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Assistance from the following University of Minnesota organizations was greatly appreciated: Carlson School of Management, Center for Urban and Regional Affairs, Humphrey School of Public Affairs, and the Metropolitan Design Center.
The Smith Avenue Revitalization Plan Study Area is centered on Smith Avenue from the High Bridge/Mississippi River in Saint Paul to Dodd Road in West Saint Paul, and includes the blocks on both sides of the Avenue to Manomin (to the east) and Ottawa (to the west). In addition, some consideration has been given to the area around Cherokee Regional Park, Prospect Heights Park, Albert Park and Dodd Park.

Main commercial nodes referred to in the plan are Smith and Baker, Smith and Annapolis and Smith and Dodd, shown above.
Purpose

This document is the vision of the Smith Avenue Revitalization Task Force. The Small Area Plan appends the Saint Paul and West Saint Paul Comprehensive Plans. This plan replaces the decertified 1984 Smith Avenue Task Force Report.

In 2009, a first-of-its-kind collaboration was created to lead the Smith Avenue Revitalization Initiative between the Riverview Economic Development Association (REDA), the Neighborhood Development Alliance (NeDA), West Side Citizens Organization (WSCO), City of Saint Paul’s Department of Planning and Economic Development (PED) and City of West Saint Paul. Staff from all five entities partnered to guide a planning process for the revitalization of Smith Avenue and gather public input to produce this plan. This plan recognizes the importance of a corridor that connects the two cities, as well as the power of the Avenue and neighborhood to bring together individuals, despite political boundaries, to strengthen their neighborhoods along the Avenue.

The genesis of the collaboration stemmed from two critical occurrences. First, Saint Paul PED recommended to WSCO that the original plan for Smith Avenue, the 1984 Smith Avenue Task Force Report, be decertified. Following this notice, REDA’s past Executive Director, Christopher Romano, and West Saint Paul Councilmember Darlene Lewis started to talk about Smith Avenue, and initiated a meeting at Cherokee Tavern with stakeholders along the Avenue. Romano, along with partners mentioned above, gained funding through Saint Paul’s Capital Improvement Budget (CIB) process. Subsequently, Romano and Lewis approached the West Saint Paul Economic Development Authority (EDA) to garner funding and support for the planning process. Funding from West Saint Paul EDA was matched by Dakota County.

With staff and financial support from both cities in place, a task force made up of residents, business owners and property owners was established to identify issues and make recommendations that would be part of a new area plan for the Avenue. In addition, several student groups worked on reports that complement this plan: University of Minnesota Carlson School of Management Graduate Volunteer Consultants, University of Minnesota Humphrey Institute Student Group; and University of Minnesota Center for Urban and Regional Affairs. Funding was also used to develop a branding guide and implementation plan for the Avenue, produced by the consultant firm Hay Dobbs.

The purpose of this plan is to set objectives and strategies for the economic, environmental and physical future of Smith Avenue in both Saint Paul and West Saint Paul in order to preserve the long-term vitality of the neighborhood. The plan lays out action steps to achieve an economically, environmentally and physically vital commercial and residential area. These action steps will guide the decisions of public officials, residents, business owners and other stakeholders for the next 10 to 15 years.
Overall Vision

The historic Smith Avenue neighborhood is a safe, thriving community. The tree-lined, mixed-use thoroughfare offers diverse housing options that support the needs of residents, and affordable office and retail spaces that encourage a vibrant local business community. The character of the corridor will be enhanced through creative urban planning strategies.

Smith Avenue is a historic neighborhood avenue that provides unique and diverse restaurant and retail goods and services for patrons seeking a genuine experience, and personal connections to independent local business owners and the community. Smith Avenue must be perceived as consistently offering a unique, eclectic and interesting mix of quality goods and services that create a memorable, locally-connected experience.
Community Character

With distinctive views of downtown, the Mississippi River and particularly the State Capitol, Smith Avenue is a tree-lined street of residential and commercial properties. The Avenue is a vital area of the upper West Side and provides a key link between Saint Paul and West Saint Paul. However, it is much more than a corridor—its many businesses and residents have remained on the Avenue for decades, and are highly invested in the well being of the area. The majority of buildings were constructed between 1900 and 1920. It is important to maintain historic structures while allowing for new construction that fits within the existing historic fabric. Smith Avenue provides access to both local and regional attractions and amenities such as United Hospital, Cherokee Regional Park, downtown Saint Paul and Lilydale Regional Park. The neighborhood is poised to capitalize on this local and regional access. Maintaining walkability along the Avenue enhances the community character and promotes continuity between the major business nodes. Study area residents are engaged in their community and seek to preserve the small-town feel of the neighborhood. Being on the precipice of one of the nation’s most valued natural resources, the Mississippi River, it is important to incorporate environmental and economical sustainability principles into this plan.

