



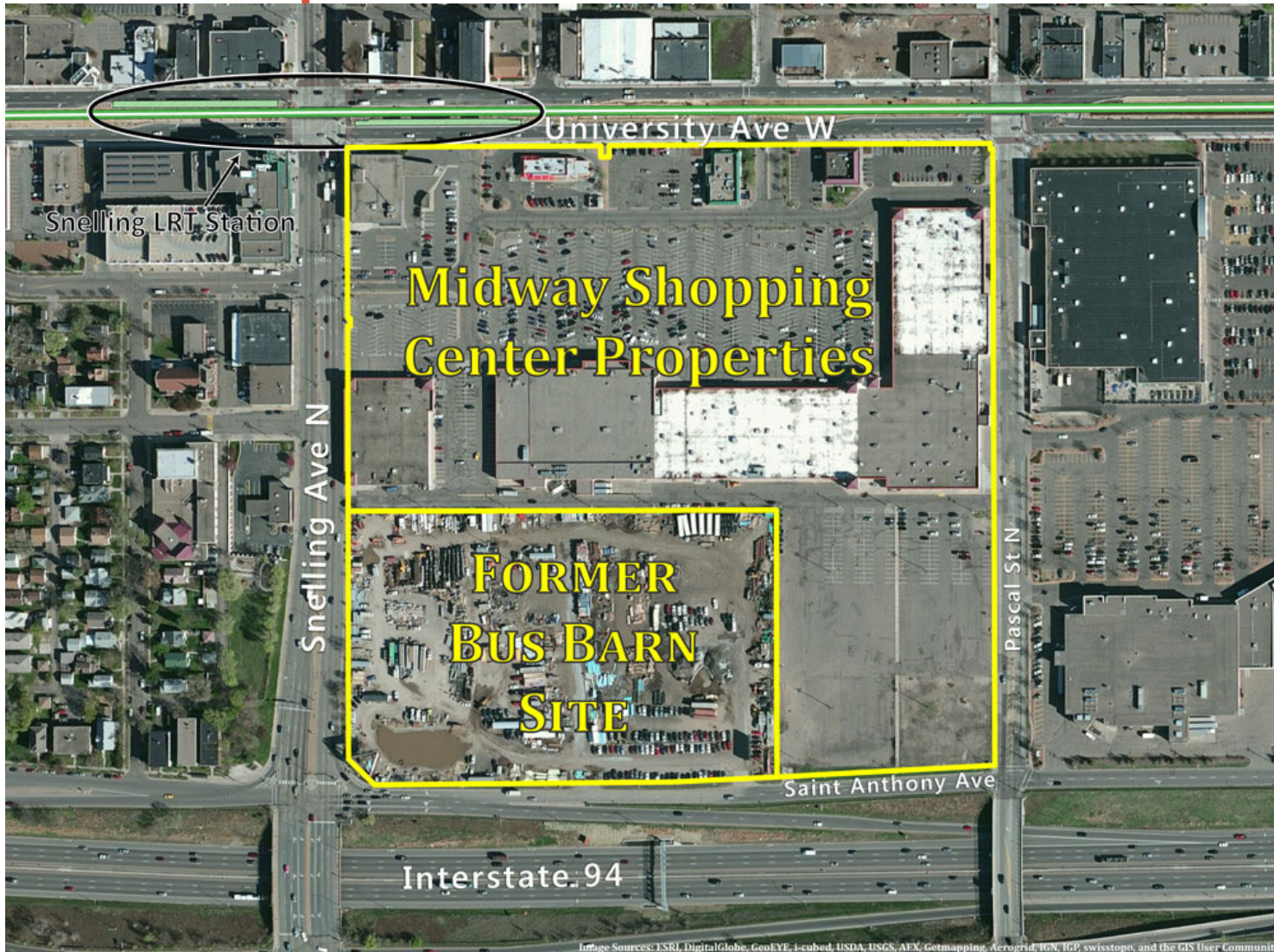
# SNELLING-MIDWAY REDEVELOPMENT SITE

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Community Advisory Committee

