

The DRAFT Smith Avenue Revitalization Plan

Recommended by the Saint Paul Planning Commission on _____

Adopted by the City Council _____

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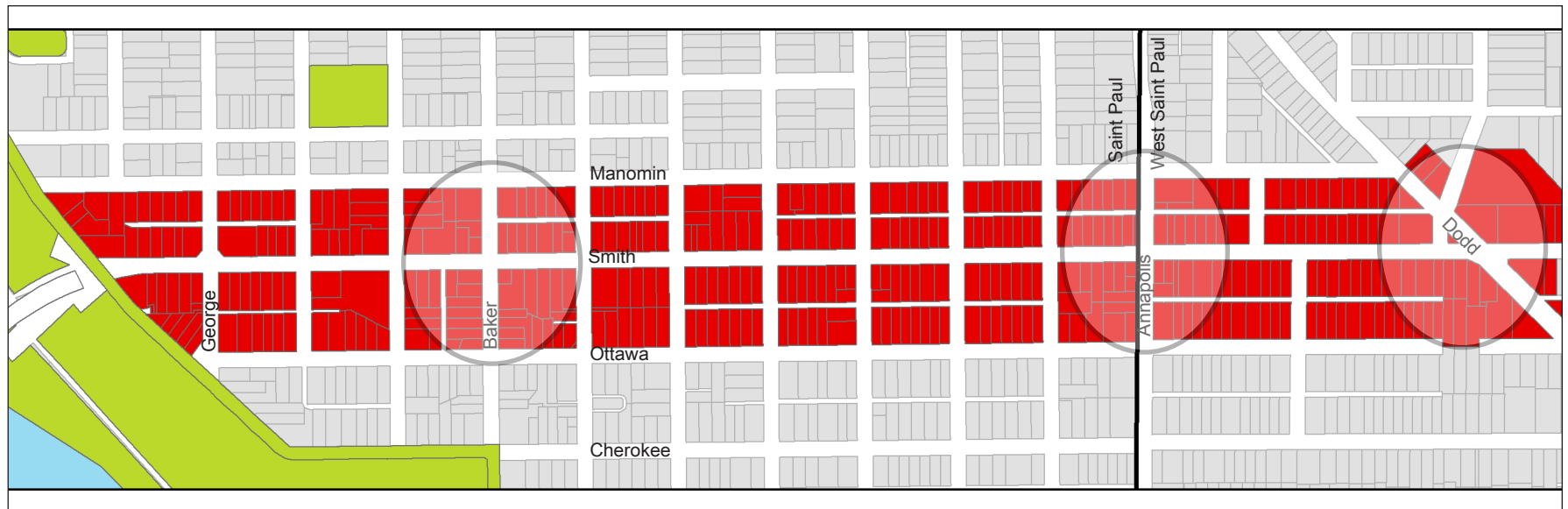
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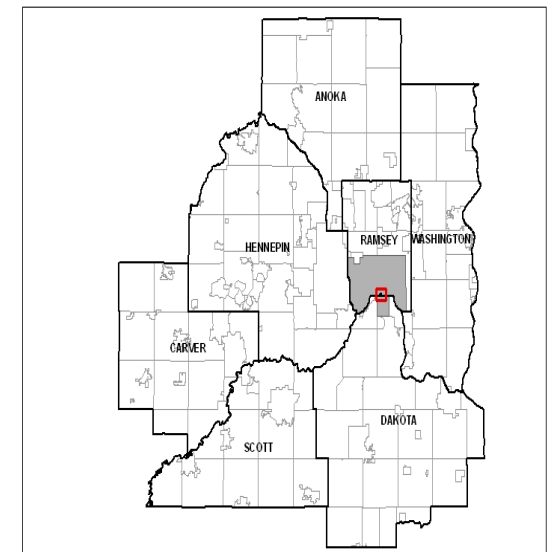
Study Area



Saint Paul PED/Dakota County GIS

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.



MetroGIS

Smith Avenue Revitalization Plan

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.



Steve Komula

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.



Steve Komula

Smith Avenue Revitalization Plan



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 marketing 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.

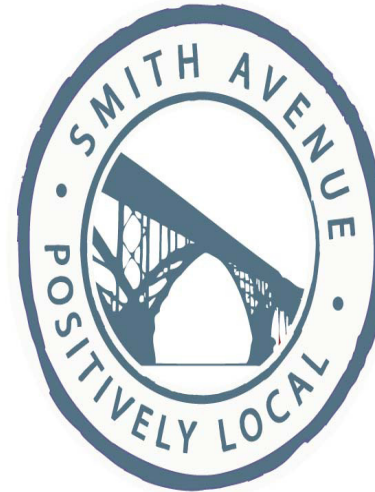
CV5.6 Determine “Brand Champions” in the neighborhood that are trusted and that can become torch bearers for the brand.

