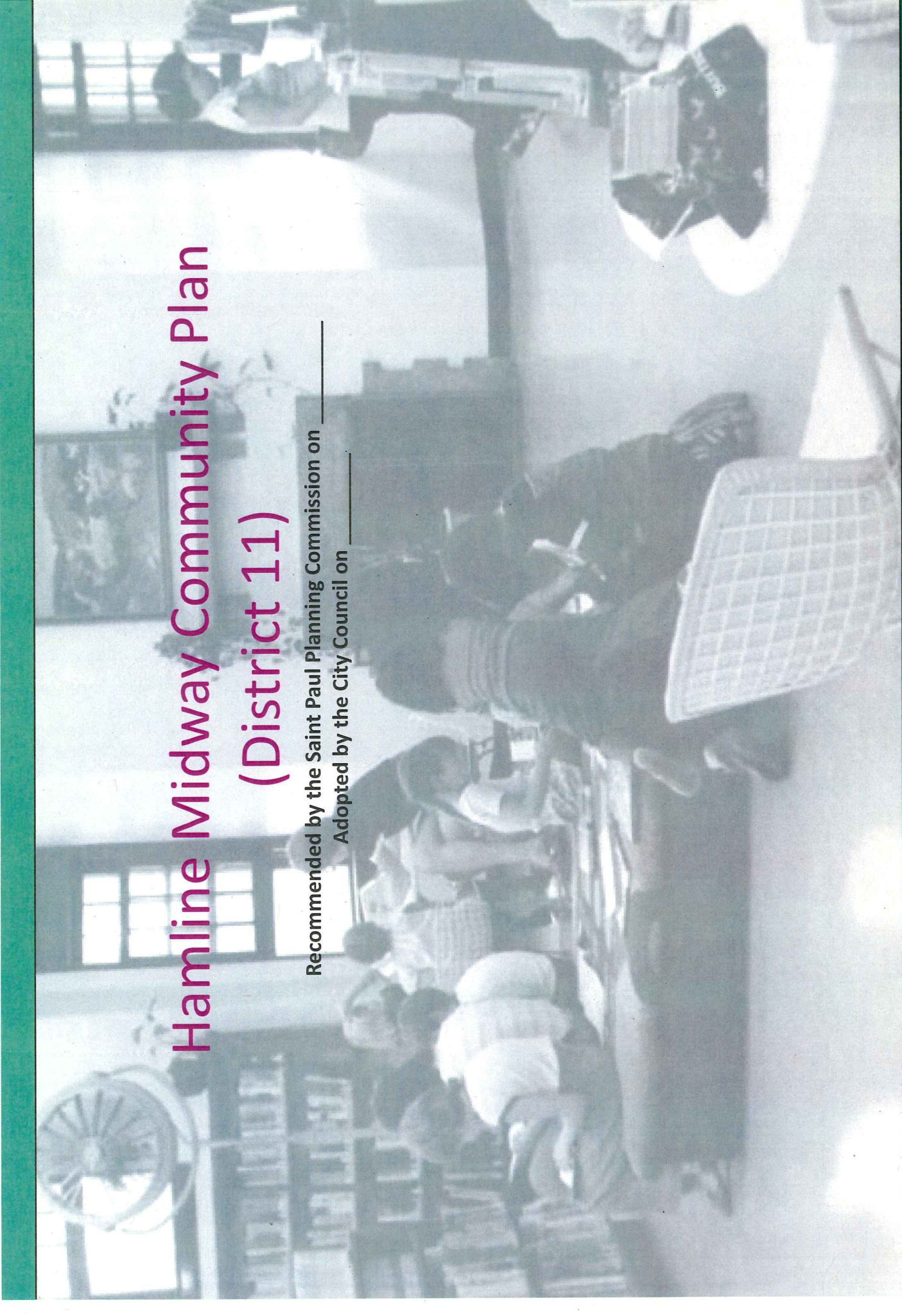




Hamline Midway Community Plan (District 11)

Recommended by the Saint Paul Planning Commission on _____

Adopted by the City Council on _____

Hamline Midway Community Plan

An Addendum to the Saint Paul Comprehensive Plan

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Credits

The *Hamline Midway Community Plan* was developed through a multi-year community process and approved by the HMC Board of Directors. Special thanks to Hamline Midway Coalition (HMC) Land Use Advisory Group, HMC Transportation Committee, Luke Walbert, Hamline Midway Environmental Group, and Paul Larson.