December 3, 2015

# Redevelopment Site





# City of Saint Paul CENTRAL CORRIDOR DEVELOPMENT STRATEGY

Adopted October 24, 2007 as a chapter of the Comprehensive Plan

Where We Are Today

What We Want

What It Should Look Like

How We Get There



# 3.3

## Key Principles of New Development – Corridor Wide

WHERE WE ARE TODAY | WHAT WE WANT | WHAT IT SHOULD LOOK LIKE | HOW WE GET THERE

### Making Development Fit



### Achieving Transit-Supportive Land Use & Densities



### Transit Supportive Access, Circulation & Parking



### Creating a Green, Attractive & Connected Pedestrian Environment



# SNELLING

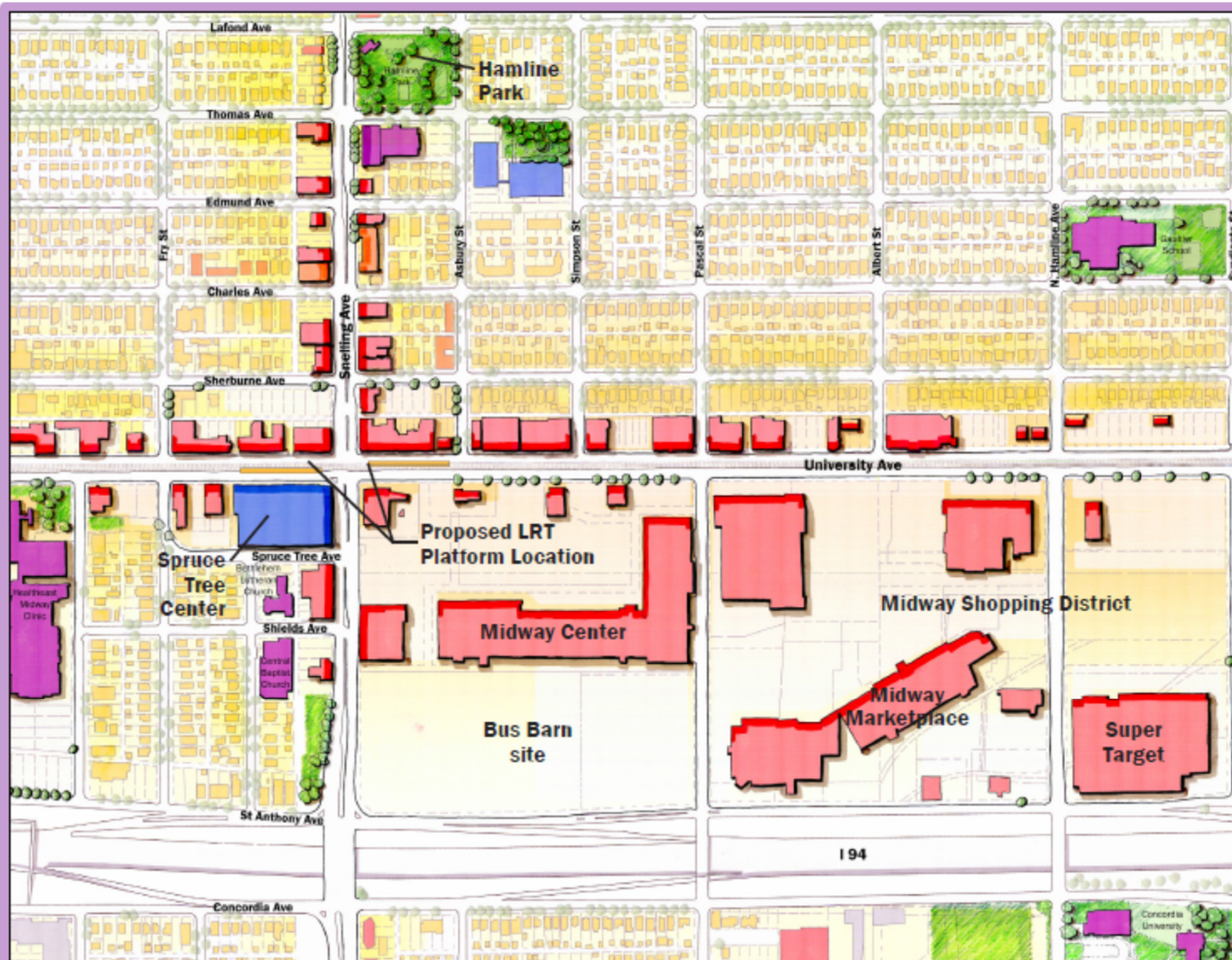
# STATION AREA PLAN



Adopted October 22, 2008



URBAN  
STRATEGIES  
INC



**Figure 1.4 - The Snelling Station Area** today acts as a major retail center, with both traditional shopping centers and main street format retail corridors. Large parcels of vacant, underutilized land and surface parking reduce the current sense of place at this key hub.

# Building Form

## Building Heights

- Base podium heights of 4-6 residential stories or 3-4 commercial stories
- Up to 15 story point towers at key locations

## Transparency and activity at the street level

- Primary entrances on the public street
- Large glass frontages to see activity within for commercial
- Parking structures wrapped with active uses along street edge