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.

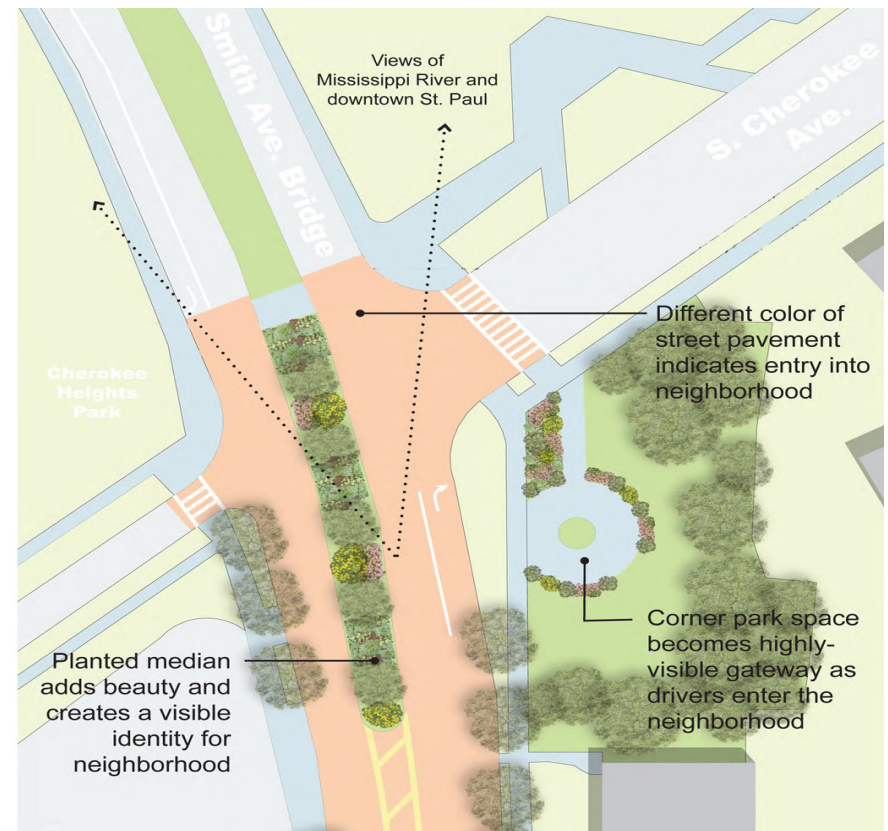
LU2. Implement landscape design strategies to make Smith Avenue a more inviting place to visit and do business.

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

Smith Avenue Revitalization Plan



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.

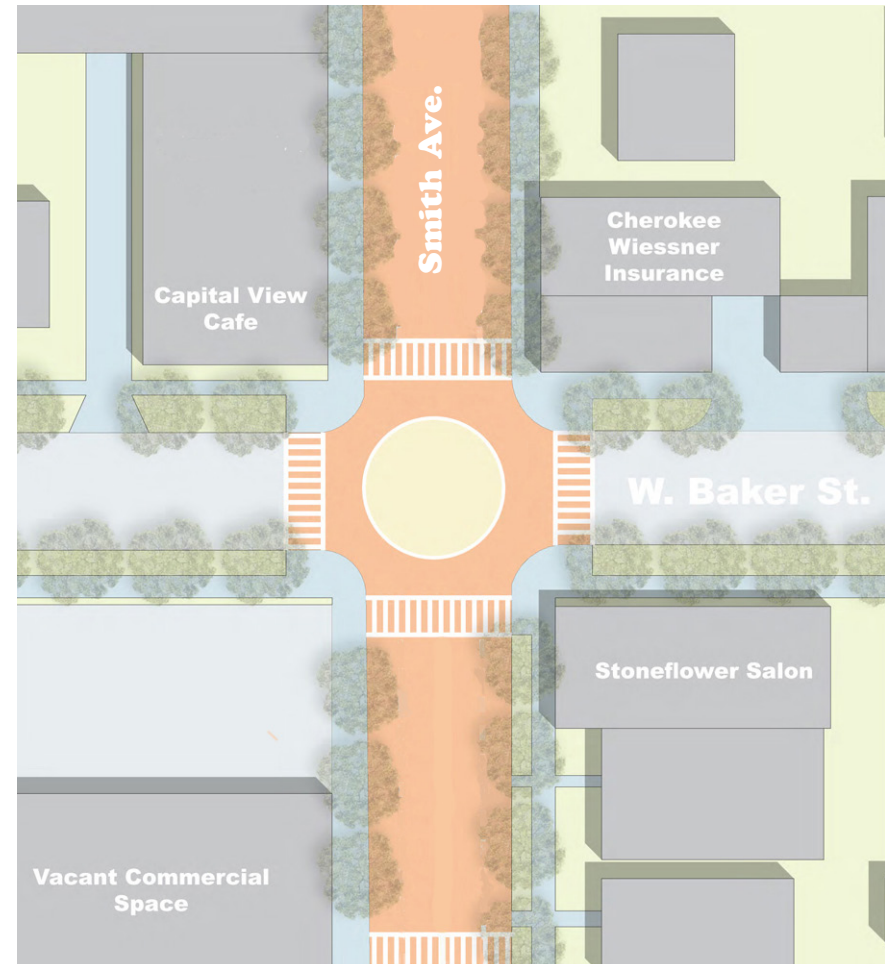
T2.3 Install artful and functional bike racks.