The following thematic icons may be placed next to strategies in any topic chapter to identify a strategy related to one of the themes:

economic policy or strategy
environmental policy or strategy
social policy or strategy

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 *economic policy or strategy*
 *environmental policy or strategy*
 *social policy or strategy*

Cover photo

Children's area at the Hamline Midway Library, courtesy Saint Paul Public Libraries

Legend:

- HMC Boundary:** Thick black line
- Land Use:**
 - Single Family Detached (Yellow)
 - Single Family Attached (Light Yellow)
 - Multifamily (Orange)
 - Retail and Other Commercial (Pink)
 - Parks (Green)
 - Water (Blue)
 - Vacant (Light Blue)
- Transit Routes:** Orange line
- LRT Stations:** Circle with a dot
- Major Highway:** Thick grey line
- Office:**
 - Mixed Use (Light Orange)
 - Industrial (Purple)
 - Institutional (Light Blue)
 - Park, Recreational or Preserve (Light Green)

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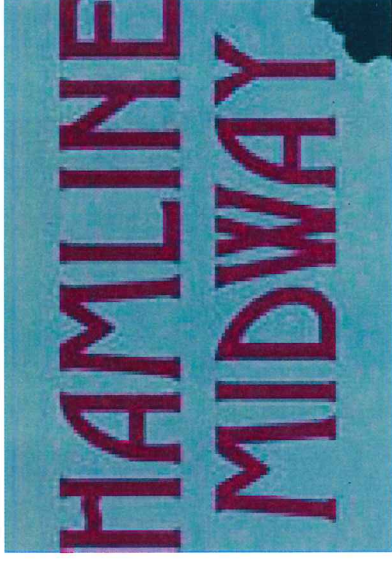
Purpose

The Hamline Midway neighborhood is bounded by Lexington Parkway on the east, University Avenue on the south, Transfer Road on the west, and on the north by the railroad tracks just north of Pierce Butler Route. The Hamline Midway Coalition (HMC) — District Council 11 — is a community-based non-profit organization dedicated to making the Hamline Midway neighborhood a better place to live, learn, work, and play.

The purpose of the Hamline Midway Community Plan is to help provide for implementation of the Saint Paul Comprehensive Plan at the community level, as well as to guide future programming and policy decisions for the Hamline Midway Coalition.

Overall Vision

This plan envisions Hamline Midway as a diverse, lively, well-designed urban neighborhood that respects its history while embracing the best of city life. This vision includes high-quality residential housing of various types and densities, aesthetically appealing mixed-use development, bustling transit-oriented commercial corridors, vibrant parks, gardens, and public open spaces, and a range of amenities including schools, churches, and shops. We envision a sustainable, livable neighborhood where residents maintain their older homes, walk and bike and use transit, have the opportunity to grow food, and nurture the urban forest. We see Hamline Midway as a great neighborhood to live, work, learn, and play, in the most livable city in America.





Land Use

Introduction

The Hamline Midway Community Plan seeks a diverse urban neighborhood that combines places to work, live, play, and shop in a well designed urban setting that respects neighborhood history and character. This includes high quality residential housing of diverse character and densities, aesthetically appealing mixed use development, transit-oriented corridors with commercial vitality, sustainable design, and public open spaces.

Land Use Objectives and Strategies

LU 1 Encourage better utilization of land through mixed-use options along commercial corridors, near neighborhood commercial corners, and near transit stops. 

LU 1.1 Support zoning studies throughout the district to determine the appropriateness of rezoning areas from Business to Traditional Neighborhood.*

LU 1.2 Consider rezoning Snelling Avenue to Traditional Neighborhood.

LU 1.3 Identify redevelopment opportunities in the District, while promoting and prioritizing such sites to expedite their development.

LU 2 Encourage pedestrian-scale development that includes amenities such as landscaping, seating areas, screened parking, and public art.

LU 2.1 Promote active business store fronts with pedestrian-scale building facades, oriented toward public spaces and streets, including storefront transparency to provide safety and vitality. 

LU 2.2 Encourage architecture that is coherent with surrounding architecture and incorporates utilitarian

features (e.g. loading docks, mechanical equipment, refuse bins, etc.) into the building design.

LU 3 Encourage the incorporation of multi-modal transportation options into all new development to accommodate pedestrians, cyclists, transit use, and vehicle sharing. 

