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Monitor



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By JAN WILLMS

With a 19-2 record season, its first-ever trip to the state tournament and its coach, Eric Erickson, named as Minnesota Class A State Coach of the Year, it has been a dream season for the Como Park Cougars soccer team.

Although the varsity team lost its first match with St. Cloud Cathedral the opening night of the state tourney, it did not dampen the spirits of the players, their parents and fans.

"It's been a dream season for everyone in the program," said Erickson. The varsity team was St. Paul City Conference champions for the second time, achieving that honor also in 2009. The junior varsity team also won city conference with scores of 13-0-3. The C team scored 10-3-2 and took second place in the city conference.

"The future looks bright with our younger teams doing so well, too," Erickson said. "It's the best season we have had, and everybody at all levels has done a fantastic job."

Erickson, who is also a social studies teacher, has been coaching varsity soccer at Como Park High School since 2004. He has played soccer his whole life, at Minnehaha Academy and as a college student at North Park University in Chicago.

The Cougars became Section 4-A champions by winning four games in the district tournament with scores of 10-0, 5-0, 5-0 and 3-0.

Erickson said the championship game played against Simley from Inver Grove Heights was a crowning achievement for the team.

"It was a great day for Como to go to state by winning on our

Como Park Cougars savor a dream season for soccer



The Como Cougars displaying their plaque: Front Row L to R: Abdurazak Omar, Lah Htoo, Simer Sho, Seik Seik, Su Aye, William Xiong. Middle Row L to R: Assistant Coach Jonah Fields, Hsa D Moo, Aaron Heng, Jacob Cohen, Sahal Hassen, Ebrahim Hashim, Will Kidd, Yeng Yang, Thor Will. Back Row L to R: Henok Debesay, Joe Krivit, Zach Lee, Doug McCune-Zeirath, Keiron Sauer, Max Inskeep, Head Coach Eric Erickson. (Photo by Mike Krivit)

home field in front of the fans," he said.

There are 60 boys in the soccer program at Como, with 29 players on the Varsity team.

"We have a very diverse

group of players that reflect our school's population," Erickson explained. "Many have played in their country as well. Some learned in refugee camps in Burma, some in Ethiopia and some

at St. Paul Parks and Recreation. It's a very fun cultural exchange to play together at Como."

Joe Krivit, senior captain of the varsity team, agreed.

"At the beginning of every year, we ask the team members where they were born, and how many languages they speak," he said. "I think half of our team was not born in the United States, and that's really cool."

think the final score of 2-1 necessarily reflected which team was better, but he just enjoyed being at state and feeling the excitement.

"Being captain this year, I learned a lot about leadership skills," he said. "We didn't really have a superstar on our team; it has just been a good team that played well together. It's one of the best teams of any sport I have ever played on."

Erickson also reflected on the skills the students learn from playing soccer.

"All sports teach kids the greatest life lessons they can learn, as far as maximizing their skills and talents," he said. "They're taught how to handle adversity, achieve success and see growth through their hard work."

Erickson emphasized that the goal of all high school sports teams in a competitive setting is to get to the state tournament. "That's the ultimate goal," he said. "Como Park has been close to that goal in many previous years. We have had wonderful teams with excellent records."

He said qualifying for the state tournament is an especially challenging task that Como Park finally achieved this year. "That accomplishment has brought the school and community great pride," he added.

He said the Cougars have been bolstered by the support of fans and parents. Although because of work schedules and other responsibilities, some of the parents had not been able to see the games, Erickson said there is a core group of parents that have offered spaghetti dinners and team barbecues.

Erickson said that coaching requires a lot more effort than just running practices.

"You have to run a program, be an administrator, fill out bureaucratic forms, manage the players and issues and equipment, stress academics and pro-

"It's the best season we have had, and everybody
at all levels has done a fantastic job."

- Eric Erickson

Como Park Senior High Varsity Soccer Coach

Krivit, who has played soccer since he was about 6, said the most exciting game he can remember took place in mid-October when the Cougars faced Simley in the district championship game. "That win sent us to state!" he said.

He said the state experience was great, with so many fans in attendance. He said he didn't

vide support," he said.

"I don't enjoy all the administrative details," Erickson said, "but they have to be taken care of to run a successful program."

Meanwhile, he realized that in a few years, he will also be the parent of soccer players.

"My two daughters will be playing soon," he said, cracking a proud smile.



Above, excitement mounts at the conclusion of the Section Championship Game vs. Simley at Como High School on Oct. 18. The photo was taken as the final horn sounded and the Cougars had won the Championship and earned their trip to the State Tournament. (Photo by Jeff Roberts)

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Monitor In A Minute

Council hears appeal on Rice St. Market

The St. Paul City Council will hear an appeal of a controversy over the Rice Street Market at Rice and Maryland, neighbors Raymond and Susan Cantu filed the appeal objecting to a Planning Commission decision. The hearing was set for Wednesday, Nov. 7.

The Cantus and other neighbors are unhappy that the existing Rice Street Market will remain in place at 1200 Rice St., instead of a new building. They have concerns about placement of new gas pumps and pump island as well as adequate access space and traffic safety.

The dispute is complicated by the Rice and Maryland reconstruction project. Rice Street Market owner Bilal Asadi has been unable to sell fuel for several months because Rice-Maryland reconstruction put his gas pumps too close to the property line. And although Asadi won a \$1 million settlement earlier this year in a condemnation dispute with Ramsey County, building a new building isn't feasible in part due to costs he has incurred. On top of his legal fight with the county, Asadi has spent more than a year trying to get a site plan that city and Ramsey County officials will accept. Ramsey County is involved because Rice and Maryland are county and county-state aid roads. Asadi's site plan was finally accepted by city officials in August, prompting the neighbors' appeal.

Raymond Cantu told the Planning Commission Zoning



Rice Street Market owner Bilal Asadi has been unable to sell fuel for several months because Rice-Maryland reconstruction put his gas pumps too close to the property line. (Photo by Stefanie Berres)

Committee this fall that neighbors supported the original Rice Street Market plans with the understanding that the old gas station turned convenience store and restaurant would be torn down and replaced. The Planning Commission approved a conditional use permit for Rice Street Market in May 2012. But because a new building wasn't built, a new building and a number of conditions neighbors agreed to won't go into place.