Community Character Objectives and Strategies

CC1. Capitalize on Smith Avenue’s central location within the metropolitan area.
   CC1.1 Initiate a branding guide and implementation plan that targets local residents and patrons, commuters, bicyclists, tourists and entrepreneurs.
   CC1.2 Capture existing audiences in thriving neighboring commercial districts (Grand Avenue, West Seventh, Village of Mendota Heights) through specific targeted marking strategies.

CC2. Incorporate sustainable/environmental strategies into new developments.
   CC2.1 Consider rain gardens/bioswales/ecoswales in new developments and for existing properties, ensuring that design accommodates shallow soils.
   CC2.2 Practice sustainable urban forestry, including species variety, when planting new or replacing trees along the Avenue.
   CC2.3 Consider the use of pervious pavement in parking lot construction/reconstruction.
   CC2.4 Explore existing City-owned space for a community garden.

CC3. Build community through events.
   CC3.1 Implement a National Night Out-type event on the Avenue, shared between Saint Paul and West Saint Paul.
   CC3.2 Create and implement a community festival, shared between the two cities.

CC4. Create a safe and welcoming environment.
   CC4.1 Encourage more building owners to implement Crime Prevention Through Environmental Design (CPTED) principles in new construction or through commercial retrofits.
   CC4.2 Encourage business owners to establish consistent evening hours in order to promote safe street life during these times.
   CC4.3 Encourage neighbors to be proactive in reporting suspicious activity to Police Department staff.
   CC4.4 Encourage neighbors to be proactive in identifying and reporting code violations to City staff.
Commercial Vitality

Smith Avenue is a mixed residential and commercial corridor. Key business nodes exist at Baker, Annapolis and Dodd, with mostly low-density housing between each node. Business attraction and retention have been difficult. The Avenue has an approximate 20% vacancy rate between the High Bridge and Dodd Road. This rate has stayed consistent over the past 30 years.

Commercial Vitality Objectives and Strategies
CV1. Support and retain the current business mix.
   CV1.1 Market building and façade improvement programs.
   CV1.2 Conduct energy audits for commercial businesses.
   CV1.3 Encourage outdoor seating at eating establishments.
CV2. Attract new businesses that complement the existing commercial mix.
   CV2.1 Conduct a market gap analysis to identify businesses to attract to Smith Avenue.
   CV2.2 Recruit more food establishments to main nodes along Smith Avenue and at Doddway Shopping Center.
   CV2.3 Recruit locally-owned anchor tenants to fill commercial vacancies.
CV3. Establish signage standards to ensure consistency in design and application along the Avenue.
   CV3.1 Develop new signage design and maintenance standards, including for temporary signs.
   CV3.2 Investigate changing MnDOT regulations regarding projecting signs.
   CV3.3 Coordinate Zoning Codes related to signage, in order to address discrepancies between the two cities. (for example, regulations regarding temporary signage); create a committee made up of stakeholders from both cities to review and make recommendations.
CV4. Create a strong business community.
   CV4.1 Encourage Smith Avenue businesses to become members of REDA or explore the creation of an independent business association.
   CV4.2 Connect business owners with existing programs and partners that offer building and storefront improvements, loan programs, and technical financial assistance.
   CV4.3 Decrease commercial vacancy rates by 10%.
CV5. Capitalize on neighborhood characteristics to create a strong identity and brand for the Avenue.
   CV5.1 Promote the Capitol view through the branding strategy.
   CV5.2 Create signage or banners to identify Smith Avenue.
   CV5.3 Create a graphic identity for the Avenue to strengthen the brand messages.
Commercial Vitality continued

CV5.4 Utilize key messages (that Smith Avenue is local, independent, tied to history, eclectic, unique, and connected) to draw customers to the Avenue.

CV5.5 Undertake viral marketing strategies in order to draw consumers to the Avenue.

CV5.6 Determine “Brand Champions” in the neighborhood that are trusted and that can become torch bearers for the brand.

CV5.7 Co-market and co-brand with partners such as District del Sol, other neighborhood organizations, media outlets and Visit Saint Paul.

CV5.8 Educate and inform Smith Avenue businesses on the brand and how they can reinforce the brand essence, brand position and brand soul.