# Land Use & Development

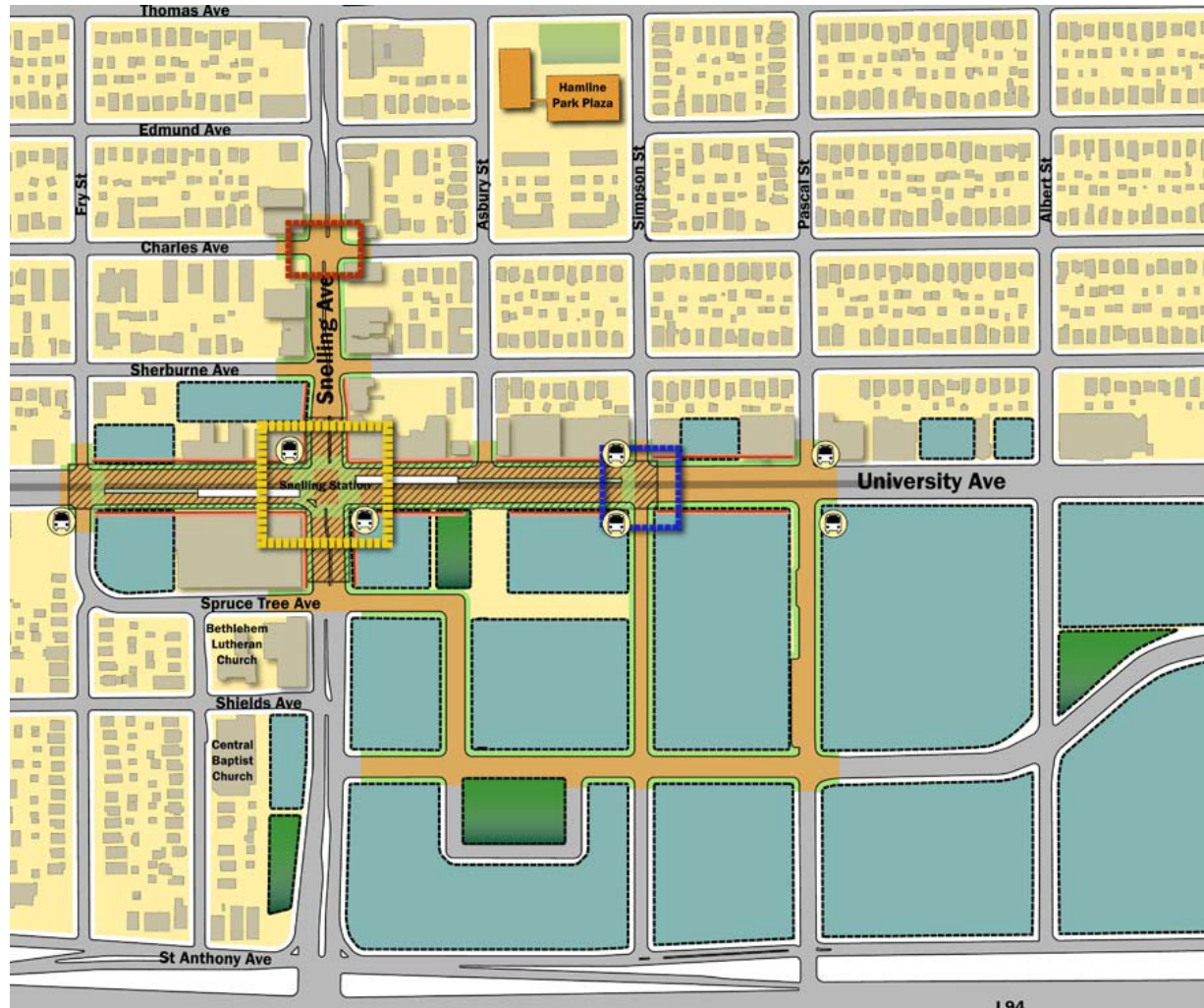
- Expand the mix and grain of uses - retail, office, entertainment, and residential uses
- Buildings within “Priority Active Frontage” - first floor retail or community space
- Parking - shared, structured or below grade
- New public spaces around which new development is oriented – “Snelling Commons”



# Circulation & Access

- Introduce an urban street grid – smaller scaled street and block pattern
- New east-west street – eventually extending east to Lexington Parkway
- New north-south streets connecting to University Ave.
- Improved streetscape and pedestrian amenities

# Snelling Station Area Plan





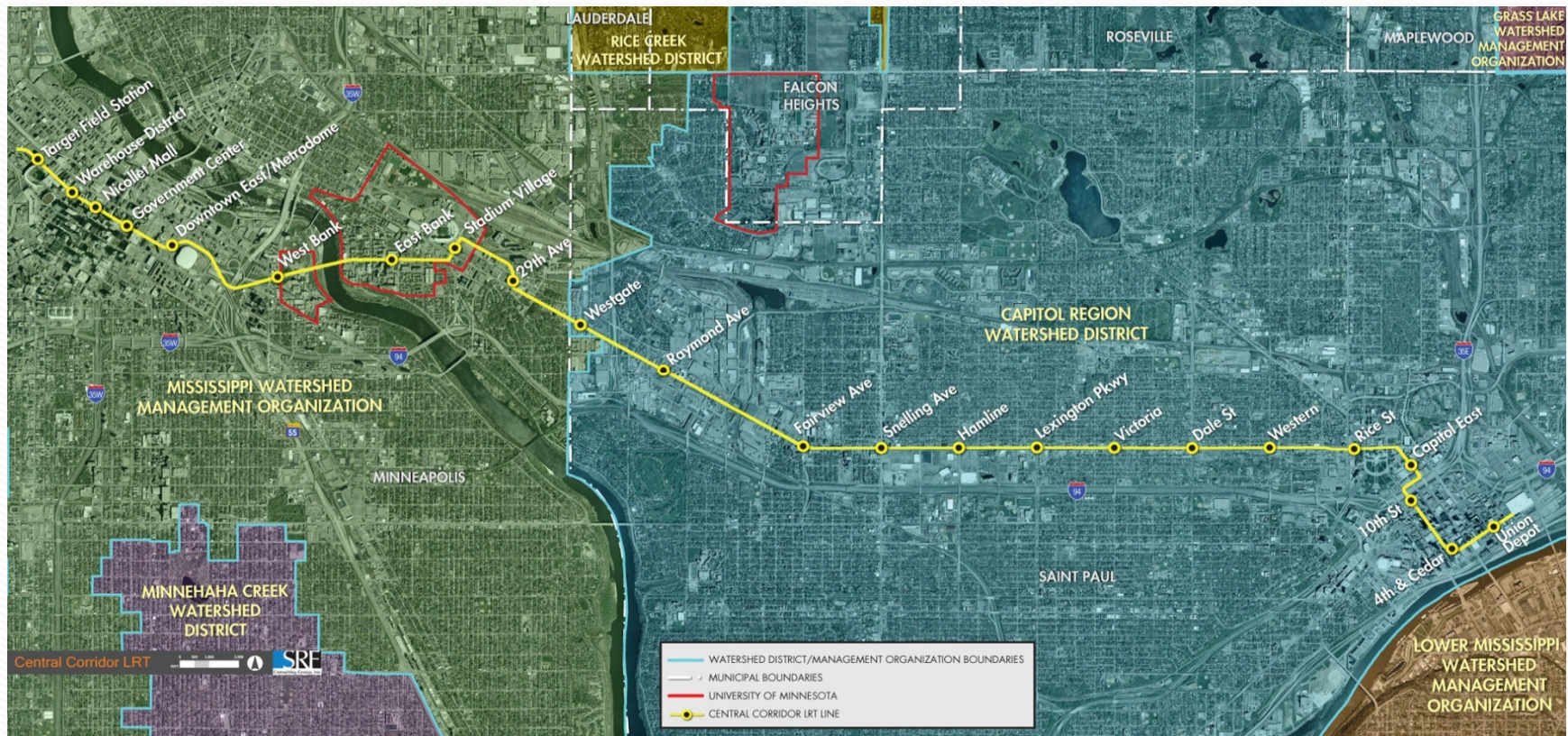
# Strategic Stormwater Solutions for Transit-Oriented Development