LU 3.1 Incorporate facilities promoting forms of transportation other than the automobile such as: bicycle storage and maintenance locations in new multifamily residential and commercial developments; heated bus shelters designed with new buildings; designated pedestrian walks that are clearly marked through commercial developments and parking lots.

LU 4 Encourage the creation of public spaces in new developments, especially along University and Snelling Avenues and at neighborhood commercial corners. 

LU 5 Encourage appropriate transitions between disparate land uses. 

LU 5.1 Support design standards for new developments that provide for a gradual transition between single-family housing and new buildings in terms of height, mass, scale, and architectural context.

* See full list of recommended zoning changes in Appendix A.



Land Use

LU 5.2 Promote the use of fencing, berming, or other landscape techniques to buffer disparate land uses.

LU 5.3 Encourage the use of pedestrian-scaled lighting to reduce the level of light output and minimize off-site glare.

LU 6 Encourage shared parking arrangements for commercial properties and neighborhood wide parking solutions. **\$**

LU 6.1 Unbundle the sale of parking spaces from housing units in multi-family housing developments.

LU 6.2 Discourage the establishment of parking lots as the primary use of a property.

LU 7 Promote "Green" or sustainable design in new development. **\$**

LU 7.1 Encourage developments to be built to specific sustainable design guidelines (e.g. Minnesota Sustainable Design Guide, or the United States Green Building Council's LEED standards).

LU 7.2 Incorporate storm-water runoff reduction techniques into new or re-developments.

LU 8 Encourage a greater range of housing types to meet a variety of needs in terms of household size, income, age/state in life-cycle, and ownership status. **\$**

LU 9 Develop neighborhood identity through neighborhood gateways that use public art, plantings, signage, etc. at key neighborhood intersections.

LU 10 Support West Midway Industrial Strategy.

LU 10.1 Support final adoption of findings and recommendations.

LU 10.2 Support redevelopment and reinvestment in industrial and job-producing land uses.





Transportation

Introduction

The Hamline Midway Community Plan seeks a balanced transportation system that allows neighborhood residents to choose from a variety of transportation modes for their local, mid-range, and regional trips. To achieve this goal, this chapter identifies strategies to calm traffic, minimize large vehicle traffic through residential neighborhoods, support a strong and well-connected transit system, promote walking and bicycling, and support public realm investments to improve the pedestrian environment.

Transportation Objectives and Strategies

T1 Complete sidewalk network, improve street lighting, and work with utilities to remove poles obstructing sidewalks. \$ 🚶🏻♂️ 🚶🏻♀️

T2 Create safe routes to schools, parks, and libraries. 🚶🏻♂️ 🚶🏻♀️

T3. Support traffic calming projects to address traffic speed and volume. 🚶🏻♂️ 🚶🏻♀️

T4 Support pedestrian- and transit-friendly public realm improvements such as wayfinding, public art, placemaking, façade improvements, gardens, and systems for snow removal. 🚶🏻♂️ 🚶🏻♀️

T5 Support the completion and expansion of the bicycle route network through a variety of bikeways, including striped lanes, signed routes, cycle tracks, bike boulevards, and off-street bike paths. 🚶🏻♂️ 🚶🏻♀️ 🚲

T6 Support future development of commuter rail, bus rapid transit, limited-stop bus lines, local route bus service, and other mass transit modes. 🚶🏻♂️ 🚶🏻♀️ 🚲





Transportation

T7 Support pedestrian and bike access to LRT stations and bus service ~~to~~ LRT and BRT lines.

T8 Support and advocate for location of transit shelters at critical nodes in the system. ~~to~~

T9 Support shared parking agreements and structured parking where appropriate. ~~\$~~ ~~to~~

T10 Maintain current configuration of truck routes and support projects to limit cut-through truck traffic in residential areas ~~\$~~ ~~to~~ including through improved connections between regional routes and industrial areas.

T11 Advocate for northern alignment of the Red Rock Corridor and a Snelling Avenue station. ~~\$~~

T12 Study alternative uses of former Amtrak station.

T13 Support innovative solutions to conflicts between commercial vehicle traffic and residential uses in those areas where residential and commercial land use ~~\$~~ ~~to~~ reach other (e.g. the north side of University Avenue and the south side of Sherburne Avenue).