CV5.9 Capitalize on surrounding natural resources as a neighborhood identifier by celebrating the bluffs and the Mississippi River through a community event.

CV5.10 Investigate preservation options, such as historic tax credits, for the abandoned theater and other buildings built prior to 1960.
Land Use

Generally, the community is pleased with the land use and zoning of the Avenue. The commercial nodes function well, and the housing between the nodes is suitable for residents at all stages of life. However, there are differences in the zoning codes of the two cities. This can make it difficult to ensure consistency throughout the Avenue. Strategies for land use and zoning revolve around the concept of establishing consistent and flexible zoning along the Avenue. This allows for density at the nodes, and maintains housing stock in the residential areas between nodes.

Land Use Objectives and Strategies

LU1. Maintain current patterns of development on Smith Avenue.
   - LU1.1 Preserve the view of the State Capitol building by restricting building heights at the bluff line.
   - LU1.2 Promote mixed-use development, especially at the commercial nodes.
   - LU1.3 Maintain existing building heights of 1 to 2 stories.

LU2. Implement landscape design strategies to make Smith Avenue a more inviting place to visit and do business.
   - LU2.1 Create a welcoming gateway at the top of the Smith Avenue High Bridge.
   - LU2.2 Evaluate opportunities at corners to create resting places in order to enhance the pedestrian environment.
   - LU2.3 Reclaim “lost spaces” such as wide areas of sidewalk, unused sections of the planted median, and intersection corners by adding seating, planters, bike racks or other amenities.

Gateway Node Design

Metropolitan Design Center
Transportation

The overarching goal is to create a safe, compact, walkable, mixed-use neighborhood that supports transit. Residents and visitors to businesses experience a lack of on-street parking along Smith Avenue due to inconsistent parking restrictions. As both a residential and commercial street, Smith Avenue should function as a “complete street,” accommodating pedestrians, bicyclists, mass transit and motor vehicles.

Transportation Objectives and Strategies

T1. Improve walkability to enhance pedestrian safety.

T1.1 Support the future planned construction by Saint Paul Parks and Recreation of a tunnel under Smith Avenue to continue the bike trail from Cherokee Regional Park to Harriet Island.

T1.2 Install globe-style lamp posts along the Avenue between Morton Street and Dodd Road.

T1.3 Investigate adding sidewalk “bump-outs” at intersections in order to create pedestrian refuges.

T1.4 Complete crosswalks at the Stevens, King, Baker, Morton, and Page intersections with Smith Avenue as needed.

T2. Establish safe bike routes for all users.

T2.1 Evaluate the installation of a bike route parallel to Smith Avenue on Ottawa or Ohio streets.

T2.2 Study the feasibility of a bike route on Smith Avenue.

T2.3 Install artful and functional bike racks.

T3. Establish traffic calming measures.

T3.1 Install sidewalk bump-outs at intersections, to narrow the street and slow traffic.

T3.2 Consider using pavers, colored pavement or raised crosswalks.

Intersection Paving Options
Transportation Objectives and Strategies

T3.3 Create street texturing or design elements to delineate a parking lane.

T3.4 Conduct a safety audit of Smith Avenue south of, and including, the High Bridge.

T3.5 Investigate opportunities for a dynamic speed sign at the top of the High Bridge, to slow down traffic as it comes off the bridge.

T4. Design uniform elements to improve the streetscape.

T4.1 Develop a way-finding system for pedestrians and bicyclists along the Avenue.

T4.2 Install flowers in the public right-of-way along the Avenue, maintained by local businesses.

T4.3 Develop a comprehensive streetscape and tree installation plan that is uniform between both cities.

T4.4 Develop a public art plan for the Avenue.

T4.5 Install uniform garbage receptacles and develop a maintenance plan through a partnership with business/building owners and residents.

T5. Address parking limitations along Smith Avenue.

T5.1 Ensure parking signage is accurate.

T5.2 Examine the possibility of shared parking arrangements for commercial uses.

T5.3 Stripe parking lanes along the Avenue.

T6. Enhance transit opportunities on the Avenue.

T6.1 Explore a streetcar concept.

T6.2 Create spaces for benches at bus stops by installing bump-outs.

Intersection Plan with Sidewalk “Bump Outs”
Parks and Recreation

The Smith Avenue study area is home to two parks: Capitol View Park in Saint Paul and Albert Park in West Saint Paul. Additional linkages to other local and regional parks in the neighborhood, like Lilydale and Cherokee, should be explored. Since Smith Avenue is a popular route for cyclists and other outdoor enthusiasts, encouraging them to use businesses on the Avenue is an opportunity. This is also an opportunity to support new businesses along the Avenue.