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



Metropolitan Design Center



Transportation continued

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.

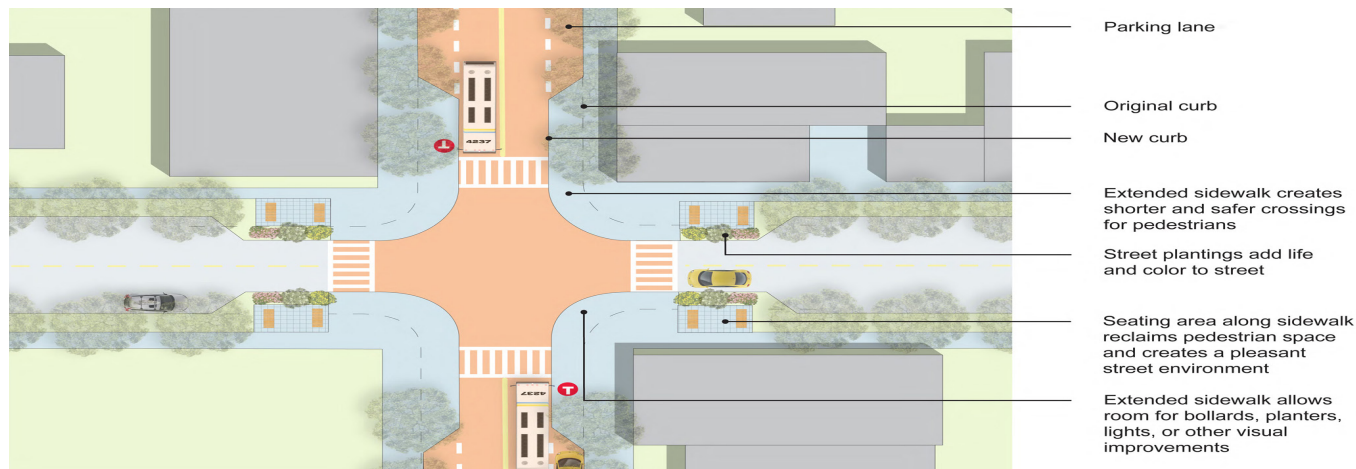
T5.3 Stripe parking lanes along the Avenue.

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”



Metropolitan Design Center



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.



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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.



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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.



Steve Komula

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.



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

Implementation

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

Implementation

Commercial Vitality Strategies (continued)			
#	Strategy Summary	Responsible Parties	Time Frame
CV5.7	Co-market and co-brand with area partners	Business owners, REDA	short-term
CV5.8	Educate and inform business owners about the brand and its use	Business owners, REDA	long-term
CV5.9	Capitalize on neighborhood identifiers to create a community event	Business owners, REDA	long-term
CV5.10	Investigate preservation options for historic buildings	Business owners, REDA, WSCO	long-term

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

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

Implementation

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

Parks and Recreation Strategies			
#	Strategy Summary	Responsible Parties	Time Frame
PR1.1	Create organized activities to draw people to the parks	Parks	long-term
PR2.1	Encourage food trucks to park in Cherokee Regional Park	Parks	long-term
PR2.2	Consider traffic control measures in Cherokee Regional Park, consistent with the new Cherokee Park and Trail Plan	Parks	long-term