The Planning Commission and city staff said that means previous approvals are in place and Rice Street Market can continue to operate.

Plans for Charles Avenue changed

The recently adopted Charles Avenue bikeway plans have been

changed, as a result of a request by the Minnesota Department of Transportation (MNDOT) The City Council made the plan changes Oct. 3. The plans will not be implemented until 2013 at the earliest.

The council also voted October 24 to add about \$150,000 in funding to the project, to cover a shortfall. That funding will be taken from past bike lane projects' fund balances.

The project is intended to turn 3.5 miles of Charles Avenue from Park Street to Aldine Street into a bike/walk boulevard. Plans were approved by the City Council in September after several months' review in the Hamline-Midway and Frogtown neighborhoods. The plans met protests from some residents who don't want to see the improvements and businesses whose owners are worried about loss of access along Snelling. Plans

include signage, medians on busy streets, street marking and other changes.

One controversial change would close the median at Snelling and Charles, so that southbound vehicles couldn't turn and go east to reach businesses and other destinations to the east. The median at Charles and Snelling will be blocked as part of the plan. City officials had proposed opening the Snelling median at Sherburne but MnDOT officials objected to the changes, saying that total removal of the median there won't be allowed.

Instead, MnDOT and Public Works staff agreed to make partial median changes to allow southbound Snelling traffic to turn eastbound onto Sherburne.

Raymond Ave. building OKed for signage

A historic Raymond and University building will be able to add exterior signage in keeping with its history, with unanimous October approval of a variance from the St. Paul Board of Zoning Appeals (BZA).

The variance is for 2410 University Av. It is owned by Exeter Realty company - Ironston Asset Fund. The seven-story structure was built in 1917 as a furniture store and warehouse storage by the Burg family. For many years it was the Chittenden and Eastman furniture store. It housed Nelson Office Supply, offices and artists lofts for many years. It was

CONTINUED ON PAGE 4

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By JANE MCCLURE

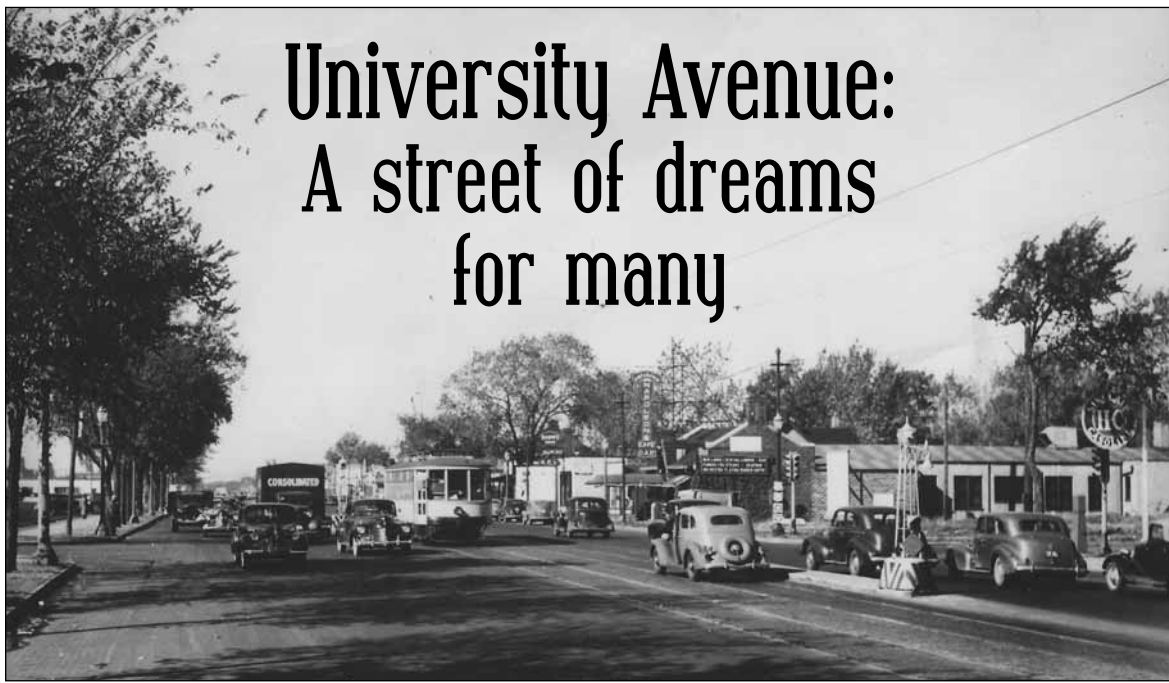
For countless people, University Avenue has been their street of dreams. It was a place where small shops owned by immigrants thrived. It was a place where people found jobs and supported their families, at any one of a number of factories turning out everything from tractors to paper projects to groceries. It was where people bought their horses and later, their cars and clothes and everything else they needed.

University Avenue was a place where people could do everything from attend a baseball game at the old Lexington Ball Park to dance at the original Prom Center. The street was home to one of the Twin Cities busiest streetcar lines and a large streetcar yard and barn. In the pre-freeway days, it was a major connection to Minneapolis and downtown St. Paul.

University was also home to notorious X-rated theaters and bookstores, as well as vacant and boarded-up buildings. But as University Avenue is once again transformed by the Central Corridor light rail line, new businesses and houses keep the latest set of dreams alive.

Lifelong St. Paul resident and documentary maker Peter B. Myers brought those dreams to life in a new documentary, "University Avenue: One Street, A Thousand Dreams." The documentary tells the story of the many interesting people and places in University Avenue's history.