T14 Support neighborhood schools to minimize school bus traffic in the neighborhood and support ~~to~~ thoughtful placement of charter schools to minimize the impact

of bus traffic related to these schools. *



T15 Support efforts to limit waste-removal traffic.*

T16 Use best practices to improve pedestrian and bicycle safety on bridges and overpasses as well as at intersections and crosswalks.



T17 Support the implementation of the MnDOT Snelling Avenue Multi-Modal Transportation Plan.

T18 Support continued development of car share and bicycle share systems and their integration with the public transportation system.

** Policies T11, T14, and T15 are representative solely of Hamline Midway Coalition identified priorities. Adoption of this plan by the City of Saint Paul does not constitute endorsement nor official or unofficial adoption of these policies.*



Environment

Introduction

The Hamline Midway Community Plan promotes the long-term health and well-being of the entire Hamline Midway community through sustainability, livability, and equity. This plan aims to reduce pollution, reduce the carbon footprint of the neighborhood, assure access to environmental resources, and promote changes in the design and use of the built environment.

Environment Objectives and Strategies

- E1 Encourage best practices in stormwater management, especially for public facilities, and promote stormwater education. *
- E2 Support reduction of point and non-point air pollution emissions, including support for changes to the built environment that encourage walking, cycling, and other forms of transportation that eliminate or reduce emissions. *
- E3 Support prohibition on garbage burning as an energy source.*
- E4 Support and promote maintenance of healthy urban forest on both private and public property.
- E5 Work with railroad to address neighborhood noise concerns.
- E6 Advocate for changes to the waste management system to minimize waste collection traffic, provide for safe disposal of hazardous and electronic waste, provide organics collection and support for composting, and provide for safe and easy disposal of large items, metals, construction debris, and other materials.*



** Policies E3 and E6 are representative solely of Hamline Midway Coalition identified priorities. Adoption of this plan by the City of Saint Paul does not constitute endorsement nor official or unofficial adoption of these policies.*



Environment

- E7 Provide resources to homeowners for alternative energy and energy efficiency projects. ✖️🌱
- E8 Encourage reduction of business energy use and development of new businesses focused on energy use reduction or alternative energy sources. \$🌱
- E9 Support the development of a strong local foods systems including food production at community and home gardens, food preservation education, and local markets for locally produced foods. ✖️🌱
- E10 Support home water supply testing and seek funding for lead water service and pipe replacement. ✖️
- E11 Encourage rain and gray-water harvesting for landscape use. 🌱
- E12 Advocate for park facilities to serve full spectrum of recreation needs regardless of age, disability status, geography, passive/active activities, or season. ✖️
- E13 Support projects to improve parks, the connectivity of urban green spaces, and tree diversity. 🌱
- E14 Discourage use of chemical treatment for weeds or pests. 🌱



Housing

Introduction

The Hamline Midway Community Plan seeks high quality housing of diverse character and densities by encouraging maintenance and improvement of existing homes while embracing new higher-density housing development. This plan also envisions a healthy balance between owner-occupied and rental properties.

Housing Objectives and Strategies

H 1. Encourage the maintenance and improvement of existing housing stock. ↗↑

H 1.1 Support funding assistance to help homeowners with housing maintenance, repairs, and remodeling.

H 1.2 Support targeted home remodeling programs that have a broad community impact and/or public health benefits (e.g. exterior repairs, encourage lead paint remediation, lead water line replacement, etc.).

H 1.3 Promote a contracting co-op where homeowners with similar repair needs can receive a volume discount by providing a certain amount of work to a contractor.

H 1.4 Explore and support efforts proactively ↗↑ to address vacant residential properties.

H 2. Maintain sustainable rental opportunities.

H 2.1 Foster relationships between rental property owners and the neighborhood to improve the condition and aesthetic of properties.

H 2.2. Create a marketing strategy to promote the

“Hamline-Midway” neighborhood on rental property listings.

H 2.3 Explore senior housing options, such as a senior housing co-op or assisted living rental buildings.

H 3 Provide a variety of new housing options, particularly near the Green Line LRT.

H 3.1 Prioritize redevelopment on University Avenue and Snelling Avenue for high density housing or mix-used development that includes housing. Such development should be appropriate to an urban setting with an emphasis on transit-oriented design.

H 3.2 Encourage infill housing development on appropriate sites.

H 3.3 Encourage development that fill gaps in Saint Paul housing stock, such as larger rental units.