FINAL REPORT

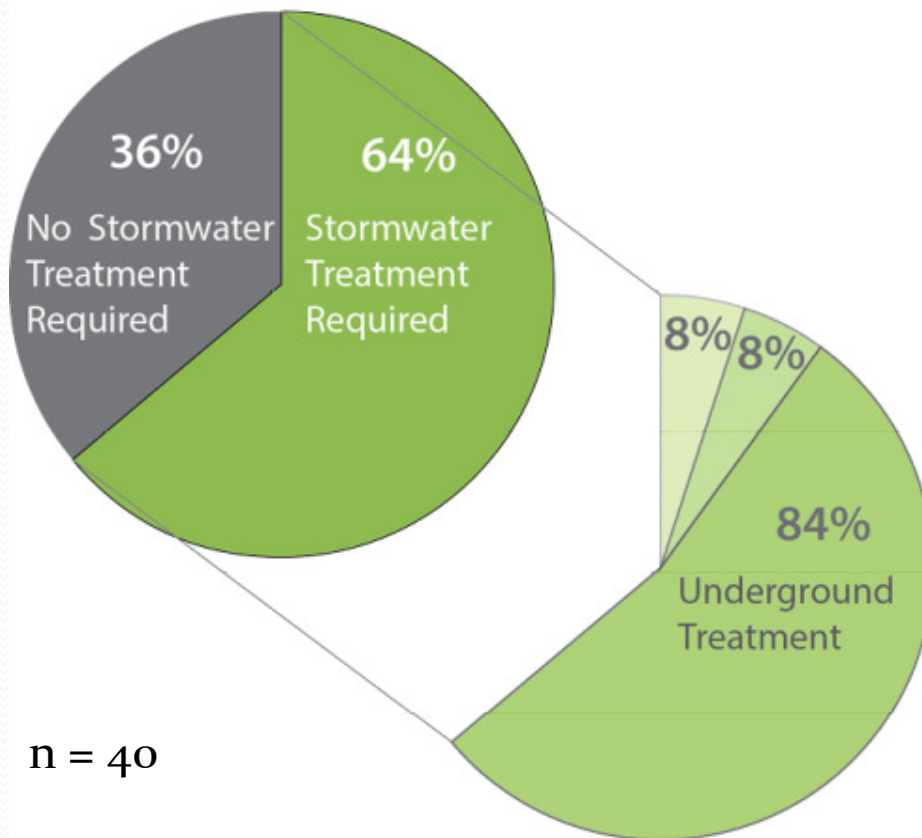
SAINT PAUL, MN

DECEMBER 23, 2013

# Study Area



# Rainfall as a Resource



## Green Line

SITE PLANS APPROVED &  
UNDER REVIEW

JAN. 2011-SEPT. 2013

- Underground Treatment
- Above ground Treatment
- Underground and above ground treatment

# Drivers for Strategic Plan

## Stormwater Requirements

- State – NPDES
  - Construction site program
- Watershed Districts
  - 1-inch volume control rule
- Local
  - Fully separated MS<sub>4</sub>
  - Rate control rule

## Open Space Needs

- Create new park spaces
- Land acquisition
  - Identify funding mechanism
  - Timing and phasing
  - Inter-departmental coordination
- Park programming



Figure 1.5 SSGI Relation to Benefits

## DEFINITION OF SSGI

SHARED

STACKED

GREEN  
INFRASTRUCTURE

GREEN  
INFRASTRUCTURE  
ELEMENT IS  
SHARED BETWEEN  
MULTIPLE  
PROPERTY  
OWNERS

- PRIVATE-PRIVATE
- PRIVATE-PUBLIC
- PUBLIC-PUBLIC

PROVIDES ADDED  
VALUE BEYOND  
STORMWATER  
MANAGEMENT BY  
CONTRIBUTING TO  
TRIPLE BOTTOM  
LINE

- ECONOMIC
- SOCIAL
- ENVIRONMENTAL

USES LANDSCAPE  
FEATURES AND/  
OR NATURAL  
PROCESSES TO:

- MANAGE  
STORMWATER
- PROVIDE  
ENVIRONMENTAL  
BENEFITS

# Approaches and Scales





# SSGI Opportunity Sites

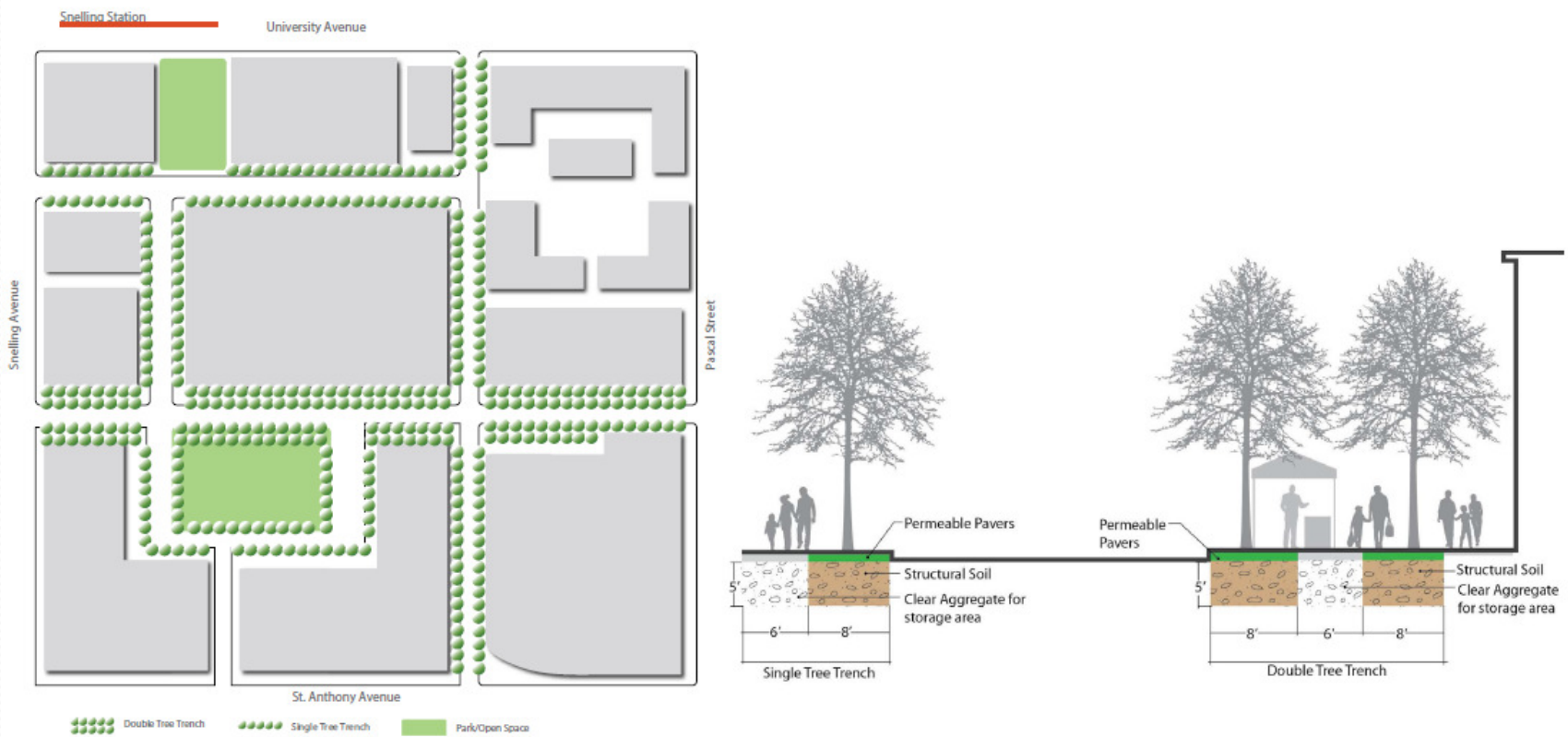


Figure 2.7 Bus Barn Street Right-of-Way Concept

# Stormwater “Double Play”



SNELLING-MIDWAY SMARTSITE



TOD REDEVELOPMENT STRATEGY  
REPORT OF FINDINGS AND RECOMMENDATIONS

JUNE 17, 2014



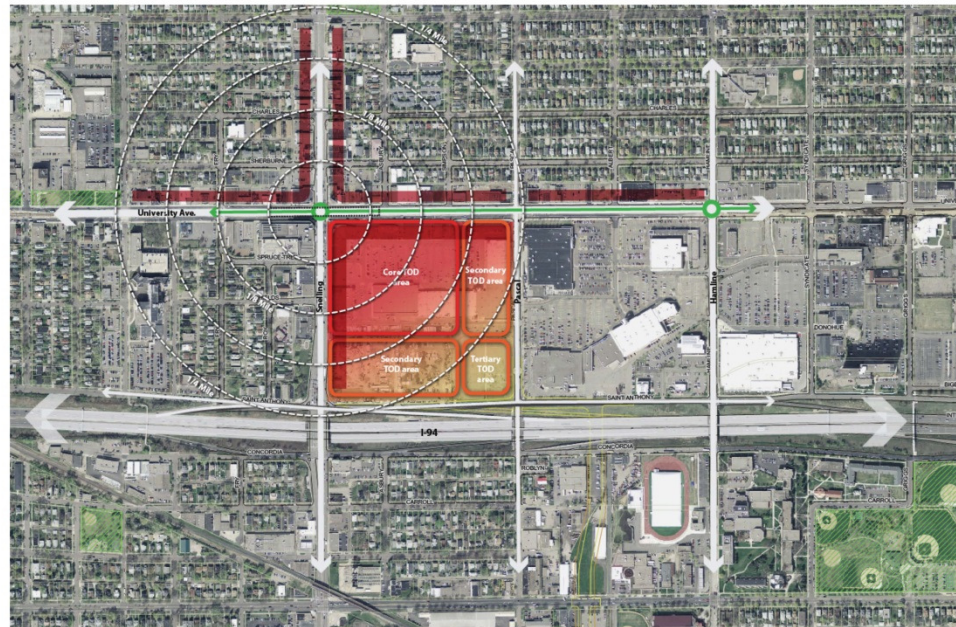
# Guiding Principles for Achieving TOD

TOD Lessons  
Applied to the  