The documentary was shown Oct. 25 during the Midway Chamber of Commerce annual meeting at Hamline University. It will have free screenings later this month. Gordon Parks High School, 1212 W. University Ave., will host a



Lifelong St. Paul resident and documentary maker Peter B. Myers brought those dreams to life in a new documentary, "University Avenue: One Street, A Thousand Dreams." (Photos courtesy of the Ramsey County Historical Society.)

screening at 7 p.m. Wednesday, Nov. 8. The school is on a former industrial site and is near the former "circus hill" where circuses set up tents years ago.

The Wilder Foundation, 451 N. Lexington Parkway, will host the film at 10 a.m. Saturday, Nov. 17 and 7 p.m. Monday, Nov. 19. Wilder's building stands where Lexington Ball Park stood.

Admission is free but reservations are required. Call 651-744-1204.

The documentary will be broadcast on Twin Cities Public Broadcasting in December, on the channel TPT2. The showings will be at 8 p.m. Tuesday, December 18 and Friday, December 28.

The creator of the documentary is a former Twin Cities Public

Television executive. Myers produces documentaries as part of his communications business, which is based in Landmark Center. He works in public relations for clients ranging from the Ordway Center for the Performing Arts to the International District Energy Association.

His video production work has been used by many Twin Cities nonprofit groups. One of Myers' documentaries, Never Stop Singing, is about Minnesota's choral music legacy. This video won a Midwest Regional Emmy Award, in the arts and entertainment program category.

Myers has served on boards ranging from the St. Paul Chamber Orchestra to Westminster Town Hall Forum. He has also

served on the Minnesota Zoo Board.

Myers got the idea to make the film while driving down University Avenue with his wife, in 2009. They admired old cars parked near Porky's Drive-In and got to talking about the history of University Avenue. The project included interviews and extensive photo research.

Myers grew up in St. Paul and remembers going to University Avenue businesses with his father.

"My dad and I would go to Montgomery Ward, which was a great treat," he said. "And we always enjoyed going to the car dealerships and looking at cars. Those were things we loved to do."

The documentary, which is about an hour long, shows how University Avenue has changed over the decades. Myers said he got the idea to make the documentary while driving along University and observing its activity and history. Once he delved into the street's past, Myers found a history he thought others would enjoy learning about.

While he was able to draw on some of his own memories, Myers enjoyed learning about earlier history. He was especially interested to learn more about University's manufacturing history. "That was something I didn't know as much about. I found it fascinating, all of the things that were manufactured here."

The history may be a revelation to those who don't know much about University Avenue and its past. Once-famous items were manufactured here, ranging from Model T Ford autos to International Harvester farm equipment. The street had many movie theaters, dance halls and a wide array of restaurants.

University was also a major shopping district, led by the large Montgomery Ward store and Ward's Upper Midwestern warehouse. Midway Marketplace stands on that site today. Many smaller shops also were part of the neighborhood. In the 1950s Midway Center became one of the city's first "modern" shopping centers.

The documentary does depict the light rail construction of today, but doesn't speculate as to how that will transform University in the future. Myers said he'd like to document that in the future, possibly a few years after light rail is up and running.





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Ayd Mill Road residents want changes

By JANE MCCLURE

Fed up with a decade of additional traffic on their streets, a growing number of residents around the north end of Ayd Mill Road want changes. But how a connection, even an indirect one, would affect Hamline-Midway area residents and businesses is something that would have to be sorted out if the issue is revisited. Ward One Council Melvin Carter III is working with area residents and St. Paul Public Works staff to decide next steps. He met with about 30 residents and Concordia University representatives recently and will work with area district councils to restart the community discussion and decision process.

The 2013 reconstruction of the Hamline Avenue Bridge and Snelling-Hamline neighbors' push to remove the Ayd Mill Road connection to and from Hamline has brought the Ayd Mill Road issue back to life. Snelling-Hamline neighbors led by Teri Breton, whose property backs up onto the connection, say their community has had increased traffic, noise and pollution since the Hamline connection went in in 2002.

Vehicles also cut through Snelling-Hamline streets to the east to reach Snelling. "The traffic has been horrific," said longtime Snelling-Hamline activist Tom Robison. Putting traffic circles in has helped but there are many residents, especially those by Hamline and on Selby west of the Selby Bridge, who need relief.

Selby residents and business owners often cannot get safely out of their driveways. "There is a growing feeling that something needs to be done for the north end," said Union Park District Council Land use Committee Chair Anne White. The council, which is forming a Transportation Committee, wants a key role in the process. That's because a north end connection to the Concordia and St. Anthony frontage roads would go through the district.

For residents north of Interstate 94, even an indirect connection could affect a street they use every day to travel north and south. Previous recommendations on Ayd Mill Road have recommended closing and removing the Pascal Avenue Bridge, which is used for access to Midway Cen-

ter and Midway marketplace businesses, and as a less-congested alternative to Snelling or Hamline avenues.

Carter is well aware that he is taking on one of the area's most longstanding and contentious issues. Debate over Ayd Mill Road has roiled area neighborhoods for decades, with some wanting a north end connection to the Interstate 94 frontage roads and others wanting a two-lane roadway or a linear park. He said the bridge reconstruction should be used as a catalyst to start discussions again.

"If the community is willing to engage in discussion over what to do with Ayd Mill Road, we're willing to do that again," said Public Works City Engineer John Maczko.

Carter said opening up the process again has to be done with some parameters. He questions whether the previous task force structure, which involved nine district councils, two business associations, the Midway Chamber and advocacy groups including RIP-35E, has to be replicated. "We'd have to decide who's involved and what the process is."

Carter is also aware that there are many opinions on what should happen. Neighborhoods First!, the advocacy group that has advocated for a linear park and non-connect options, is asking that all options get a fair hearing.

"The only consensus around Ayd Mill Road right now is that the status quo isn't working," Carter said. But if solutions are going to be discussed, "We need to suspend the whole debate over connections versus no connections and first talk about why what is going right now doesn't work." He doesn't want a new process to simply be a repeat of past battles.

Ayd Mill Road extends through several area neighborhoods. Since 2002 it has been directly connected to Interstate 35E at its south end. It has two connections at its north end, one on Hamline just south of the bridge and another up to Selby Avenue alongside the Selby Bridge. Each uses neighborhood streets to get vehicles to and from I-94.