Historic Preservation

Introduction

The Hamline Midway Community Plan seeks to preserve the historic resources of the Hamline Midway neighborhood including its housing stock, churches, local businesses, and industries. These historic resources define and anchor the Hamline Midway, particularly along Snelling and University Avenue. Hamline Midway residents have long embraced the values of historic preservation by maintaining their properties, keeping obtrusive development to a minimum, and fighting for the retention of neighborhood landmarks. The Hamline Midway Community Plan also views historic preservation as a strategy for sustainability and an important economic development tool. A list of applicable context studies and a map inventory of designated and surveyed sites can be found in Appendix B.

Historic Preservation Objectives and Strategies

HP1 Facilitate neighborhood preservation activities through information and logistical support. \$ ✖

HP2 Coordinate preservation activities between neighborhood groups, the City of Saint Paul, and preservation interest groups (e.g. Historic Saint Paul). ✖

HP3 Conduct a cultural resources survey of the plan area to both resurvey and to identify new historic sites and districts. ✖

HP4 Encourage a local repository for existing historical information; forward information on to other public repositories as appropriate. ✖

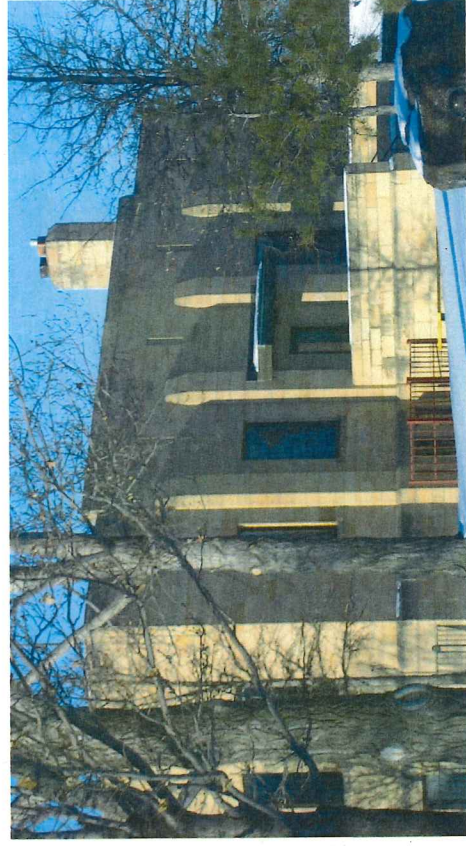
HP5 Work with city to educate property owners regarding affordable preservation, and develop strategies for private maintenance and improvement initiatives. \$ ✖

HP6 Develop design guidelines for commercial and industrial development that are mindful of historic preservation. \$ ✖

HP7 Promote the use of historic tax credits and develop strategies for economic development through historic preservation. \$ ✖

HP8 Promote preservation-related education, including tours, forums, and workshops. \$ ✖

HP9 Promote ongoing preservation and continued use of all designated sites in the Hamline Midway neighborhood. ✖



Implementation

Land Use Strategies			
#	Strategy Summary	Responsible Parties	Time Frame or Community Priority for Implementation
LU1	Encourage better utilization of land, mixed-use	PED, HMC	
LU2	Encourage pedestrian scale development	PED, HMC	
LU3	Encourage building for multi-modal transportation	PED, HMC, PW	
LU4	Encourage new public spaces	PED, Parks, HMC	
LU5	Encourage appropriate land-use transitions	PED, HMC	
LU6	Encourage shared parking	PED, HMC	
LU7	Promote "green", sustainable design	PED, HMC	
LU8	Encourage a greater range of housing types	PED, HMC	
LU9	Develop neighborhood identity with gateways, art	PED, PW, HMC	

Note: HMC=Hamline Midway Coalition, PED=Saint Paul Planning and Economic Development, PW=Public Works

Transportation Strategies			
#	Strategy Summary	Responsible Parties	Time Frame or Community Priority for Implementation
T1	Complete the sidewalk network, improve walkability	PW, PED, HMC, utility companies	
T2	Create safe routes to schools, parks, libraries	PW, PED, HMC, Parks	
T3	Support traffic calming measures	PW, HMC	
T4	Support pedestrian and transit friendly public realm	PW, PED, HMC	
T5	Support completion and expansion of bike network	PW, PED, HMC	
T6	Support future development of transit system	PW, PED, HMC	
T7	Support pedestrian and bike access to LRT	PW, PED, HMC	
T8	Advocate for transit shelters	PED, PW, HMC, Met Council	
T9	Support shared and structured parking	PED, HMC	