Snelling Site. . .

- Ensure Flexibility
- Change Short-Term Image
- Align Public and Private Interests
- Respect Existing Revenue Sources
- Pair Delivery of Development & Infrastructure
- Draw Transit Users Into Site

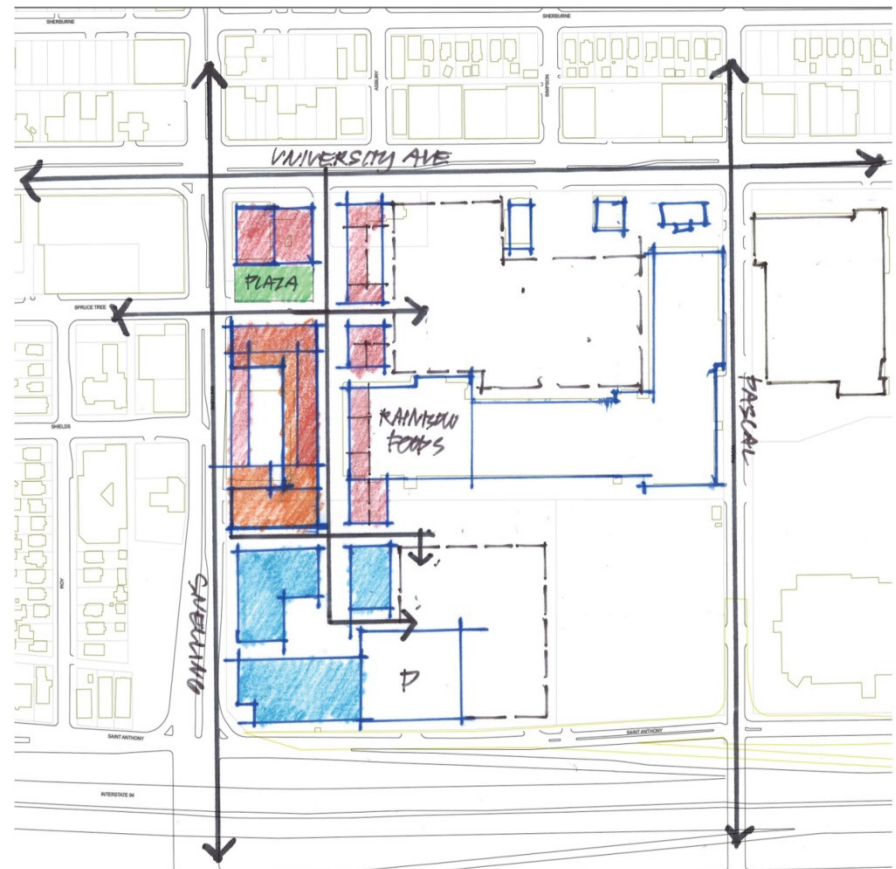
# Guiding Principles for Achieving TOD (cont.)

- Create Incremental Value
- Accommodate Market Fluctuations Through Diverse Uses
- Serve Neighborhood & Beyond
- Reserve High Value TOD Land for TOD Uses