Carter and some neighborhood residents said it's not realistic to assume that the south end connection to Interstate 35E

would be undone.

Ayd Mill Road was built in the 1950s. After two lengthy community studies, the second Ayd Mill Road Task Force recommended replacing the road with a linear park. The St. Paul Planning Commission rejected that recommendation and called for a four-lane roadway. The St. Paul City Council decided in 2000 that Ayd Mill Road's current four-lane configuration should be replaced with a two-lane parkway, with a direct connection to I-35E and an indirect connection to I-94.

The plan OK'd in 2000 was touted as a compromise. But because Ayd Mill road is a city street and competes with other city streets for funding, the plans languished.

During his term as mayor, Randy Kelly connected the south end of the street and pushed through plans for a rebuilt four-lane roadway that would extend north to the I-94 frontage roads. Those changes provided badly needed relief for residents in the Randolph-Lexington-Jefferson area but have resulted in increased traffic on Ayd Mill Road and near north end exits.

In a minute

Continued from page 2

purchased by Exeter and is being renovated into apartments.

The building currently has 3,450 square feet of signage, most of it painted on the side and rear walls. The code allows 99 square feet of signage in its traditional

neighborhoods zoning district. The owners want to remove most of the signage and install three new wall signs and a freestanding sign for 1,992 square feet. That requires a sign variance of 1,893 square feet.

The variance is recommended for approval by the St. Paul Heritage Preservation Commission. HPC review is required because

the building is in the Raymond-University Historic District.

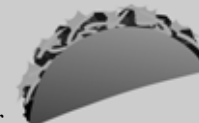
BZA approval is with the condition that old Nelson's signage is removed and that the sign design approved by the HPC be used for new wall signs. No one appeared at the hearing to object to the request.

- Compiled by Jane McClure

Taco Feed Fund Drive November 10

On November 10th the Marines Corps League North Star Detachment will be helping veterans in our community with a \$1.25 Taco Feed Fund Drive at Tin Cups 1220 Rice St. from 10 a.m.

to 10 p.m. On November 10th (the 237th Birthday of the United States Marine Corps). Please join us in supporting our veterans. We look forward to seeing you there.



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New Como Credit Union makes a 'contribution' to students' financial education

By DEBORAH BROTZ

Like many young people in high school, Kyle Kottke, who is a senior at Como Park Senior High School, wasn't learning anything about finance until just last month.

On Oct. 16, 2012, St. Paul Public Schools, along with Como Park Senior High School and St. Paul Federal Credit Union, celebrated the grand opening of its "Cougar Branch" Credit Union. Kottke is one of three students who work as tellers when the Credit Union is open from 10 a.m.- 12:30 p.m. each school day.

The partnership provides a hands-on financial literacy education, along with real work experience for students. This is the second high school branch of a credit union in Minnesota. Just to be clear, however, the Credit Union is open only for students, faculty and staff at Como Park Senior High School.

Kottke, 17, is being trained to be a teller just like at a regular credit union or bank.

"I'm learning how to cash checks, use computer software,

and count cash in large amounts," he said. "I work about five hours a week. Each teller has a one-hour shift during the day. One person opens, one person works mid-shift, and one person closes."

Because Kottke was in his school's Academy of Finance, a group at school for students interested in getting into the business world, he started working at the credit union.

"I found out about it from my teacher there, Gail Rosenow, who is in charge of the Academy of Finance," he said. "That's how I got interested in the Credit Union."

Kottke believes it's good experience to be working in a professional environment.

"I'm learning more about the financial industry," he said. "I'm seeing what goes on behind the scenes at a bank. I'm learning how to manage my own money through a checking or savings account. I'm putting my own money into the Credit Union."

Before the "Cougar Branch" opened, Kottke didn't know

much about finance.

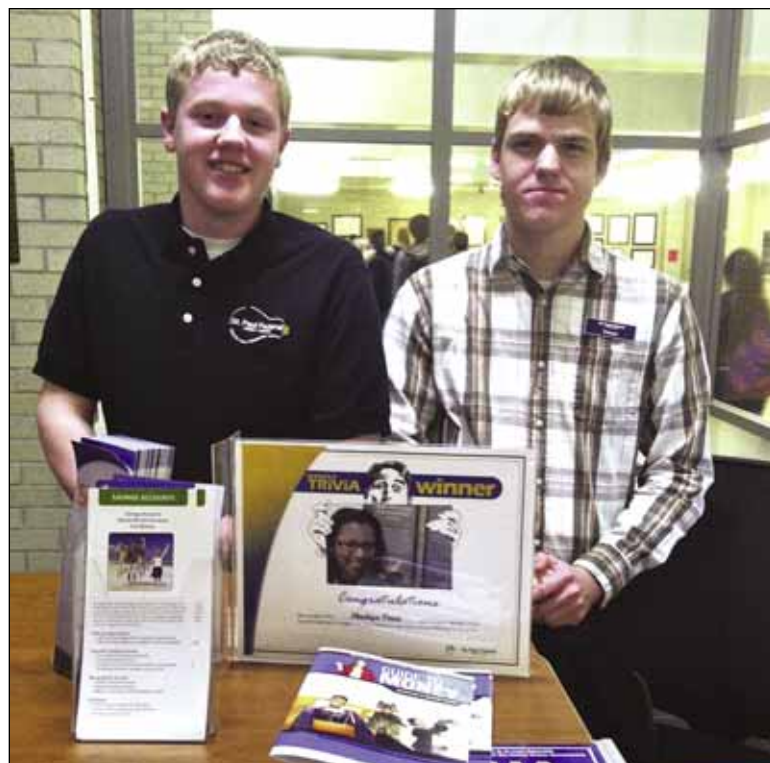
"I would go to a bank and drop off money," he said. "I didn't know about interest rates and what the different accounts mean. I didn't know what checking account is better when you try to save money."

Kottke hopes by working at the Credit Union he will learn more about money in general.