Implementation

Transportation Strategies			
#	Strategy Summary	Responsible Parties	Time Frame or Community Priority for Implementation
T10	Maintain current truck routes, limit cut-through truck traffic	PW, HMC	
T11	Advocate for northern alignment of Red Rock Corridor	HMC	
T12	Study reuse of former Amtrak station	PED, PW, HMC, Port Authority	
T13	Support innovative solutions to residential/commercial interface problems	PED, PW, HMC	
T14	Support neighborhood schools	HMC	
T15	Support efforts to limit waste-removal traffic	HMC	
T16	Support best practices for pedestrian, bike safety on bridges, at intersections	PW, HMC	
T17	Support implementation of MnDOT Snelling Multi-Modal Plan	PW, Mn/DOT, PED, HMC	
T18	Support continued development of car, bike sharing	PED, HMC	

Note: HMC=Hamline Midway Coalition, PED=Saint Paul Planning and Economic Development, PW=Public Works

Environment Strategies			
#	Strategy Summary	Responsible Parties	Time Frame or Community Priority for Implementation
E1	Encourage stormwater management best practices	PED, PW, DSI, HMC	
E2	Support reduction of pollution emissions	PED, PW, HMC	
E3	Support prohibition on garbage burning for energy	HMC	
E4	Support a healthy urban forest	HMC, Parks	
E5	Work with railroad to address noise issues	HMC	

Implementation

Environment Strategies			
#	Strategy Summary	Responsible Parties	Time Frame or Community Priority for Implementation
E6	Advocate for changes to waste management collection; provide for composting/organics collection and disposal of large/metal items, hazardous materials, construction debris	HMC	
E7	Provide resources for energy efficiency/alternative energy home improvement	PED, HMC	
E8	Encourage reduction of business energy use, development of energy-related businesses	PED, HMC	
E9	Support development of local food system	PED, HMC	
E10	Support home water testing, seeks funds for lead pipe replacement	HMC, SPRWS	
E11	Encourage rain and gray-water reuse	DSI, PED, HMC	
E12	Advocate for equal access park facilities	HMC, Parks	
E13	Support park improvement and connectivity, tree diversity	HMC, Parks, PED	
E14	Discourage use of chemical weed/pest control	HMC	

Note: DSI=Department of Safety and Inspections, HMC=Hamline Midway Coalition, PED=Saint Paul Planning and Economic Development, PW=Public Works, SPRWS=Saint Paul Regional Water Services

Housing Strategies			
#	Strategy Summary	Responsible Parties	Time Frame or Community Priority for Implementation
H1	Encourage maintenance of the housing stock	PED, HMC, SPRWS	
H2	Maintain sustainable rental opportunities	HMC, PED	
H3	Provide a variety of housing options	PED, HMC	

Note: HMC=Hamline Midway Coalition, PED=Saint Paul Planning and Economic Development, PW=Public Works, SPRWS=Saint Paul Regional Water Services

Hamline Midway Community Plan

Implementation

Historic Preservation Strategies				
#	Strategy Summary	Responsible Parties	Time Frame or Community Priority for Implementation	
HP1	Facilitate neighborhood preservation	HMC, HPC		
HP2	Coordinate preservation activities	HMC, PED, HPC		
HP3	Identify potential historic sites, districts	HMC, PED, HPC		
HP4	Encourage a local repository for historical information	HMC		
HP5	Educate and encourage affordable preservation	HMC, PED, HPC		
HP6	Develop commercial, industrial guidelines	HMC, PED, HPC		
HP7	Promote use of historic tax credits	HMC, PED, HPC		
HP8	Promote preservation-related education	HMC, PED, HPC		
HP9	Promote ongoing preservation and use of designated sites	HMC, PED, HPC		

