| <ul style="list-style-type: none"> Midway Shopping Center and Market Square are user unfriendly, especially for pedestrians, bicyclists and cars. There is no clear pattern for traffic and there are many design concerns. | <ul style="list-style-type: none"> Address congestion by providing appealing, attractive alternatives to the automobile Smaller shops such as Grand Avenue - stop or slow down mega businesses Green spaces in business areas More local transit hubs - some areas are 1/2 mile or more from lines Fix the shopping centers for mass transit use, i.e. buses routed behind Spruce Tree Center through the Midway Center and on to Market Square, use Midway bus garage as transit area | <ul style="list-style-type: none"> More bike lanes on University and Selby Avenues especially for people going to work - existing ones are Mostly recreational in nature and some are experimenting with "bikewalks" More pedestrian bridges, including over major roads and highways Better lighting at the local shopping center |

Speeding

| Where we are... | Where we want to go... | Potential Strategies... |
|--|--|--|
| <ul style="list-style-type: none"> There is a neighborhood problem with speeding. | <ul style="list-style-type: none"> Slower traffic-shift focus of city as neighborhoods, not raceways. | <ul style="list-style-type: none"> Target Fairview Avenue Target Temple Court, between Cretin and Cleveland Target Prior & Iglehart Investigate traffic calming measures |

Traffic Signs

| Where We Are... | Where We Want to Go... | Potential Strategies... |
|--|---|---|
| <ul style="list-style-type: none"> There is concern over stopping issues. | <ul style="list-style-type: none"> Make necessary changes in stopping procedures and policies. | <ul style="list-style-type: none"> Add sign on Hague at Aldine Add sign at Prior and Iglehart Add sign at Dayton and Prior No right turn on red at Marshall and Fairview Stoplight at Prior and Marshall |

Parking

| Where we are... | Where we want to go... | Potential Strategies... | Resources... |
|--|--|--|---|
| <ul style="list-style-type: none"> • There is a demand for commercial and institutional parking • parking issues with Antique stores and rental houses • Temple Court, between Cretin and Cleveland- 2 hr parking causes problems for those without garages | <ul style="list-style-type: none"> • Alleviate congestion. | <ul style="list-style-type: none"> • Coordinate the various forms of transit into one, i.e. Amtrak and the airport • reduce major through fares to more neighborhood friendly zone, i.e. Fairview and Marshall, Cretin and Cleveland | <p>St. Paul Planning and Economic Development</p> |

Biking

| | |
|--|--|
| <p>Where we are...</p> <ul style="list-style-type: none"> • Many residents support programs and initiatives that encourage the biking option | <p>Where we want to go...</p> <ul style="list-style-type: none"> • Develop new programs and initiatives that encourage biking as an alternative method of transportation |
| <p>Potential Strategies...</p> <ul style="list-style-type: none"> • Examine at a long term issue like the Midtown Greenway-possibly extending the trail over to St. Paul through Ayd Mill Road corridor. Merriam Park-Snelling Hamline could support the initiative. • Businesses giving incentives to bikers -i.e. Bike racks outside businesses like Trotter's Bakery • Make Streets Bike Friendly • Possible bike lane on Marshall Avenue • Encourage alternative methods of transportation to reduce traffic problems • Neighborhood carpooling group-block clubs could organize • Improve Conditions on Summit Avenue • buses with bike racks • Bike parking areas, here and downtown • Expand Yellow Bike Program | <p>Resources...</p> <ul style="list-style-type: none"> • <i>Molly Fitzpatrick</i> (on Bicycle Advisory Board) 645-2875 or 736-5607 |

Light Rail

| Where we are... | Where we want to go... | Potential Strategies... |
|--|--|---|
| <ul style="list-style-type: none"> Merriam Park and Snelling Hamline will be affected and could affect the Light Rail Transit project in many ways. | <ul style="list-style-type: none"> Develop a plan to promote the ease of transit use. | <ul style="list-style-type: none"> Use existing transit corridors for commuter rail or LRT, Light Rail Transit Turn (proposed) exclusive bus lanes on University Ave into LRT lanes Coordinate bus system with light rail Commuter rail on Ayd Mill Road Transit hub at University/I94/Snelling Recognize that economics are a large deterrent to transit use Recognize the need for inter modal engineers and planners, not just vehicle traffic engineers Gain a greater understanding of how light rail will affect St. Paul specifically. |