Parks and Recreation Objectives and Strategies

PR1. Attract outdoor enthusiasts to Smith Avenue businesses.
   PR1.1 Create organized activities to draw people to the parks and funnel them to the business community.

PR2. Increase use of and access to parks.
   PR2.1 Encourage food trucks to frequent the park.
   PR2.2 Consider speed reduction measures for through traffic in Cherokee Regional Park, consistent with other parkways.
   PR2.3 Provide additional recreation facilities at Cherokee Regional Park such as horseshoe pits, bocce, splash pad or opportunities for geocaching, per Parks System Plan and community needs.
   PR2.4 Install interpretive signage in Cherokee Regional Park consistent with the Great River Park signage system.
   PR2.5 Market the Cherokee Regional Trail to metropolitan and outstate users.
   PR2.6 Organize a “grand opening” celebration for the new Cherokee Regional Trail in partnership with businesses.
   PR2.7 Develop public art installations at Capitol View and

Cherokee Regional Parks. Institute a maintenance fund or build an endowment.

PR2.8 Encourage and fund construction of a trailhead at Capitol View Park, consistent with Saint Paul Parks and Recreation plans.

PR2.9 Construct welcoming signage at Capitol View Park.

PR2.10 Make Albert Park more accessible.

PR2.11 Plant and maintain native, and bird- and butterfly-friendly plantings.
Housing

Given the age of the housing stock within the study area, it is important that older houses be maintained and improved in order to maintain the character of the neighborhood, and continue to provide life-cycle housing for residents. Housing should continue to be provided in walkable proximity to shops, services, public transportation, and nearby jobs and education in order to sustain neighborhood commercial assets. Providing housing opportunities for families with children will help sustain local schools.

Housing Objectives and Strategies

H1. Maintain and improve residential properties.

  H1.1 Coordinate code enforcement with non-profit and City housing rehabilitation programs to improve the energy efficiency of homes.

  H1.2 Coordinate code enforcement with non-profit and City housing rehabilitation programs for façade improvements.

  H1.3 Encourage homeowners and property managers to make landscaping improvements to their properties.

  H1.4 Continue to assess vacant housing conditions in both cities, partnering with community development corporations, non-profit organizations, private developers, district councils and block groups, focusing on the residential districts between commercial nodes along Smith Avenue.

  H1.5 Promote existing and innovative new programs and incentives that support rehabilitation of one- to three-unit residential properties, especially in the residential districts between commercial nodes along Smith Avenue.

H2. Maintain residential zoning between commercial nodes.
**Historic Preservation**

Over the years, Smith Avenue has played an important role in the development of the social and cultural identity of the West Side and West Saint Paul. In the late 1800s, the growth of the Avenue was facilitated by the construction of the High Bridge, which connected the neighborhoods to downtown Saint Paul. Soon thereafter, the streetcar shaped development of businesses and residences on the Avenue, further improving accessibility and influencing business location and consumer shopping patterns. Many small businesses located at major intersections—generally trolley stops—to improve accessibility. Most of the commercial buildings were built prior to 1950. More than 85% of residential parcels were built prior to 1920.

**Historic Preservation Objectives and Strategies**

HP1. Maintain and improve the historic nature of the corridor, celebrating its past and enhancing its future.

   HP1.1 Conduct a historic context study for Smith Avenue. Contexts provide the framework to help determine if a resource is historically significant and worthy of preservation. This study would help in the identification, evaluation, designation and preservation of historic resources;

   HP1.2 Ensure that the current view of the State Capitol from Smith Avenue is preserved.

   HP1.3 Explore funding opportunities, such as historic tax credits, for rehabilitating structures, such as the former Mohawk Theatre, along the Avenue.
### Implementation

This section outlines responsible parties and a time-line for the actions laid out in the plan. Responsible parties include: Neighborhood Development Alliance (NeDA), Riverview Economic Development Association (REDA), West Saint Paul Economic Development Authority (WSP EDA), West Side Citizens’ Organization (WSCO) and the city departments in each community responsible for the section, along with residents and business owners in both cities.