"I want to learn a lot about building credit that will be with you for college," he said. "I'm saving for college in different accounts so when I'm out of college, I will not have to take out as many loans. Kids nowadays have to pay back thousands and thousands of dollars. I have a savings account with the Credit Union and one at TCF, too. The one at TCF I spend on gas and that kind of stuff. The one with the "Cougar" Credit Union I try not to take any money out."

Learning about finance is important to Kottke.

"It will be with you your whole life," he said. "People with bad credit opening 18 Visa accounts don't realize it can hurt



Like many young people in high school, Kyle Kottke (left), wasn't learning anything about finance until just last month. He and Trevor Malone (right) take a shift at the Como Park Senior High Cougar Credit Union. (Photo by Stefanie Berres)

you later in life. You should have one credit card and pay on it. This can help you get a car, house, or cabin, if you want."

For Kottke, the Credit Union has changed his views on what he wants to get into for a career.

"I want to get into something more business-oriented," he said. "I'm getting more real world experience at a much younger age."

Como Park Senior High School Principal Dan Mesick says having the Credit Union at Como benefits all students, especially

the ones working as tellers.

"They get paid some money," he said. "It's a much better paying job than most teen-agers get. They get more information about financial literacy. The Credit Union helps change the mindset of students about graduating from high school. They see something right in the building where they can work at a credit union. This changes the way kids think about school and the future."

CONTINUED ON PAGE 6

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What's Cookin'...

By COLETTE MULLENMASTER

Culver's University Avenue's *Chad Liston*

CM: Culver's has been around a long time. How did you come to own and operate this location?

CL: My brother Jim and I have owned a Culver's in Brooklyn Center for 10 years and had been looking to expand. We were drawn to the Midway area because of the revitalization going on here. We wanted to be a part of it!

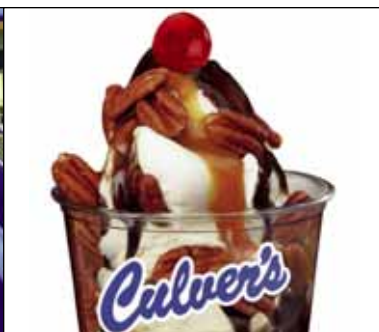
CM: University Avenue is experiencing a revitalization with the construction of the light rail Green Line. Many of the residents and business' love the neighborhood and have stayed put throughout. What is it that Culver's considers as the best thing about doing business in this community?

CL: The people! Culver's family friendly atmosphere fits in perfectly with the area.



CM: How does Culver's see itself in the community over the next 10 years?

CL: Culver's loves to integrate with the communities in which we do business. We like to help community groups and help with local area fundraisers. We are also involved with several charities including M.A.D.D., the Red Cross, Cancer research and many others.



TIP!

When you cook your burgers, don't press on them when you are cooking them. You will squeeze all the juice out and it could lead to a dry patty. Also, only flip the patty once. When the juices start to come to the top- then turn it. If you follow these steps you'll always have juicy burgers.

When working with raw meat (especially chicken) make sure you sanitize everything—they may have come in contact with the raw product. This includes counter tops, cutting boards, tongs and spatulas to prevent cross contamination and potential food poisoning.

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Changes in the last 10 years have made teaching high school students about financial literacy necessary. (Photo by Stefanie Berres)

Como Credit Union

Continued from page 5

Changes in the last 10 years have made teaching high school students about financial literacy necessary.

"The whole economic turn-down of five years ago is making people think twice about savings," he said. "Adults understand about making money safe. Kids need a way to learn about this."

It's important for students to learn about financial matters.

"When they become adults, they have a lot of opportunities to get credit cards and take out student loans—anything you do as an adult involving money," said Mesick. "Finance is not part of a math class. A financial literacy person helps young people prepare for what's out there. It's not necessarily intuitive about how interest and late fees work. Credit card companies want to get them hooked on using credit cards. Students get stuck with all this debt and don't know how to get out from under it. They get in debt because they do not know how to manage money."

Trevor Malone, youth education coordinator of the "Cougar Branch," says the St. Paul Federal Credit Union has wanted to spread financial literacy among students for awhile.

"We want to explain why it's

important to save money at a young age," he said. "We wanted them to know about building credit and keeping credit high. Credit is important for getting credit cards, loans, mortgages, and getting a job. It's important for you your whole life."

Malone hopes students will learn from other students.

"We have three students working here who are spreading good habits," he said. "Learning from another student's perspective, a student who is their own age, makes them interpret the information more clearly. It makes a great impression on them when it comes from another student."

In today's world, it's important to learn about financial literacy, especially at a young age.

"One in seven students has financial debt at the U of M," said Malone. "A lot of kids don't know how to manage money. Affording college is difficult for them. Coming out of college, they're too far in debt to catch up."

Malone recommends students put half of their paycheck in savings.

"It's always good to put some money away," he said. "Put half of your paycheck in savings and spend half."

Mesick looks forward to having more students participate in the Credit Union throughout the year.

"I hope that they remain a good partner with us and a resource for students to learn about financial literacy," he said.

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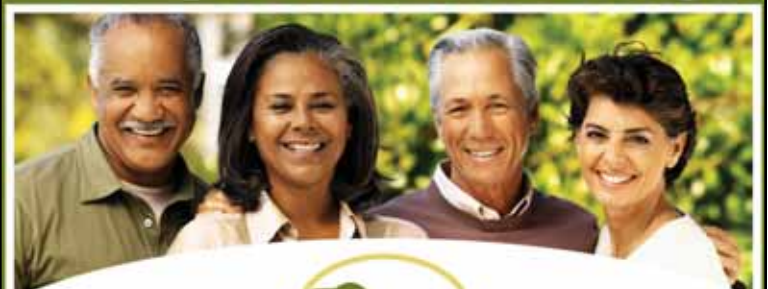
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Met Council considers several bus route changes with Central Corridor

By JANE MCCLURE

A new Lexington Parkway route and service for an area high rise are among proposed bus route changes under consideration by Metropolitan Council as part of the Central Corridor Transit Services Plan. The council is poised to vote on the changes November 14, following review by its Transportation Committee in October.