Implementation

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

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

Implementation

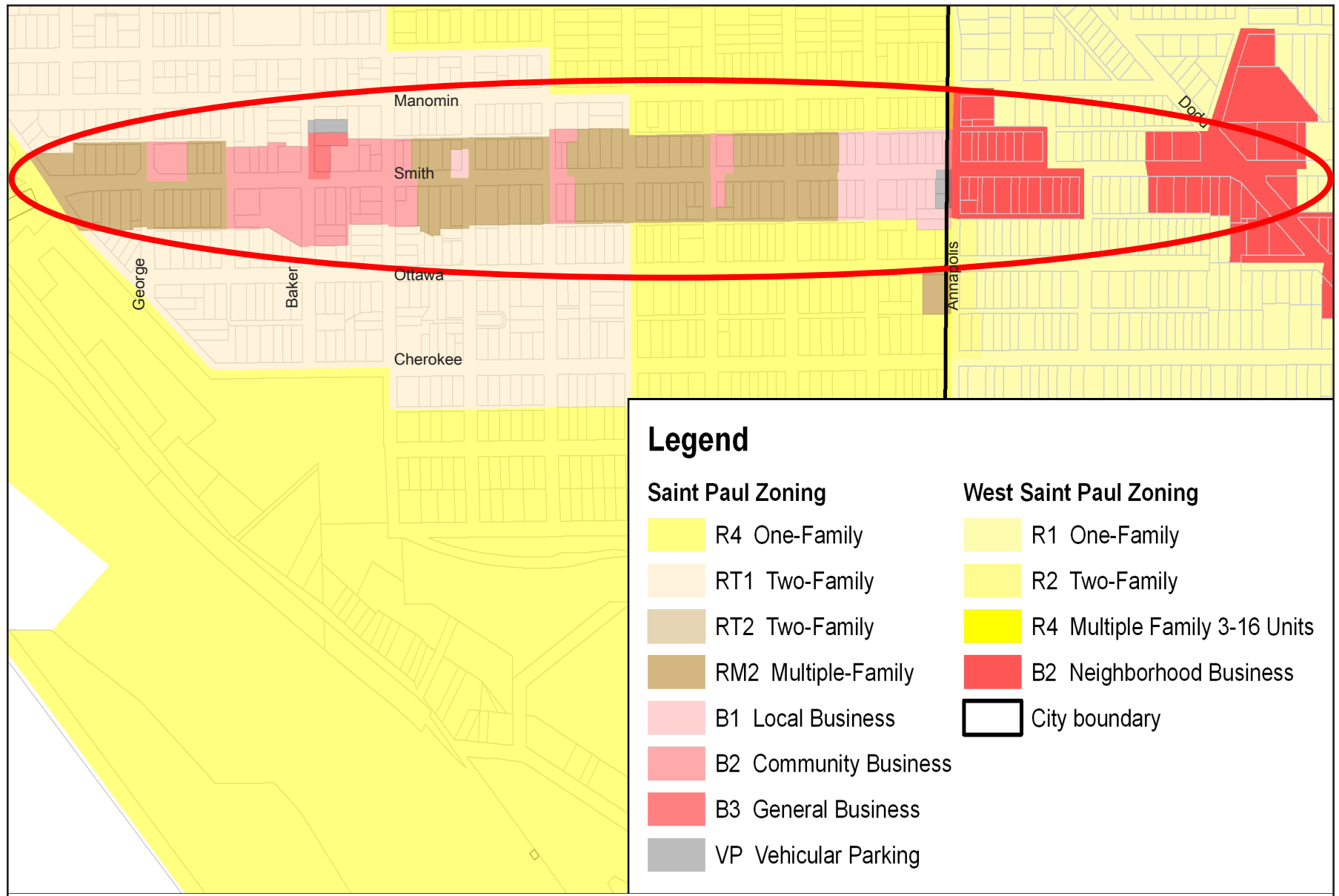
Historic Preservation Strategies			
#	Strategy Summary	Responsible Parties	Time Frame
HP1.1	Perform historic context study for Smith Avenue	Cities	short-term
HP1.2	Ensure that the current view of the State Capitol is preserved	Cities	on-going
HP1.3	Explore funding opportunities for rehabbing older structures	Cities, REDA, NeDA	long-term