Bussing-Transit

| Where we are... | Where we want to go... |
|--|---|
| <ul style="list-style-type: none"> A demand exists for a more efficient bus service. | <ul style="list-style-type: none"> Gain a greater understanding of how the bus service can be more efficient and cost effective. |
| Potential Strategies... | Resources |
| <ul style="list-style-type: none"> It is important to look at bus schedules (When does service start, How frequently do the busses run on a particular route) This data is as helpful as ridership data. Sector Studies: there will be more studies around 2000 that look at sectors within the region. increase frequency of all service add transit service to Amtrak transfers - must walk too far at commercial intersections (keep stops near each other) need for park and ride lots need park and ride at Snelling and I94 ike racks on buses Make changes to bus shelters | <ul style="list-style-type: none"> John Levin 349-7789 Scott Thompson (Transit Planner): 612-349-7774 |

Traffic Calming Methods

| Where we are... | Where we want to go... | Potential Strategies... |
|--|--|--|
| <ul style="list-style-type: none"> Residents and community leaders have identified traffic problems as a concern. | <ul style="list-style-type: none"> The community should try to reduce the potential for accidents through effective traffic calming methods. <p>“Studies show that reducing vehicle speed reduces the severity, and at times, the number of accidents involving pedestrians. Research also shows that pedestrians are usually not seriously injured when hit by a car moving at a speed of 19 mph or less at the time of impact. If vehicle speeds are between 19 and 34 mph, injuries are usually serious; while speeds above 34 mph at the time of impact usually endanger life”</p> <p>(From “The Relationship Between Residential Street Design and Pedestrian Safety” American Society of Landscape Architects, Minnesota Chapter, November 6, 1998)</p> | <ol style="list-style-type: none"> Speed Control (Relies upon Vertical or Lateral Acceleration) Tools: Speed Humps, Speed Tables, Raised Crossings, Raised Intersections, Traffic Circles, Realigned Intersections Volume Control (Relies upon physical diversion) Tools: Full Closure (Cul-de-Sac), Half Closure, Diagonal Diverter, Median Barriers, Forced Turn Channelization <p>What will traffic calming do?</p> <ol style="list-style-type: none"> Reduce speeding Reduce seriousness of traffic accidents Divert flows of traffic when diversion methods are used properly <p>(From Barton-Aschman Associates, Inc. A Unit of Parsons Transportation Group by Frederick C. Dock November 1998)</p> |
| | | |

Housing

Rental

| Where we are... | Where we want to go... | Potential Strategies... |
|--|--|---|
| <ul style="list-style-type: none"> • There is a need for more affordable rental options and well maintained and managed buildings. <p>Rental Unit Data from 1990 Census</p> <p>Number of Rental Units and Mean Rent Payment</p> <p>Merriam Park West 1545 \$464</p> <p>Merriam Park East 1044 \$432</p> <p>Snelling Hamline 362 \$505</p> <p>Housing Units by Planning District (Saint Paul 1990 Census)</p> <p>District 13:</p> <p>1970 Housing Units 7,053 1980 Housing Units 7,515 1990 Housing Units 7,437</p> <p>Housing Units as a Percentage of the City Total:</p> <p>1970 15.3% 1980 14.8% 1990 15.8%</p> | <ul style="list-style-type: none"> • explore variety of opportunities for rental property ownership • improve management of rental properties • support neighborhood solutions to problems with rental properties | <ul style="list-style-type: none"> • promote neighborhood ownership of rental properties • increase owner occupancy of rental property • increase professional management of rental property • work with landlords to use and enforce responsible leases • create certificate of occupancy rules for rental properties and enforce them • work with landlords to increase accountability, esp. absentee landlords • work with students directly • support residents in dealing with landlords |

Design

| Where we want to go... | Strategies... |
|--|---|
| <ul style="list-style-type: none"> • Maintain a neighborhood that mixes rental and owned property without sacrificing a sense of community. | <ul style="list-style-type: none"> • maintain character of single family home neighborhoods, while supporting opportunities for rental housing • have a good mix of housing for all economic levels • new construction should be in character with surrounding properties • new construction should have consistency with city-wide design elements • minimize single family homes changing to multi-family homes • maintain original duplexes • have more small unit apartment buildings, not huge numbers of units in one building |