The changes will please area residents who have wanted to see bus service on Lexington Parkway, and improved bus service to Como Park. There was a Lexington Parkway bus several years ago but it was dropped during a round of Metro Transit budget cuts.

The latest set of changes, which will directly affect 10 bus routes and a number of routes using the Huron Station, will take effect when Central Corridor or Green Line light rail service begins operations in 2014. Dozens of area residents reviewed the latest set of changes October 10 during

an open house at Rondo Community Outreach Library.

Those present, including representatives from area district councils, said they are satisfied with the changes. Several area district councils reviewed the latest set of changes in October, and didn't make any objections.

"I think people are generally pleased with the changes they're seeing," said Union Park District Council Land Use Committee Chair and District Council Collaborative Member Anne White. "This was a very inclusive process and Metro Transit did an excellent job of reaching out to the community." The DCC's Trusted Advocates Program, which has neighborhood representatives all along the route, worked hard to get feedback about the proposed changes over the past several months.

The community outreach process began in June. Community open houses were held and comments sought both in person

and electronically, and at community meetings. About 800 comments were received, said Scott Thompson, senior transit planner for Metro Transit.

The most recent round of comments prompted further changes to the proposed routes, he said. "We did make adjustments to a few of the routes proposed, most notably on the planned Route 83 Lexington bus and on Route 16 University Avenue service."

Lexington Parkway currently has no bus service. Adding a line there is important because otherwise St. Paul has no north-south route between Dale Street and Snelling Avenue. Originally plans called for the route to extend directly down to the intersection

with West Seventh Street and Montreal Avenue. But residents on South Lexington opposed that plan. The route will now travel from Lexington to Jefferson, Edgumbe and Randolph to Interstate 35E, West Seventh and Montreal.

One challenge to routing the bus directly north and south through the Lexington-Randolph intersection is the lack of adequate space there for bus stops, Thompson said. "This also provides more frequent service to the Wilder High-Rise."

Metro Transit faced a different set of neighborhood requests north of University, where riders wanted the service to extend north to Como Park and the Lexington-Larpenteur shopping dis-

trict. The extension to the north means that smaller, shuttle-style buses will travel on Lexington, due to the height of a railroad overpass bridge south of McMurray Fields and Como Park.

On Route 16, which connects downtown St. Paul to downtown Minneapolis, the buses will detour from University Avenue down Marion Street to Ravoux High-Rise, 280 Ravoux St. There will be no Route 16 bus service in front of the State Capitol on Rev. Dr. Martin Luther King Jr. Boulevard or on Cedar Street north of 12th Street. The transfer point from Route 16 and buses serving Rice Street will be John Ireland Boulevard.

CONTINUED ON PAGE 8



A new Lexington Parkway route and service for an area high rise are among proposed bus route changes under consideration by Metropolitan Council as part of the Central Corridor Transit Services Plan. The council is poised to vote on the changes November 14, following review by its Transportation Committee in October.



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ON THE GREEN LINE

City Council approves \$1 million for Frogtown Farm

By JANE MCCLURE

A key step has been taken in the effort to turn the former Wilder Foundation site into Frogtown Farm. More than a dozen project supporters crowded a St. Paul City Council public hearing Oct. 24 to support the project and watch as the St. Paul City Council approved a \$1 million expenditure toward the planned park, and an agreement of purchase and sale between the city and the nonprofit Trust for Public Land.

The council also voted to amend its 2012 Long-Range Capital Improvement Budget to allow for the city's contribution toward the project.

"This certainly is an area that needs additional green space,"

said Ward One Council Member Melvin Carter III. He said that Frogtown area residents are pleased to see the project moving forward.

As part of his 2013 city budget, Mayor Chris Coleman singled out the Frogtown Farm project. He indicated that his administration is committed to finding a way to make the project become a reality.

"We are really excited about this critical and important step toward creating this new park," said Bob McGillivray, senior project manager for the Trust for Public Land. The Trust is "very thankful" to St. Paul elected officials and city staff for having the long-term vision to buy the site for park and open space use.

While the Trust for Public Land cannot discuss fundraising specifics, McGillivray said he is confident that the needed funds can be raised. The deadline is 2013.

St. Paul Parks and Recreation Director Mike Hahm called Frogtown Farm a "great project." It fills a need for park and open space in Frogtown neighborhood, and ties into the city's comprehensive plan and parks plan.

Hahm said the City Council action allows city and Trust for Public Land officials to continue to work together on the project, to leverage another \$2.4 million. The intent is for the city to eventually own the site.

The city pulled its initial \$1

million together from parkland dedication funds paid from past development projects, year-round Neighborhood Sales tax revitalization (STAR) funds and future grants in the amount of \$600,000. Hahm said he is confident that the city will be able to secure the needed grants during the next year.

Park supporters said they are pleased to see the plans taking shape. "This was an idea that was generated around a dinner table three years ago," said Frogtown resident Patricia Ohmans. Once the idea was promoted in the community, many people came to meetings, posted ideas online and weighed in to support Frogtown Farm. Supporters have an active

Facebook page and have worked with their district council, Frogtown Neighborhood Association, to get the word out about the project.

Frogtown Farm has been described as a new kind of park that ties into the need for healthy people and communities. It would have a demonstration farm to show people how to grow their own food in their yards. It would have space for free play and sledding in the winter, and would preserve a large stand of trees on the property. The park is also seen as a way to promote community stability and pride.

Detailed visions for the farm can be seen at www.frogtown-farm.org

Bus route changes

Continued from page 7

Possible service cuts to the Route 16 University Avenue service prompted many concerns when changes to bus service were initially discussed. But Thompson said a decision to offer non-peak service every 20 minute rather than every 30 minutes may have eased many worries.

Another area route changed in response to comments is the Route 94 express. It will operate

every 10 minutes during rush hour and every half-hour during the mid-day period in response to customer requests. All trips will be nonstop, meaning the Snelling stop will be eliminated. Half of the rush hour trips to St. Paul will serve River Park Plaza and half will terminate at Union Depot.