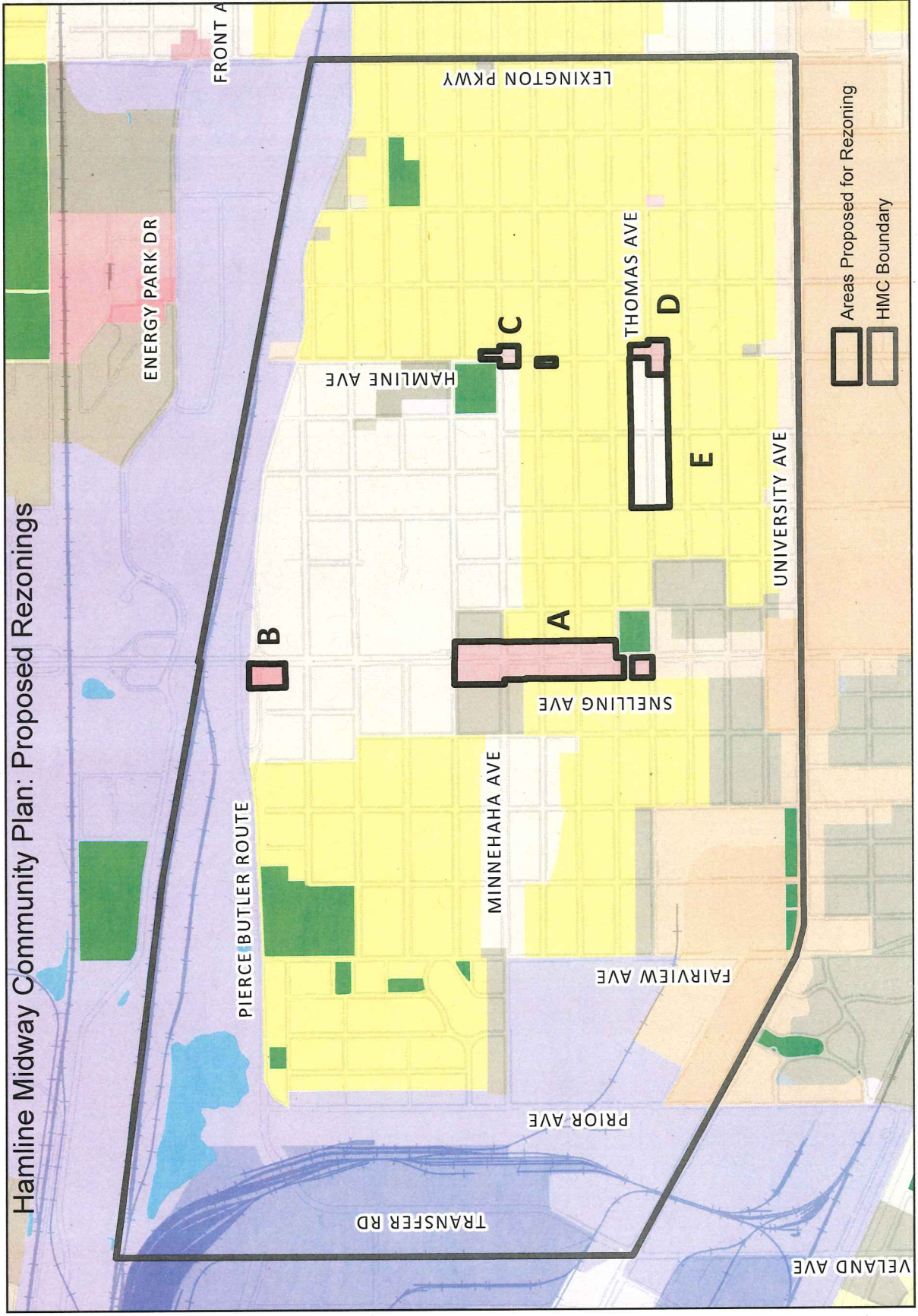
Note: HMC=Hamline Midway Coalition, HPC=Historic Preservation Commission, PED=Saint Paul Planning and Economic Development