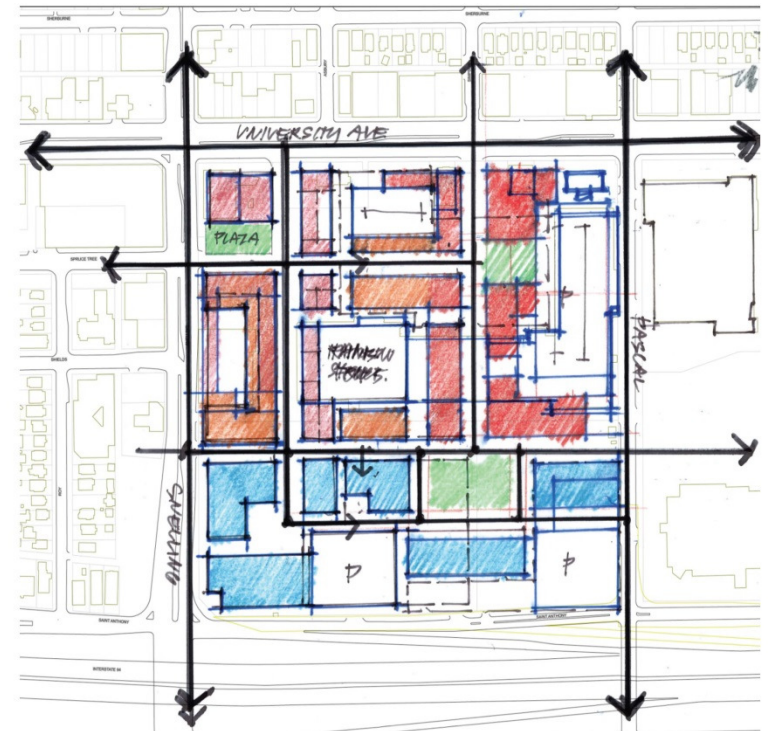
# Essential Phase 1 Elements

- Set New TOD Tone With Extension of Ashbury Street Through Site
- Ashbury Street Connects to Met Council Property
- Rainbow Foods is Wrapped or Replaced With Street-Facing Retail
- Residential Buildings Are Self-Parked
- Am. Bank Building Reuse Includes Ground-Floor Retail & Hidden or No Drive-Through
- McDonald's is Relocated
- Phase 1 is Fully Executed



# Elements of Future Phases

- Grid Extended Throughout Site
- Simpson is New Gateway Street
- New Major Civic Spaces Terminate Streets
- Parking Structures Replaced Surface Lots
- Connection to Pascal Street is Complete
- Parking Structures Are Wrapped/On Edges
- Highest Value Development In NW Quadrant



# Last Mile to the Green Line Snelling Avenue

## Summary

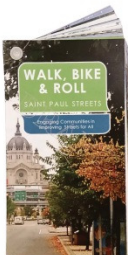
The Snelling Avenue Pedestrian Demonstration Project is a partnership of the Union Park District Council (UPDC), Hamline-Midway Coalition (H-MC) and District Councils Collaborative of Saint Paul and Minneapolis (DCC). The partnership was convened for a safer and friendlier Snelling Avenue from Charles Avenue to Marshall Avenue and to build on a legacy of community leadership on pedestrian issues and concerns. This project is the second of two demonstration projects that are an outgrowth of DCC's 2012 Central Corridor Walkability Survey where community members identified a quality, accessible sidewalk network; pedestrian safety; and a green, welcoming pedestrian environment as priorities. The project objectives are to:

1. Develop a set of pedestrian improvement recommendations and activate implementation strategies to ensure improvements are made;
  2. Demonstrate use of the draft Saint Paul Street Design Manual's pedestrian guidelines in a community-led process and provide feedback to the city; and
  3. Share what we learn with others.
- Funding for the project is provided by the Center for Prevention at Blue Cross and Blue Shield of Minnesota.

## Process

Led by the UPDC, H-MC and the DCC with technical support by the Saint Paul Riverfront Corporation (SPRC) this project was guided by a community steering committee consisting of community members, district council staff and jurisdictional staff. The process included:

- A broad community engagement and outreach campaign
- A two evening workshop
- Steering committee adopted recommendations
- Community district council processes
- Advocacy implementation



Participants walking the project area; list of observations

## Community Engagement Outreach Campaign

A broad community outreach campaign was conducted through the UPDC and H-MC. Over 300 people were engaged in conversations during this outreach process with a variety of outreach methods. The input was instrumental at the workshop with approximately 90% of the community issues having been discussed throughout the workshop process. The workshop output then led to crafting the recommendations.

## Workshop

The workshop addressed walkability issues and strategies with key community members, steering members and additional jurisdictional staff. The group discovered issues through a night time walkabout, developed a group transportation priority vision, identified strategies with Walk, Bike and Roll Saint Paul Streets Cards and prioritized their importance.

## Project Participants

Community Steering Committee  
 • Union Park: Duane Perry, Julie Johnson, Monica Millsap Rasmussen, Brian Quarstad, Anne White  
 UP Staff: Julie Reiter and Tabitha Benci DeRango, community engagement consultant  
 • Hamline-Midway: Jennifer LeClaire, Samson Zeleke  
 H-M Staff: Lauren Fulner  
 • Government Staff: Curt Fakler, MnDOT, Eniks Ludens, City of St Paul, Katie Roth, Metro Transit  
 • District Councils Collaborative: Anne White, DCC staff: Carol Swenson  
 Design and technical support: Saint Paul Riverfront Corporation — Tim Griffin, Tracey Kinney & Brian Fewell  
 Jurisdictions involved:  
 • Mn Dept of Transportation • Metro Transit  
 • Ramsey County • City of Saint Paul

## Additional Workshop Participants

Kari Canfield - Midway Chamber  
 Sam Carlsen - Saint Paul Riverfront Corporation  
 Mai Chong Xiong - City Council  
 Kim Club - Friendly Streets Initiative  
 Reuben Collins - Saint Paul Public Works  
 Colin Fesser - Union Park DC  
 Bill Goff - Minnesota Department of Transportation  
 Samantha Henningson - City Council Ward 4  
 Michael Huber - Blue Cross Blue Shield  
 Anton Jerve - Saint Paul Planning & Economic Development  
 Gina Mitteco - Minnesota Department of Transportation  
 Maurice Roers - Metro Transit  
 Thabiso Rowan - Resident  
 Sarah Seeger - Midway Chamber  
 Kari Sheldon - Resident, Mayor's Advisory Committee for People with Disabilities  
 Barb Spears - Resident