Other area bus routes have had minor changes. In downtown St. Paul, Route 3 will travel westbound on Minnesota Street instead of Wabasha Street, to take advantage of the new station at Sixth and Minnesota. This will provide riders with better facilities for waiting for buses.

Also in downtown St. Paul, Routes 68 and 71 will be modified to travel on 14th Street be-

tween Robert and Jackson, to better use the Robert Street Station.

Route 63, which serves Grand Avenue, will be changed. Its route extension to Raymond Avenue Station was to use sections of Summit and Cleveland avenues. The route will now extend down Grand to Cretin Avenue for the Raymond Station connection.

Route 87, which serves riders on Raymond and Cleveland avenues, would have more frequent service, operating every 20 minutes at most times, including new evening and weekend service. This route was eyed for changes but will maintain its current routing via Cleveland, Gilbert, Prior and University avenues, to provide coverage of the

neighborhood north of Marshall Avenue.

This route had been eyed for changes, which neighborhood residents objected to. White said it is one of the few routes serving the Fairview Station. Riders can use alternate service on Cretin, on Routes 63 and 134.

Route 134, which had also been eyed for possible changes, will also keep its route along Cleveland, Summit and Cretin, to provide continuity for riders and avoid turn movement delays at Marshall Avenue.

At the Huron Station westbound buses on seven routes will continue to stop there during the morning rush hour. A local connection to the University of Minnesota campus will be provided. Elimination of the

stop for several routes drew protests.

Other area routes, which were modified earlier, have no changes. The Dale Street bus, Route 65, would continue to operate between Rosedale and Selby Avenue but would no longer go into downtown St. Paul on Selby. Instead it would extend south to Grand Avenue, replicating service offered about a decade ago. This route would operate every 20 minutes.

Route 84 service on Snelling Avenue would increase to operate every 10 minutes between Rosedale Mall and Ford Parkway. This would provide high-frequency, limited stop service on Snelling and Ford Parkway every ½ to ¼ mile, between Rosedale and 46th Street Station.



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Last month, the District 10 Como Community Council held its annual election for positions on the Board of Directors. As we thank departing members for their service and welcome new faces, I'd like to share some highlights of the previous year with you.

One of the Council's core functions is to provide a voice for the neighborhood in shaping decisions made by the City and local government. Each month, several committee meetings and the Council meeting provide neighbors with the opportunity to raise and address issues of neighborhood concern. In 2012, we solicited community input and advised the city in several areas, including land use issues arising from the construction of the new Walgreens on Lexington and Larpenteur, transportation in and around Como Park, pet safety, neighborhood concerns about the annual Hmong Freedom Festival and the vacant former Sholom Home campus on Midway Parkway, dangerous crosswalks, and a variety of other land use and zoning applications.

Building community through a variety of neighborhood events



Como Community Council Corner

JON KNOX, BOARD CHAIR OF THE DISTRICT 10 COMO COMMUNITY COUNCIL

2012: A busy year for the Como Community Council

is another focus for the Council. In May, the annual Neighborhood Garage Sale featured over 70 sales. In July, Como Fest, a partnership between District 10 and several community organizations, brought neighbors together for a movie night, garden tour, music, and a host of other activities across the neighborhood. This spring, we hosted a Sunday Series of expert talks about neighborhood history, the environment, and gardening that were attended by over 300 people. And in August, we helped facilitate neighborhood block parties all over the neighborhood, bringing neighbors together for an evening of fun, food, and fellowship.

We also worked to improve the physical and natural environment in the neighborhood. Our spring and fall neighborhood

cleanups helped remove weeds and brush from around Lake Como and kept fall leaf waste from seeping into the Lake. Several dedicated volunteers from our Environment Committee maintain community and rain gardens throughout the neighborhood. Our Tree Appreciation Awards recognized beautiful trees that enhance the area. We also began the preliminary groundwork to create a community garden in 2013.

Our District Ad Hoc Planning Committee is facilitating a look to the future by developing a district-wide land use plan that reviews and restates our neighborhood's vision and goals for the future. Last updated in 2007, the plan is an important document that helps guide City decisions related to potential future development and helps maintain and improve the

quality of life for residents and businesses. While this work will be wrapped up by the end of this year, there are still several opportunities for your involvement in the plan, including an online survey available at www.district10comopark.org through November 9 and a community meeting on Monday November 12 at 7 p.m. at the Historic Streetcar Station (1224 Lexington Parkway North).

Every year, volunteers contribute hundreds of hours to a variety of activities that improve the quality of life in the Como Park neighborhood. Some serve as elected members of the District Council, others serve on one of our committees, while many contribute their time and talents to one or two specific events. Without them, none of this work would be possible. I'd like to

thank them for their time and commitment to the neighborhood and invite you to join us as a volunteer. Currently, we're looking for volunteers to join one of our standing committees (Environment, Neighborhood Relations & Safety, Land Use, and District Operations) or to serve as a Member at Large of our Board of Directors (2 positions open). If you are interested in volunteering your time, please contact us at district10@district10comopark.org or (651) 644-3889.

(Jon Knox, elected in 2009, is the board chair of the District 10 Como Community Council. The Como Community Council serves an important role in advising the City about issues that directly affect residents in the Como Park neighborhood. The Council works with residents and community partners to promote public safety, maintain good housing, improve environmental quality, foster a healthy business climate and maintain a desirable neighborhood. Board Members are residents, business owners and volunteers who dedicate their time to education and outreach in the community. For more information, visit www.district10comopark.org.)

'Do the Dow' Fall Crawl planned November 9-10

If you miss(ed) the turning of the leaves along Minnesota's North Shore, come join the artists of The Dow Building for a bit of fall "color" – on canvas, clay or cloth. "Do the Dow," their annual "one-building art crawl," is slated for November 9-10, 2012. It will feature over 30 artists who will open their studios from 6-10

p.m. on Friday and noon-6:00 pm on Saturday.

Located at 2242 University Avenue, in the heart of the MidCity area of St. Paul, the Dow has a long tradition as an artist studio building. It houses many established artists, including four octogenarians who are still producing incredible work.