<table>
<thead>
<tr>
<th>#</th>
<th>Strategy Summary</th>
<th>Responsible Parties</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>CC1.1</td>
<td>Initiate branding guide and implementation plan</td>
<td>Business owners, REDA</td>
<td>short-term</td>
</tr>
<tr>
<td>CC1.2</td>
<td>Capture existing audiences through target marketing</td>
<td>Business owners, REDA, WSCO</td>
<td>long-term</td>
</tr>
<tr>
<td>CC2.1</td>
<td>Install rain gardens where appropriate</td>
<td>Residents, business owners, developers</td>
<td>on-going</td>
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<tr>
<td>CC2.2</td>
<td>Practice sustainable urban forestry</td>
<td>Parks</td>
<td>on-going</td>
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<tr>
<td>CC2.3</td>
<td>Consider the use of pervious pavement</td>
<td>Business owners, developers</td>
<td>long-term</td>
</tr>
<tr>
<td>CC2.4</td>
<td>Explore city-owned spaces for community gardens</td>
<td>Residents, WSCO</td>
<td>on-going</td>
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<tr>
<td>CC3.1</td>
<td>Implement a shared National Night Out event</td>
<td>Residents, police departments</td>
<td>short-term</td>
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<tr>
<td>CC3.2</td>
<td>Implement a shared community festival</td>
<td>Business owners, residents, cities</td>
<td>short-term</td>
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<tr>
<td>CC4.1</td>
<td>Encourage the use of CPTED principles</td>
<td>Business owners, residents</td>
<td>on-going</td>
</tr>
<tr>
<td>CC4.2</td>
<td>Encourage business owners to establish consistent evening hours to promote safe street life</td>
<td>Business owners, business association, REDA, WSCO</td>
<td>short-term</td>
</tr>
<tr>
<td>CC4.3</td>
<td>Be proactive in reporting suspicious activity to Police</td>
<td>Residents, business owners</td>
<td>on-going</td>
</tr>
<tr>
<td>CC4.4</td>
<td>Be proactive in reporting code violations to city staff</td>
<td>Residents, business owners</td>
<td>on-going</td>
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</table>
## Commercial Vitality Strategies

<table>
<thead>
<tr>
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<th>Strategy Summary</th>
<th>Responsible Parties</th>
<th>Time Frame</th>
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<tbody>
<tr>
<td>CV1.1</td>
<td>Market available facade improvement programs</td>
<td>REDA, Saint Paul PED</td>
<td>short-term</td>
</tr>
<tr>
<td>CV1.2</td>
<td>Conduct energy audits for commercial buildings</td>
<td>Business owners</td>
<td>short-term</td>
</tr>
<tr>
<td>CV1.3</td>
<td>Encourage outdoor seating at eating establishments</td>
<td>Business owners, REDA, Cities</td>
<td>long-term</td>
</tr>
<tr>
<td>CV2.1</td>
<td>Perform business gap analysis and recruit</td>
<td>Business owners, REDA, EDA</td>
<td>long-term</td>
</tr>
<tr>
<td>CV2.2</td>
<td>Recruit more food establishments to the Avenue</td>
<td>Business owners, WSP EDA</td>
<td>long-term</td>
</tr>
<tr>
<td>CV2.3</td>
<td>Recruit locally-owned anchor tenants to the Avenue</td>
<td>Business owners, REDA, WSP EDA</td>
<td>long-term</td>
</tr>
<tr>
<td>CV3.1</td>
<td>Develop new signage design and maintenance standards</td>
<td>Business owners, REDA, WSP EDA, Saint Paul PED, MnDOT, WSCO</td>
<td>long-term</td>
</tr>
<tr>
<td>CV3.2</td>
<td>Investigate projecting sign regulations</td>
<td>Cities, MnDOT, WSCO</td>
<td>short-term</td>
</tr>
<tr>
<td>CV3.3</td>
<td>Coordinate Zoning Codes related to signage in order to address discrepancies between the two cities</td>
<td>Cities, WSCO</td>
<td>long-term</td>
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<tr>
<td>CV4.1</td>
<td>Build business association or coordinate with REDA</td>
<td>Business owners, REDA</td>
<td>short-term</td>
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<tr>
<td>CV4.2</td>
<td>Connect business owners with business assistance programs</td>
<td>Business owners, REDA, business association</td>
<td>long-term</td>
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<td>CV4.3</td>
<td>Decrease commercial vacancy rates by 10%</td>
<td>Business owners, REDA, business association</td>
<td>long-term</td>
</tr>
<tr>
<td>CV5.1</td>
<td>Promote the Capitol view through a branding strategy</td>
<td>Business owners, REDA</td>
<td>long-term</td>
</tr>
<tr>
<td>CV5.2</td>
<td>Create signage or banners to identify Smith Avenue</td>
<td>Business owners, REDA</td>
<td>long-term</td>
</tr>
<tr>
<td>CV5.3</td>
<td>Create a graphic identity for the Avenue to strengthen the brand messages</td>
<td>Business owners, REDA</td>
<td>short-term</td>
</tr>
<tr>
<td>CV5.4</td>
<td>Utilize key messages to draw customers to the Avenue</td>
<td>Business association, REDA, Cities</td>
<td>on-going</td>
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<tr>
<td>CV5.5</td>
<td>Undertake viral marketing strategies in order to draw customers to the Avenue</td>
<td>Business association, REDA</td>
<td>on-going</td>
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<tr>
<td>CV5.6</td>
<td>Determine “Brand Champions” for the Avenue.</td>
<td>Business owners, REDA</td>
<td>short-term</td>
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</table>
### Commercial Vitality Strategies (continued)