Appendix A: Current and Proposed Zoning

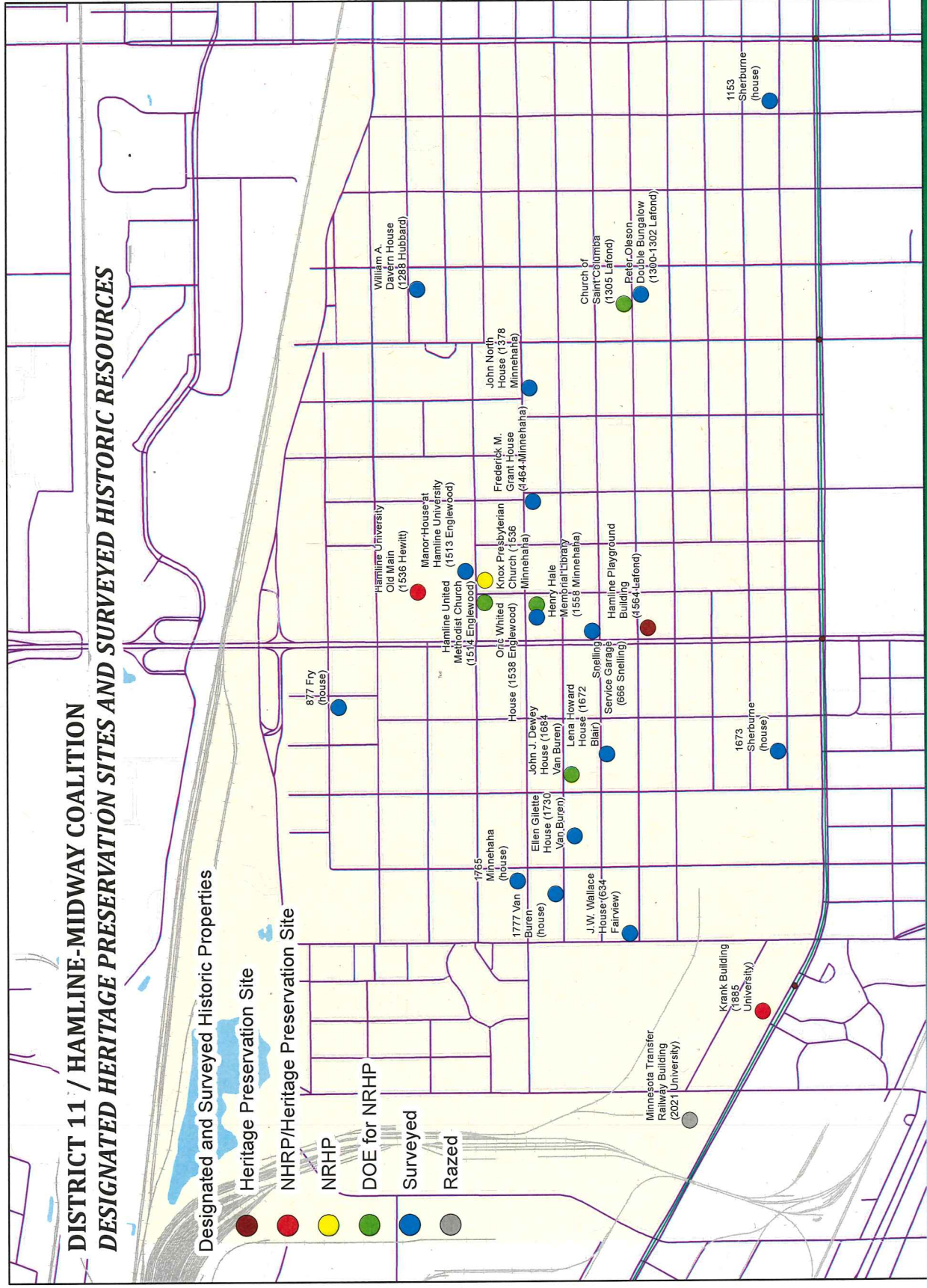
Name of Location

Existing Land Use	Existing Zoning	Proposed Rezoning
A: Snelling Avenue, between Thomas and Englewood	B2	TN2
B: West side of Snelling Avenue at Pierce Butler Route	B3	TN2 or TN3
C: Hamline Avenue at Minnehaha and Van Buren	B1	T1
D: Intersection of Hamline Avenue and Thomas	B2, RT2	T2
E: Thomas Avenue between Hamline and Pascal	RT1	R4

Appendix A: Current and Proposed Zoning



Appendix B: Heritage Preservation (Designated and Surveyed Historic Structures)



Appendix B: Heritage Preservation (Applicable Context Studies)

Study	Time Period	Year Completed
Churches, Synagogues, and Religious Bldgs.	1849-1950	2001
Downtown Saint Paul	1849-1975	2001
Neighborhood Commercial Centers	1874-1960	2001
Pioneer Houses	1854-1880	2001
Residential Real Estate Development	1880-1950	2001
Transportation Corridors	1857-1950	2001
Neighborhoods at the Edge of the Walking City		2011