Rehabilitation

| Where we are... | Where we want to go... | Potential Strategies... |
|--|--|--|
| <ul style="list-style-type: none"> • There a need for structural rehabilitation in Merriam Park | <ul style="list-style-type: none"> • Support the rehabilitation of a properties in Merriam Park | <ul style="list-style-type: none"> • Find additional resources for property rehabilitation • Focus rehabilitation resources in areas with the most need • Repair the streets and alleyways • connect residents with resources for home fix-ups • provide incentives for energy conservation when rehabbing homes • provide incentives to landlords for improvements on properties • increase funding for Neighborhood Pride In Housing program for rehabilitation of properties • focus rehab resources for structures on problem areas, Iris Park, Snelling-University • work with, educate renters and owners of lower value housing to improve it • restore housing on Marshall, no strip malls |

Schools

Total Number of Students at Longfellow: 1088

Male and Female percentages: 50/50

| <u>Race:</u> | | <u>Language:</u> | |
|--------------|-------|------------------|---------------|
| Indian | 2.6% | English | 88.1 % |
| Asian | 8.5% | | |
| Hispanic | 6.2% | | |
| Black | 16.5% | | |
| White | 66.3% | | |

| Eligible for Reduced Lunch | Eligible for Free Lunch | Not Eligible |
|-----------------------------------|--------------------------------|---------------------|
| 8.9% | 21.1% | 69.9% |

Potential Strategies...

- Develop neighborhood schools
- Increase parental communication with schools and teachers
- Ensure sibling preference in school choice
- Express community support for school attendance
- Recruit classroom volunteers
- Gain more access to the school board
- Create more learning incentives.
- evaluate need for a neighborhood elementary school
- Network with community councils, churches, block clubs and senior groups to recruit volunteers
- Change School Board election policy to elect by Districts
- Expand the environmental program to community gardens
- Provide tutoring, mentoring and after school programs

Resources...

Allen Malkis (Urban Coalition) 612-348-8550 ext.230:
Has information about schools from 1997 and other data.
Dr. Steven Schellenberg 293-5131

Health

| Where we are... | Potential Strategies... |
|--|---|
| <ul style="list-style-type: none">• Residents are concerned about the health and safety of their community.• High volumes of traffic are widespread on all arterial streets. This causes carbon monoxide pollution, noise, and danger to pedestrians, esp. children and seniors• Homeowners have concerns over cost of lead paint clean-up and regulating legislation• Community education and awareness about health issues is important• Enforcement of housing codes needs to be stepped up• Quality of tap water is a concern | <ul style="list-style-type: none">• Design program where students could help check for water and air quality• Increase awareness about city checks for air and water quality• Provide low interest loans and/or other means of subsidized support for clean-up• Organize network of volunteers to provide services to seniors• Try to make the area around 451 No. Fairview more senior friendly• Establish "safe" houses for kids in community• Replace lead pipes in homes with copper piping• Support NEC workshops• Encourage low emission alternatives in public transportation, such as natural gas• Support organic farms• Support worm composting• Check homes for asbestos• School and public bus air emissions are of concern• Noise pollution is of concern, esp. the base in audio systems, motorcycles and early morning mowers |

Economic Development

| Where we are... | Where we want to go... |
|--|--|
| <ul style="list-style-type: none"> • A diversity of business exists in the neighborhood | <ul style="list-style-type: none"> • Community members are interested in maintaining and supporting small businesses and are hope to encourage a diversity of businesses within the neighborhood. |
| Potential Strategies | |
| <ul style="list-style-type: none"> • Use the SCORE program, through which retired professionals provide free technical assistance • Support variety of businesses, small and large, local and chain stores • Highlight businesses in the Merriam Park Post • Provide low interest loans to new business or expansion of existing businesses • Highlight businesses in the Merriam Park Post • Create an "Adopt a Bus Stop" program • Advertise and support open houses for new businesses | <ul style="list-style-type: none"> • Improve architecture of businesses • should not encourage businesses that require a lot of parking • encourage use of existing space for businesses • competition between businesses is good • we have a good mix of businesses and most are very friendly, such as Liberty State Bank and O'Gara's • Selby avenue antique shops are great - we should encourage them and Home Video to be more involved with the Snelling Selby Business Association |
| <ul style="list-style-type: none"> • support the Family Festival • research models and create a "community dollars" program to provide incentive for consumers to purchase from local businesses • more family-friendly stores at Snelling/Selby and Cleveland/Marshall <p>hold a neighborhood garage sale in conjunction with the</p> | <ul style="list-style-type: none"> • antique stores • more development on Selby to encourage connections of current businesses with those on Selby • bring in an ice cream shop • raise awareness of how neighborhood livability is affected by our choices as consumers • form a Metro Transit/neighborhood partnership attract young families with housing opportunities |

Jobs In District 13

Where we are...