<table>
<thead>
<tr>
<th>#</th>
<th>Strategy Summary</th>
<th>Responsible Parties</th>
<th>Time Frame</th>
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<tbody>
<tr>
<td>CV5.7</td>
<td>Co-market and co-brand with area partners</td>
<td>Business owners, REDA</td>
<td>short-term</td>
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<tr>
<td>CV5.8</td>
<td>Educate and inform business owners about the brand and its use</td>
<td>Business owners, REDA</td>
<td>long-term</td>
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<tr>
<td>CV5.9</td>
<td>Capitalize on neighborhood identifiers to create a community event</td>
<td>Business owners, REDA</td>
<td>long-term</td>
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<tr>
<td>CV5.10</td>
<td>Investigate preservation options for historic buildings</td>
<td>Business owners, REDA, WSCO</td>
<td>long-term</td>
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</table>

### Land Use Strategies

<table>
<thead>
<tr>
<th>#</th>
<th>Strategy Summary</th>
<th>Responsible Parties</th>
<th>Time Frame</th>
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<tbody>
<tr>
<td>LU1.1</td>
<td>Maintain current patterns of development on the Avenue</td>
<td>Saint Paul PED, WSP EDA, WSCO</td>
<td>long-term</td>
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<tr>
<td>LU1.2</td>
<td>Promote mixed-use development at commercial nodes</td>
<td>Cities</td>
<td>long-term</td>
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<tr>
<td>LU1.3</td>
<td>Maintain existing building heights of one to two stories</td>
<td>Cities</td>
<td>long-term</td>
</tr>
<tr>
<td>LU2.1</td>
<td>Create a welcoming gateway at the High Bridge</td>
<td>Cities</td>
<td>long-term</td>
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<tr>
<td>LU2.2</td>
<td>Evaluate opportunities to enhance the pedestrian experience</td>
<td>Cities</td>
<td>long-term</td>
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<tr>
<td>LU2.3</td>
<td>Reclaim “lost spaces”</td>
<td>Cities</td>
<td>long-term</td>
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### Transportation Strategies

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<th>Strategy Summary</th>
<th>Responsible Parties</th>
<th>Time Frame</th>
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<tbody>
<tr>
<td>T1.1</td>
<td>Support construction of trail under Smith Avenue</td>
<td>Parks, Public Works, MnDOT</td>
<td>long-term</td>
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<tr>
<td>T1.2</td>
<td>Install globe-style lighting between Morton and Dodd</td>
<td>Cities, MnDOT</td>
<td>short-term</td>
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<tr>
<td>T1.3</td>
<td>Investigate installing “bump-outs”</td>
<td>Public Works, MnDOT</td>
<td>long-term</td>
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<td>T1.4</td>
<td>Complete crosswalks where missing</td>
<td>Public Works, MnDOT</td>
<td>short-term</td>
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<tr>
<td>T2.1</td>
<td>Evaluate installation of bike route parallel to the Avenue</td>
<td>Public Works, MnDOT</td>
<td>long-term</td>
</tr>
<tr>
<td>T2.2</td>
<td>Study the feasibility of a bike route on the Avenue</td>
<td>Public Works, Parks, MnDOT</td>
<td>long-term</td>
</tr>
<tr>
<td>T2.3</td>
<td>Install artful and functional bike racks</td>
<td>Business owners</td>
<td>short-term</td>
</tr>
</tbody>
</table>
### Implementation