## Interchange Recommendations



Presentation of strategies to the group

## Community's Priority Concerns:

Pedestrian safety at intersections, not enough signal time to cross street, poor pedestrian lighting, fast traffic and drivers not watching for pedestrians, many places not accessible to wheelchair users, a harsh and unwelcoming pedestrian environment, lack of street trees, and trash everywhere

## Recommendations

The overall community steering committee recommendations intend to improve the pedestrian environment through walkability, bikeability and rollability strategies on Snelling Avenue from Charles Avenue to Marshall Avenue.

1. Boulevards between the street and sidewalk throughout project area
2. Interchange at Snelling and I-94: improve pedestrian safety, traffic calming to transition drivers from freeway to neighborhood mode, create a neighborhood gateway
3. Increase pedestrian safety and ADA/accessibility throughout project area
4. Add more green space, landscaping and pocket parks
5. Add placemaking features: public art, wayfinding, use St. Paul bridge architecture standards, etc
6. Add one or two pedestrian/bicycle bridges over I-94/pleasant environment for all users

## Next Steps

This project is currently underway and next steps are a snap shot of this point in time.

- Share draft recommendations and priorities with community members
- Develop final recommendations and implementation strategies, including actions community can take
- Advocate for implementation of recommendations



| Existing Conditions              |       | Property Lines  |         |
|----------------------------------|-------|-----------------|---------|
| 8'-0" to 10'-0"                  |       |                 |         |
| Existing Sidewalk Recommendation |       |                 |         |
| 6'-0"                            | 8'-0" | 0'-0" to 12'-0" | Setback |
| Boulevard                        |       | Sidewalk        |         |
| 14'-0"                           |       |                 |         |

Bus Barn - Along the Street Recommendation

## Project Summary

Participating Organizations  
 Union Park District Council  
 Hamline Midway Coalition  
 City of Saint Paul  
 Ramsey County

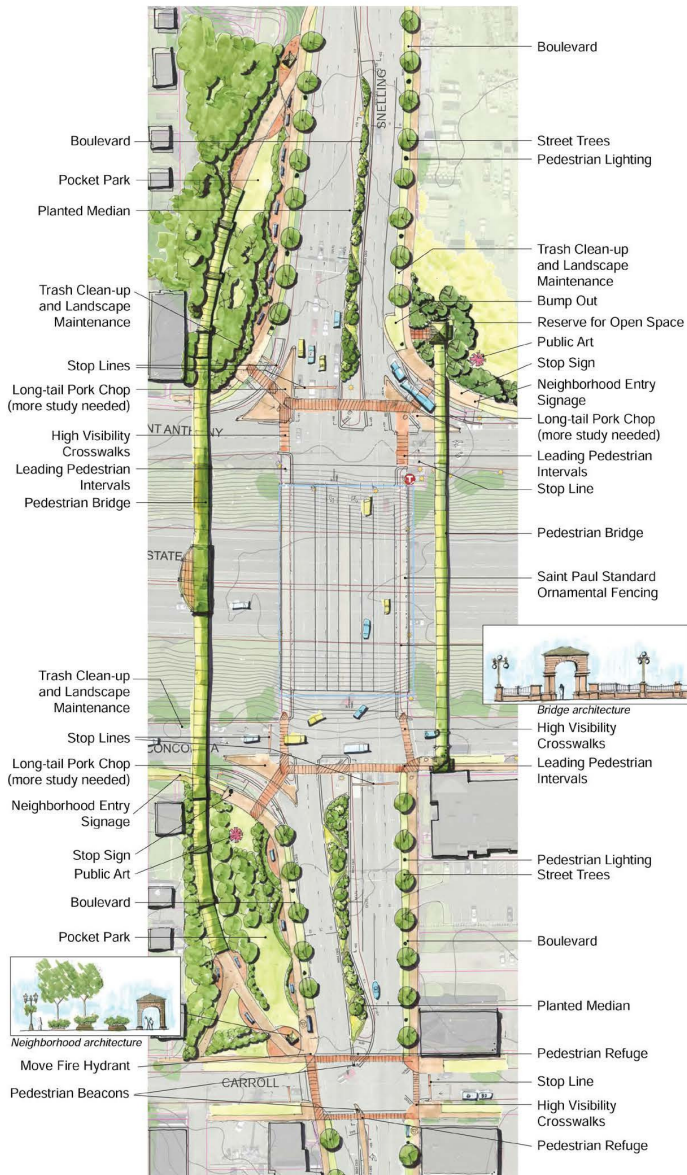
Minnesota Department of Transportation  
 Metro Transit  
 District Councils Collaborative of Saint Paul and Minneapolis  
 Saint Paul Riverfront Corporation

November 26, 2014



Funding for this project is provided by the Center for Prevention at Blue Cross and Blue Shield of Minnesota, as part of Blue Cross' long-term commitment to tackling the leading causes of preventable disease: tobacco use, lack of physical activity and unhealthy eating.





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