Data from St. Paul Planning and Economic Development Report March 9, 1998

Of 11,087 jobs

577 in Manufacturing
687 in Wholesale Trade
2,487 in Retail Trade
360 in Finance, Insurance, or Real Estate
5,773 in Services
294 in Public Administration

Data from the Minnesota Department of Economic Security

From "Twin Cities Area Average Covered Employment First Quarter 1998"

- In the "Midway" region, the area in the 55104 zip code area employment was approximately 9% of the whole city of St. Paul.

Area employment for the Midway Region in the First Quarter 1998:

21,176

The study broke this number down into other categories:

| | |
|--|--------|
| Manufacturing Total | 1,956 |
| Non-Manufacturing Total | 17,865 |
| Agriculture, Forestry, & Fishing | 44 |
| Mining | 0 |
| Contract Construction | 777 |
| Transportation, Communication & Public Utilities | 40 |
| Wholesale Trade | 1,429 |
| Retail Trade | 3,708 |
| Finance, Insurance, & Real Estate | 54 |
| Services | 11,013 |
| Government Total | 1,355 |

Median Household Income in 1989 (from 1990 Census data)

District 13: \$27,885
St. Paul: \$26,498

Family Income in 1989

District 13: \$38,995
St. Paul: \$33,818

Incomes from St. Paul 1990 Census

| | <u>Renter Incomes</u> | <u>Home Owner Incomes</u> |
|-------------------|-----------------------|---------------------------|
| Merriam Park West | 23,217 | \$55,344 |
| Merriam Park East | \$21,721 | \$46,365 |
| Snelling Hamline | \$30,111 | \$57,275 |

Resource: Business Resource Center at PED 266-6600: has business plan development resources (www.stpaul.gov/business) or fax 266-8925

Resource: Hill Business Reference Library 277-9531: they have city wide information on a database about business and demographic info. But not on a neighborhood level

Lexington Library (business resource section) 642-0359

- ask for Brian - he might know about info. at the neighborhood level

Energy/Recycling

Where we are...

Tons of Recyclables Collected For District 13
(Data not available at sub-neighborhood levels)

1998 Curbside 1494.55 tons
1998 Multifamily 138.66 tons

Data provided by St. Paul Neighborhood Energy Consortium
Hatti Koth, Recycling Outreach Coordinator
hattik@spnec.org
651-221-4462

Potential Strategies...

- Support alternative energy sources and energy conservation programs.
- Provide additional, consistent, and effective lighting for neighborhoods including alley ways.
- Improve water quality and pressure and encourage water saving measures.
- Support undergrounding of wires.
- Encourage reduction, reuse and recycling of materials, including plastics.
- Utility Deregulation
- Support NEC programs
- Explore other energy conservation programs
- Promote development and use of alternative energy sources
- Encourage alternative transportation options, including electric buses, bringing street cars back, and creating exclusive bus lanes on University Avenue to become LRT
- Install lantern lighting around Merriam Park
- Create consistency in lighting design
- Increase alley lighting and educate resident about the NSP alley lighting program
- Improve water pressure where needed
- Improve water quality
- Ask Water Utility to provide rebates for water efficient washing machines
- Encourage internet access from existing fiber optic cables
- More recycling education
- Reduce use of plastics
- Recycle plastic at curb
- Move street repaving up on city priority list
- Improve plowing, do second plows to avoid rut formation
- Determine process for sidewalk repair
- Check city plan for curb installation
- Enforce clearing of alleys by encouraging residents to clear brush to right of way

Urban Design

REGULATION OF ADVERTISING SIGNS

Objectives:

- help beautify Merriam Park by reducing the number of billboards

Strategies:

- remove billboards
- lower billboards
- restrict size of signs
- follow and enforce signage codes

MAINTAIN PROPERTIES

Objectives:

- help to promote and maintain small businesses

Strategies:

- Selby strip, Snelling to Fairview
- credits for local development & restoration of present stock
- housing, small business
- steps at I-94 & Fairview
- zoning enforcement, health & maintenance of property

PHYSICAL INFRASTRUCTURE

Objectives:

- promote physical infrastructure improvements to areas of Merriam Park

Strategies:

- Rail redesign/maintenance curbs & gutters
- parking
- parking near bus garage
- improve pedestrian access
- explore redesigning of streets
- explore pedestrian only zones
- sponsor cleanup between rail co.'s and residents
- Fairview under railbridge needs work
- Improve railbridges over Fairview -bad entry to Merriam Park

- question of urban/ suburban character, issue of parking in front vs. back
- deal with park & ride habit
- pedestrian bridges over Snelling
- Snelling, University, St. Anthony- to improve safety and obeying of traffic laws
- Snelling, University, Marshall- to reduce speed
- University Ave. as a parkway

DESIRED DESIGN FEATURES

Objectives:

- improve the "look" of Merriam Park by incorporating desired design features

Strategies:

- harmony of architecture
- resources for design are needed
- provide opportunities for sidewalk life such as cafes, walking, businesses
- beautify roundabouts
- more neighborhood stores, example is 50th & Xerxes
- improve entries to Merriam Park
- themes between business, design dispersal of and access to services
- use of LRT as tool for design
- developments (commercial and housing) must blend into environment
- make them with trees, etc.

PROMOTE OUR SUCCESS

Objectives:

- tell the story of a neighborhood that is a great place to live and work

Strategies:

- Fairview & Selby doing well - less fear of crime
- commerce
- what makes an urban neighborhood great?
- walking to services & meeting places

See Appendix

Demographics

District 13 Populations (From 1990 Census)

| | |
|-------------------|-------|
| Merriam Park West | 8,829 |
| Merriam Park East | 4,132 |
| Snelling Hamline | 1,847 |
| Lexington Hamline | 3,601 |

| | <u>St. Paul</u> | <u>District 13</u> |
|------------------|-----------------|--------------------|
| Total Population | 272,235 | 18,401 |
| Families | 63,260 | 3,554 |
| Households | 110,608 | 7,032 |

Race (Percentages)

| | | |
|-----------------------------------|-------|-------|
| White | 82.4% | 86.9% |
| Black | 7.5% | 8.4% |
| American Indian, Eskimo, Aleut | 1.2% | 1.1% |
| Asian Pacific Islander | 7.0% | 2.8% |
| Other | 1.9% | 0.8% |

** Most general demographic data is found in the 1990 census, and while this is fairly old, it is, in some cases, the best data available at a neighborhood level.

1. It would be helpful to find out the percentage of sales tax revenue at a neighborhood level - this would be an excellent indicator of retail activity, would show trends in consumption, etc.
2. If I could find a good contact through a business association or real estate office, I might gain access to data that other sources (i.e. the city) does not have.

Major Institutions

It is a good idea to know what the major institutions in the neighborhood are doing with their own planning processes.

Colleges, industrial buildings, and hospitals are good examples of these major institutions. If they make plans (economically, socially, or physically) it is important for the neighborhood to be aware of the plans if they could be at all affected. Because they know these plans in advance, it is a good idea to keep track of the plans of these institutions. If a conflict of interest

Potential Development Models

The following are potential models for development in specified categories. Members of the Building and Land Use Committee provided these suggestions as examples of projects, institutions, or ideas that could benefit future development. Models for development are indications of success in particular areas and provide useful tools for developing new projects, institutions, and ideas.

| | |
|---|--|
| Housing <ul style="list-style-type: none">• PRIDE in Neighborhood Housing Program• Mounds Park - St. Paul | Urban Design <ul style="list-style-type: none">• Health East Campus |
| Traffic <ul style="list-style-type: none">• Marshall Avenue Restriping | Parking <ul style="list-style-type: none">• New parking lot behind Sweatshop• Shared lots between Liberty Bank and O'Garas |
| Green Space <ul style="list-style-type: none">• Vacant lots on Selby | Businesses <ul style="list-style-type: none">• Snelling/Selby Business Association• Marshall/Cleveland Business Area• Trotters Antique Mall |

Areas for Future Research

Social Development...