**Transportation Strategies (continued)**

<table>
<thead>
<tr>
<th>#</th>
<th>Strategy Summary</th>
<th>Responsible Parties</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>T3.1</td>
<td>Install sidewalk “bump-outs.”</td>
<td>Public Works, MnDOT</td>
<td>long-term</td>
</tr>
<tr>
<td>T3.2</td>
<td>Use creative pavement techniques to slow drivers</td>
<td>Public Works, MnDOT</td>
<td>long-term</td>
</tr>
<tr>
<td>T3.3</td>
<td>Create design elements to delineate a parking lane</td>
<td>Public Works, MnDOT</td>
<td>long-term</td>
</tr>
<tr>
<td>T3.4</td>
<td>Conduct a safety audit</td>
<td>Public Works, MnDOT</td>
<td>short-term</td>
</tr>
<tr>
<td>T3.5</td>
<td>Investigate opportunity for dynamic speed sign at bridge</td>
<td>Public Works</td>
<td>long-term</td>
</tr>
<tr>
<td>T4.1</td>
<td>Develop wayfinding system</td>
<td>Public Works, MnDOT</td>
<td>long-term</td>
</tr>
<tr>
<td>T4.2</td>
<td>Install flowers in the public right-of-way</td>
<td>Business owners, REDA</td>
<td>short-term</td>
</tr>
<tr>
<td>T4.3</td>
<td>Develop uniform streetscape and tree plan</td>
<td>Public Works, MnDOT</td>
<td>long-term</td>
</tr>
<tr>
<td>T4.4</td>
<td>Develop a public art plan for the Avenue</td>
<td>Public Art Saint Paul, Cities, WSCO</td>
<td>long-term</td>
</tr>
<tr>
<td>T4.5</td>
<td>Install uniform garbage receptacles</td>
<td>Business owners, REDA</td>
<td>short-term</td>
</tr>
<tr>
<td>T5.1</td>
<td>Eliminate parking restrictions in study area</td>
<td>Cities</td>
<td>short-term</td>
</tr>
<tr>
<td>T5.2</td>
<td>Examine the possibility of shared parking options</td>
<td>Business owners, REDA, Cities</td>
<td>long-term</td>
</tr>
<tr>
<td>T5.3</td>
<td>Stripe parking spaces and lanes along the Avenue</td>
<td>Cities</td>
<td>long-term</td>
</tr>
<tr>
<td>T6.1</td>
<td>Explore a streetcar concept</td>
<td>Cities</td>
<td>long-term</td>
</tr>
<tr>
<td>T6.2</td>
<td>Create spaces for benches at bus stops by installing bump-outs</td>
<td>Public Works, MnDOT, Metro Transit</td>
<td>long-term</td>
</tr>
</tbody>
</table>

### Parks and Recreation Strategies

<table>
<thead>
<tr>
<th>#</th>
<th>Strategy Summary</th>
<th>Responsible Parties</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>PR1.1</td>
<td>Create organized activities to draw people to the parks</td>
<td>Parks</td>
<td>long-term</td>
</tr>
<tr>
<td>PR2.1</td>
<td>Encourage food trucks to park in Cherokee Regional Park</td>
<td>Parks</td>
<td>long-term</td>
</tr>
<tr>
<td>PR2.2</td>
<td>Consider traffic control measures in Cherokee Regional Park, consistent with the new Cherokee Park and Trail Plan</td>
<td>Parks</td>
<td>long-term</td>
</tr>
</tbody>
</table>
### Implementation

#### Parks and Recreation Strategies (continued)

<table>
<thead>
<tr>
<th>#</th>
<th>Strategy Summary</th>
<th>Responsible Parties</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>PR2.3</td>
<td>Provide active recreation activities at Cherokee Regional Park, as per approved master plan and community request.</td>
<td>Parks</td>
<td>long-term</td>
</tr>
<tr>
<td>PR2.4</td>
<td>Install interpretive signage at Cherokee Regional Park.</td>
<td>Parks</td>
<td>long-term</td>
</tr>
<tr>
<td>PR2.5</td>
<td>Market the Cherokee Regional Trail to metropolitan and outstate users.</td>
<td>Parks</td>
<td>long-term</td>
</tr>
<tr>
<td>PR2.6</td>
<td>Organize a “grand opening” for Cherokee Regional Trail.</td>
<td>Parks</td>
<td>short-term</td>
</tr>
<tr>
<td>PR2.7</td>
<td>Develop public arts installations at parks.</td>
<td>Parks</td>
<td>long-term</td>
</tr>
<tr>
<td>PR2.8</td>
<td>Construct a trail head at Capitol View Park.</td>
<td>Parks</td>
<td>long-term</td>
</tr>
<tr>
<td>PR2.9</td>
<td>Construct welcoming signage at Capitol View Park.</td>
<td>Parks, Public Art Saint Paul</td>
<td>long-term</td>
</tr>
<tr>
<td>PR2.10</td>
<td>Make Albert Park more accessible.</td>
<td>West Saint Paul Parks</td>
<td>short-term</td>
</tr>
<tr>
<td>PR2.11</td>
<td>Plant and maintain native, and bird- and butterfly-friendly plantings.</td>
<td>Parks</td>
<td>short-term</td>
</tr>
</tbody>
</table>