William Moneypenny, 1945

Smith Avenue Revitalization Plan

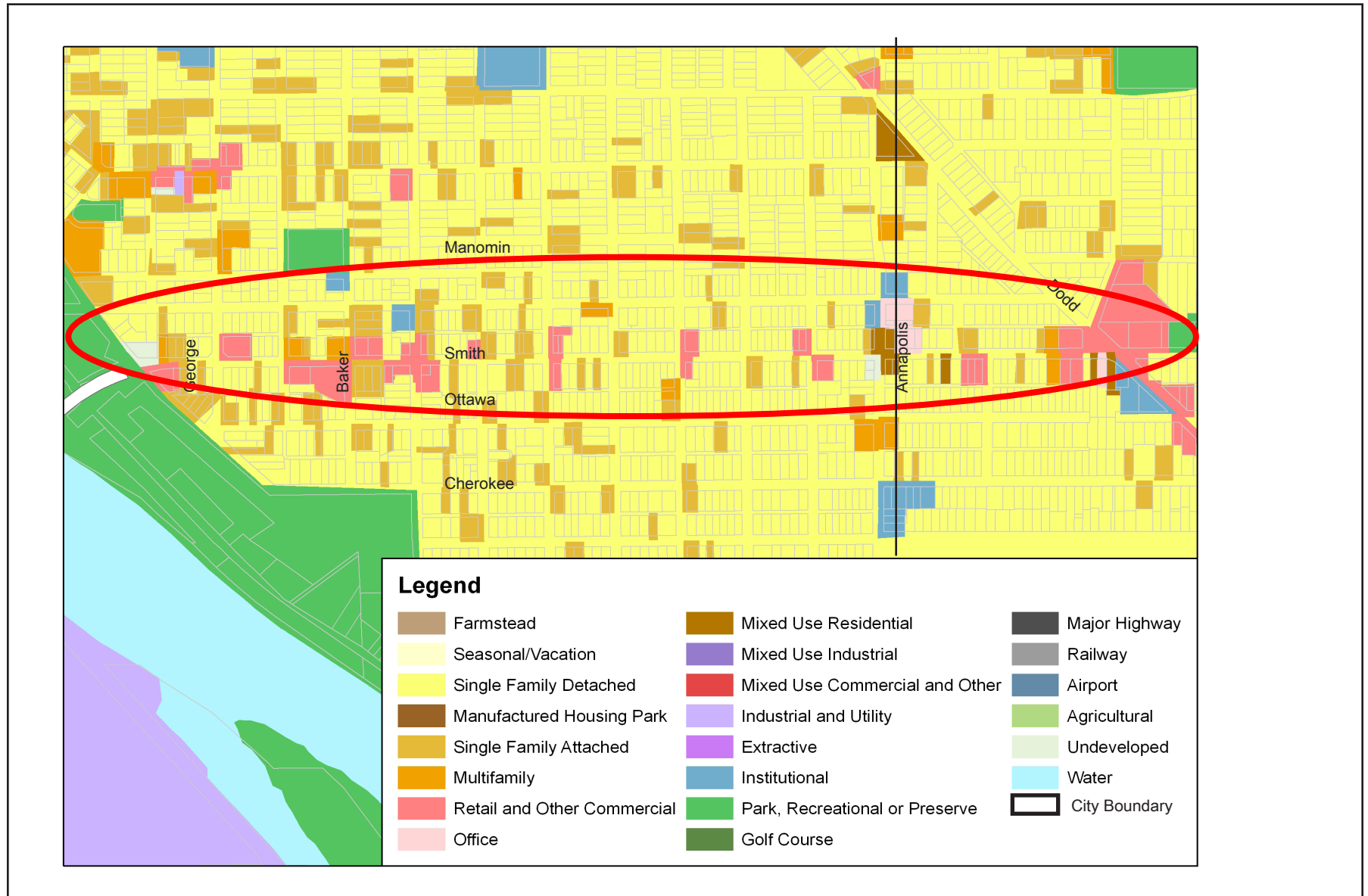
Appendix A: Current Zoning



Saint Paul PED, Dakota County GIS

Smith Avenue Revitalization Plan

Appendix B: Land Use



Saint Paul PED/Metropolitan Council (2005)

Smith Avenue Revitalization Plan

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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.

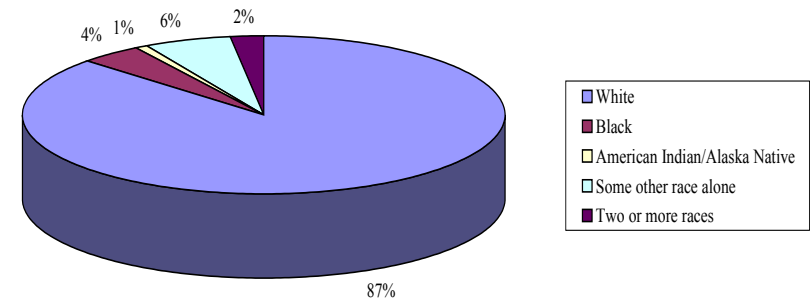
Income

- 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.

Race by Percentage of Population



Saint Paul PED/U.S. Census Bureau

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.