- Whether the Recreation Center is meeting the needs of families in Merriam Park
- Church and Communities of faith: What are the demographics of congregations in the area?
- Is the Library utilized to capacity?
- New immigrants to Merriam Park: Is the population of recent immigrants from other countries or different parts of the United States?
- Safety: Assessing the Merriam Park/Snelling Hamline response time
- What community programs are offered in Merriam Park/Snelling Hamline?

Economic Development...

- What are the best methods for encouraging the growth of small businesses?
- Where is vacant business property?
- How many businesses are in the neighborhood?
- Who do the businesses serve?
- What are the types of small businesses in the neighborhood?

Physical Development...

- What are the best methods of preserving green space and maintaining natural features?
- What is unique about the urban design of Merriam Park/Snelling Hamline?
- What is the quality of existing green space?

Appendix I

Snelling Bus Garage Redevelopment

DEVELOPMENT IDEAS

- walmart
- park / athletic field
- hotel
- theater
- apartments and greenery
- transit hub
- some kind of commercial business
- industrial area
- park and ride

TRANSPORTATION CONCERNS

- needs enough parking spaces
- pedestrian, transit and bike friendly
- University Ave. traffic load is a current problem, ease it by winding transit service throughout entire area
- foot traffic needs to be taken into account
- traffic diversion
- build traffic numbers into proposals
- street through spruce tree to pascal
- tare out lane
- "up and over" for pedestrians
- off ramps from I94 is a great asset could act as a magnet cut off from residential
- I 94 Bridge is a "no mans land"

WE NEED POLITICAL COOPERATION

- Benenav
- other groups affected
- University United

DESIGN ISSUES

- visibility of project
- nicer than spruce tree which has no windows
- redo Rainbow parking lot and tie it in to new development
- make existing development viable
- maintain urban character
- we like midway's commercial character and function
- convenience important
- entrances and exits
- southbound left
- use east/west alleys as access

HOW TO ATTRACT USERS

- unique from HarMar and Grand Ave.
- Har Mar competition too tough

ENVIRONMENTAL CONCERNS

- quality of dirt underground?
- pollution?
- beautification

beautify University to Selby
greenery

OTHER COMMENTS

boarded house next to Shell
high value of property scale, make it livable
no TIF
federal stipulations on development and price

Snelling and Selby

DEVELOPMENT IDEAS

drug store

DESIGN IDEAS

open store entrance and windows
positive view of lantern lighting
inviting entryways to businesses
signage important
good mix of residential and business

TRAFFIC AND SAFETY CONCERNS

parking is a major problem
needs to be pedestrian friendly
traffic seems very fast on both Snelling and Selby too
need traffic calming strategy
crossing Snelling is an issue
dangerous from pedestrian point of view
bus stops on Dayton very dangerous

Marshall and Cleveland

DEVELOPMENT IDEAS

small grocery or co-op
want more retail
antique shops
ice cream
salon
too many warehouses
more retail businesses
we need a stronger magnet in this area

DESIGN IDEAS

flowers are an asset
more greenery on north side
banners on corners that identify businesses on the street improve business signs at both sides of street

TRANSPORTATION ISSUES

parking issues need to be addressed
street improvement needed

stoplight timing needs review

PROMOTIONAL IDEAS

we need to patronize our local businesses
have the Post feature local businesses
have UST promote local businesses with student coupon book

OTHER COMMENTS

form a business association
needs garbage cans north on both sides
fine grind, 75-80% customers from neighborhood

Appendix II

City Objectives from the Saint Paul Transportation Policy Plan (December 17, 1997)

- *The City should limit negative impacts on residential properties in neighborhoods with the greatest parking spillover from commercial strips by regulation land use and offering the option of residential permit parking.*
- *The City should require parking lots to have a strong landscaped edge along the street, and encourage landscape within parking lots. The City should find ways to encourage or require improvement of existing parking lots, as well as newly constructed lots. Landscape should be designed not only to be aesthetically pleasing but also in ways that maintain a sense of public safety.*
- *The City should continue to work with other agencies to enhance the design of transportation improvements (streets, lighting, bridges, parking facilities, transit shelters, bike paths, walkways) in accordance with community and neighborhood objectives. The City should continue its practice of using a community-inclusive design process for major transportation projects.*

Alternative Transportation

"The City should work with regional transit agencies to secure transit service, especially a redesigned adequately funded bus service, that better serves the needs of citizens in all parts of the city."

"The City supports expansion of the Metro Transit Rideshare carpool/vanpool rider matching and preferential parking program and supports Metro Transit's Guaranteed Ride Home program for transit riders."