#### Housing Strategies

<table>
<thead>
<tr>
<th>#</th>
<th>Strategy Summary</th>
<th>Responsible Parties</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>H1.1</td>
<td>Coordinate code enforcement with non-profit and City housing rehabilitation programs to improve energy efficiency of homes.</td>
<td>NeDA, WSCO, cities</td>
<td>long-term</td>
</tr>
<tr>
<td>H1.2</td>
<td>Coordinate code enforcement with non-profit and City housing rehabilitation programs for facade improvements.</td>
<td>NeDA, Historic Saint Paul, cities</td>
<td>long-term</td>
</tr>
<tr>
<td>H1.3</td>
<td>Encourage homeowners to make landscaping improvements</td>
<td>Residents, property managers, WSCO</td>
<td>short-term</td>
</tr>
<tr>
<td>H1.4</td>
<td>Assess vacant housing conditions</td>
<td>Cities, NeDA</td>
<td>long-term</td>
</tr>
<tr>
<td>H1.5</td>
<td>Promote rehab of 1- to 3-unit residential properties</td>
<td>Cities, NeDA, residents</td>
<td>long-term</td>
</tr>
<tr>
<td>H2</td>
<td>Maintain residential zoning between nodes</td>
<td>Cities</td>
<td>long-term</td>
</tr>
</tbody>
</table>
## Implementation

<table>
<thead>
<tr>
<th>#</th>
<th>Strategy Summary</th>
<th>Responsible Parties</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>HP1.1</td>
<td>Perform historic context study for Smith Avenue</td>
<td>Cities</td>
<td>short-term</td>
</tr>
<tr>
<td>HP1.2</td>
<td>Ensure that the current view of the State Capitol is preserved</td>
<td>Cities</td>
<td>on-going</td>
</tr>
<tr>
<td>HP1.3</td>
<td>Explore funding opportunities for rehabbing older structures</td>
<td>Cities, REDA, NeDA</td>
<td>long-term</td>
</tr>
</tbody>
</table>

William Moneypenny, 1945
Appendix A: Current Zoning

Legend

Saint Paul Zoning
- R4 One-Family
- RT1 Two-Family
- RT2 Two-Family
- RM2 Multiple-Family
- B1 Local Business
- B2 Community Business
- B3 General Business
- VP Vehicular Parking

West Saint Paul Zoning
- R1 One-Family
- R2 Two-Family
- R4 Multiple Family 3-16 Units
- B2 Neighborhood Business
- City boundary

Saint Paul PED, Dakota County GIS
Appendix C: Basic Census Information

The study area is covered by two Census Tracts: 370 in Saint Paul and 601.02 in West Saint Paul. This data is drawn from the 5-year sample data of the American Community Survey, performed by the U.S. Census Bureau.

Population
- The total population for the two Census Tracts is 5,636.
- 51% are male; 49% are female.
- The median age for Census Tract 370 is 34.
- The median age for Census Tract 601.02 is 40.
- 10% of the population is over age 65 in both tracts.

Income
- The median household income for tract 370 is $58,056.
- The median household income for tract 601.02 is $60,642.
- 10% of people living in Tract 370 are below the poverty level as determined by the Census Bureau.
- 6.6% of people living in Tract 601.02 are below the poverty level as determined by the Census Bureau.

Housing
- Median housing costs in Tract 370 are $1,057.
- Median housing costs in Tract 601.02 are $1,106.
- There are 2,347 occupied housing units in these two Census Tracts.
- 1,832 units are owner-occupied which is 78% of units.
- 515 units are renter-occupied, which is 22% of units.

Transportation
- 67% of commuters drive alone in Census Tract 370.
- 65% of commuters drive alone in Census Tract 601.02.
- 14% of commuters car-pooled in Tract 370.
- 17% of commuters car-pooled in Tract 601.02.
- 4% of commuters took public transportation in Tract 370.
- 12% of commuters took public transportation in Tract 601.02.