Traffic Behavior

St. Paul Study: The Intersection of Snelling Avenue and St. Anthony Avenue

This is a study that monitored the number of vehicles that went through the intersection after the light had turned red. Although this is a study of one isolated intersection, it can serve as an indicator about traffic behavior more generally.

Resource: *Allen Shetka* (266-6176) -referred to *Bob Weinholser* (582-1067) at the

**Minnesota Department of Transportation study monitoring people
who went through intersection after the light turned red:**

Excerpts from Minnesota Department of Transportation Report:

"This site is very ambitious in that there are four lanes of southbound traffic as well as a protected right turn lane. St. Anthony Ave. is the north frontage road above I-94 and is a one-way street, westbound. Concordia Ave. is the south frontage road above the interstate and is a one way street eastbound. The intersection is a major entrance point to the interstate and accomodates over 17, 000 southbound vehicles each day."

"The installation on Snelling Ave. was operational for parts of five months, from late November 1996 through the end of April 1997. No testing was conducted from December 3, 1996 through February 6, 1997 due to the malfunctioning of the equipment."

"The camera ran for 712 hours and 52 minutes and detected 5,378 violations. This is approximately 180 per day, or about 7.5 per hour...The greatest number of violations occurred between 2:00 and 3:00 PM. This is surprising because it is after the lunch hour rush and before the afternoon rush hour. Speculation has been made that because the testing period was during the school year, perhaps this is the time that nearby high schools were letting out for the day. Another speculation was that it might be sales and delivery people running late and realizing they have "X" number of stops yet to make before they can go home...The next highest hours for number of violations occurred during the morning, afternoon, and lunch rush hours. Just as surprising as the peak hours for violations were the hours of least violations, these hours occurred during the middle of the night. Conventional wisdom predicts that the early hours of the morning would produce the most violations, but that is clearly not the case."

*** 2,758, or 51%, entered after 1.0 seconds**

*** 1,342, or 25%, entered after 1.5 seconds**

*** 639, or 12%, entered after 2.0 seconds**

*** 66 entered after 20 seconds**

- Driving at the posted speed limit, the 1,342 that entered after the 1.5 seconds on the red phase would have been at least sixty six feet from the intersection when the light turned red.
- Just about every type of vehicle was photographed running the red light including school buses, Metropolitan transit buses, police cars and emergency vehicles without flashing lights, taxi cabs, motorcycles, and even bicycles.

Appendix III

Investment Indicators

- Property Values
- Home Sale Price
- Building Permits
- City Housing Investment
- CDC Investment

Disinvestment Indicators

- Complaints
- Board-ups or vacant parcels
- Code enforcement actions
- Water Arrears
- Tax Arrears

University Ave. Development Principles

CONCEPTS

Principles for the entire Ave.

- Each section should have its own identity
- Nothing taller than Spruce Tree Center
- Spruce Tree Center is ugly
- Multi-unit housing may be OK for the Ave., but a lot of work must be done to make it a friendly place.
- Uses should be clustered
- Needs to be pedestrian friendly. It is currently a wasteland of streets.
- "Curb appeal" could be easily increased by fixing facades and removing weeds and trash.
- We need to be in balance with other communities' principles in order not to drive development out of St. Paul.
- We should hold out for the type of development we want.
- Treat the principles like a neighborhood contract with businesses as negotiated
- Behavior of people using area needs to improve (rude, don't care)
- Safety and safety perception needs to be addressed.
- Transportation is key. Mass transit needs to be addressed. We need to set a precedent for the entire City.

- Demolitions
- Property Condition

Affordability Indicators

- Household income/housing affordability ratio
- Rental prices and vacancy rate
- Section 8 activity
- Median household/family income

- Promote neighborhood circulators (small buses) as linkages. Stores could sponsor this.
- Its OK to lose parking if we get mass transit in return.

ACTIONS OR CONCERNS

- Investigate what other communities are using as development principles
- How will these principles be implemented? Will we require them to be a part of the code? Will they be voluntary? Will they be required in order to get government money for projects? Will the neighborhoods and Chamber implement them?
- Needs to be more friendly.
- Needs to be more frequent.
- Promote transit by building buildings close to the sidewalk.
- Mass transit needs to have good linkages with bus routes, shopping, jobs, housing, colleges.

CONCEPTS

Regional Shopping District

- Building designs must service shoppers.
- We do not need any more discount stores like Target. Home Depot would be good at Lexington Ave.
- Midway Center needs sprucing up.

- Trees are a must. They reduce the urban heat effect. They need to be pollution resistant and have space for viable root systems.
- 40% tree canopy on developments is a good amount. Suburbs are requiring this, why shouldn't we?
- We like stores like Rainbow and Target and don't want them to leave because they have to plant trees.
- Need nice, relaxing restaurant with entertainment, ex. Black Bear Crossings
- Need bingo hall

General Commercial areas

- Snelling/ University is intimidating.

Pedestrian Nodes

- Need a hardware store for walkers and bus riders in the Midway

ACTIONS OR CONCERNS

- Does this canopy include the Boulevard?
- How do we make car dealers and other existing uses comply with the 40% canopy guideline?
- We need as much more greening as we can get?
- Tall buildings should not be built too close to the sidewalk.
- Need signs telling people where to park
- Tall buildings should not be built too close to the sidewalk.

Appendix IV

Ten Principles of City Building for the City of St. Paul

Principles endorsed by the Saint Paul City Council in May 1998

1. Evoke a sense of place

Create a physical setting for new development that says, "This is St. Paul."

2. Restore and establish unique urban ecology.

Look for opportunities to restore those parts of the natural environment that have been lost over time due to development, such as trees, native habitats and clean water.

3. Invest in the public realm.

Create a network of streets, sidewalks and parks that are safe, vibrant and pedestrian friendly.

4. Broaden the mix of uses.

Create a downtown and riverfront where people live, work and play.

5. Improve connectivity.

Provide people with safe, attractive and convenient ways to move between their neighborhoods, downtown and the river.

6. Ensure that buildings support broader city building goals.

Design new buildings to fit into their surroundings and help make adjacent public spaces active.

7. Build on existing strengths.

As we rebuild, start with what we already treasure - our historic buildings, parks, tree-lined streets, and the Mississippi River.

8. Preserve and enhance heritage resources.

Preserve historic buildings and public spaces.

9. Provide a balanced network for movement.

Design city streets to accommodate pedestrians, cars, buses, bikes, on street parking, landscaping, lighting and signs.

10. Foster public safety.

Increase number of people in our public spaces downtown, along the riverfront and in our neighborhoods.

Appendix V

Affordable Housing Indicators

The Crossroads Resource Center in Minneapolis in collaboration with the Seward Neighborhood Group developed a measurement for housing sustainability. Because of increasing rents, competition for quality housing is also on the rise. Their affordable housing indicator has three parts, and the measurement depends on the collection of rental data.

1. Home sale prices as a percent of local income
2. Rental values as a percent of local household income
3. Rental property owner survey

District 13 Data from City's 1993 Community Profiles

48% of all units were owner-occupied
52% of all units were renter-occupied

Value of owner occupied homes by ranges

\$0-59,000 16%
\$60,000-90,000 57%
\$100,000 + 27%

Data from Star Tribune Monday March 8, 1999 which took data compiled by the Multiple Listing Service) The sales data covers single-family homes, condos, townhouses and twinhouses. The median price marks the point at which half of the prices are higher and half lower.

- St. Paul had five of the top ten districts for median price gain, all but one St. Paul neighborhood topped 8 percent growth
- Higher rent prices have provoked an incentive to buy homes
- Metropolitan Council Chariman Curt Johnson says, "Real estate trend gurus tell me that a significant percentage of these folks are weary of commuting and not so enamored anymore with the upkeep on the large house and lot...They're looking for convenience, for lifestyle enhancement, for easy proximity to the places they like to go -- theater, good restaurants, best medical facilities, etc."

Town and Country Merriam Park

1993 median sale \$83,013
1997 median sale \$119,900
1998 median sale \$138,000

Town and Country Merriam Park

1997-98 change 15.1 %
1993-1998 change 66.24 %
1993-98 annual average 13.25%
1997-98 variance 1.85%

Resources...

Ken Meter at Crossroads Resource Center (612-869-8664) He does work on sustainable neighborhoods, and the work of this organization would be highly relevant to the work of Merriam Park-Snelling Hamline.

Ferd Peters 647-6250: Said it is important to measure the changes in the values of properties over time (fair market value of homes based on actual sales). This is "how people vote in dollars for their neighborhood."