The range of artistic media on view will include oil, acrylic, watercolor, pastel, encaustic, collage, printmaking and photography, as well as stained glass and sculpture. In addition, the Women's Drum Center will be hosting drum circles and providing demonstrations on a variety of drums.

Come enjoy this "art crawl under one roof." (See information on parking, below.)

And, after a leisurely tour of the artists in the building, extend your stay for lunch or dinner at Caffè Biaggio or Caribe or perhaps theater at The Gremlin. Or, come early on Saturday for breakfast at the landmark Keys

Restaurant or coffee at The Edge Coffee House. This little haven of the arts – MidCity – also boasts several other artist studio buildings, including the Carleton Lofts, across the street, and The Triangle and Bindery Buildings; as well as key arts organizations including Independent Film Project MN, Forecast Public Arts and Minnesota Citizens for the Arts, to name a few.

And, that same weekend, about a mile west on University, The Textile Center of Minnesota will be hosting the Grand Opening of their Holiday Show & Sale and the Weaver's Guild Annual Fiber Fair, Friday-Sunday. See their website for details www.textilecentermn.org.

Due to the light rail construction, driving/parking in the area has some restrictions. Please check the "Do the Dow" website at www.dothedow.info for up-to-date information for directions and parking availability.

Featured "Do the Dow" artists include (at this writing): Anne Labovitz, Carolyn Brunelle, Mike Conroy, Joan Cox, Anne DeCoster, Ann Deprey, Marisa Cuneo-Linsly, Ruth Donhowe, Catherine Reid Day, Robert Delutri, Susan Farnham, Bart Galle, Gwen Hauser, Anders Himmelstrup, Ann Larson, Bettye Olson, Erik Pearson, Debra Ripp, Karen Searle, Noreen Tyler, Jill Waterhouse, and Steve Wewerka.

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Classifieds

Monitor

Want ads must be in the Monitor before December 3 for the December 13 issue. Call 651-645-7045 for more information. Your classified ad will also be automatically placed on the Monitors website at www.MonitorSaintPaul.com

Monitor Want Ads are now \$1 per word with a \$10 minimum. Send your remittance along with your ad to Monitor Classifieds, Iris Park Place, 1885 University Avenue, Ste. #110, St. Paul, MN 55104. Classifieds must be prepaid via cash, check, or credit card. Classified ads can be e-mailed to denisw@aplacetoremember.com. Want ads must be in the Monitor before December 3 for the December 13 issue. Call 651-645-7045 for more information. Your classified ad will also be automatically placed on the Monitors website at www.MonitorSaintPaul.com 9-12

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Custom making/repairs. Thermal windows; fix frames, glazing. Kendall's-651-489-3210, 651-776-6996. B-12

Royal Guard donates 500 winter coats

The Royal Guard of Saint Paul Winter Carnival will have a final coat drive on November 10th at Tin Cups Restaurant, and will then donate the coats on November 11th, Veterans Day, to the Beyond The Yellow Ribbon program. The coats will then be distributed to veterans in need, and to the Dorothy Day Center.

This will conclude this year's effort of a program called "Coats

For Cold People." Most of the coats have come through Saint Paul area businesses who have offered their business as a collection point. The Royal Guard has also collected many coats at Guard events, and while walking in local parades.

To learn more about the Coats For Cold People program or donate a coat, please view their website: www.iloveguards.com/coats

The Sierra Club North Star Chapter has presented State Representative Alice Hausman with its 2012 Legislative Leadership Award. The award recognizes outstanding work by elected officials who demonstrate a high

level of commitment and effectiveness in support of Minnesota's environment. Representative Hausman was one of three legislators selected for recognition this year.

Representative Hausman was

selected because she is staunch opponent of sulfide mining. She also has been a longtime champion of efforts to restore wetlands, improve transit options, invest in parks and trails, and protect clean water.

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Pelham property cleared for redevelopment

By JANE MCCLURE

A vacant Pelham Boulevard property can be redeveloped for light industrial warehouse-office use, Ramsey County District Court Judge John Guthmann has ruled. After winning the court case October 9, developer John Allen and his firm Industrial Equities are waiting for the city to issue a needed building permit for the Meridian Industrial Center.

As of late October the permit was still in process. Once it is issued work can begin on the site.

Guthmann has ruled that the 5.2 acre development site's underlying industrial zoning takes precedence over city land use plans.

City officials have decided to not to appeal Guthmann's ruling. The ruling overturns an October 2011 decision by the St. Paul City Council to reject the project site plan and uphold an appeal by Union Park District Council (UPDC).

"We're pleased with the judge's ruling and we're waiting for the building permit to be issued," said attorney Neil Polstein. He represents Allen and Industrial Equities. "We want to proceed with this project and start construction as soon as possible." Polstein added that the ruling reaffirmed that the planned development is appropriate for the Pelham site.

The court case not only sought approval for the development to proceed, Allen is also seeking the city to cover his legal costs, which are estimated at about \$75,000.

The Pelham development is expected to generate at least 68 jobs, although Allen has estimated it could create as many as 200 jobs.

For the past several years, the Pelham property has been the focus of debate over how it should be redeveloped. The property, which was the home of the Overnight Express trucking business since the 1950s, was purchased by the St. Paul Port Authority after the trucking business closed in 2009.

The Port tore down aging buildings, cleaned up pollution and found a willing owner-developer in Allen. His Minneapolis-based firm owns and manages about 3 million square feet of warehouse and industrial space in the Twin Cities. He submitted his initial site plan to city officials in fall 2010 but had to hold off on redevelopment during a zoning study.

In 2010-2011, the Pelham property was one of many studied by the St. Paul Planning Commission and city staff as part of a broader zoning study along the Central Corridor light rail line. The intent of the study and zoning changes is to promote transit-oriented development. The rail line is set to open in 2014.

The Pelham property was initially proposed for rezoning from industrial to traditional neighborhoods mixed use. But the Planning Commission and City Council opted in 2011 to retain the industrial zoning, citing the 5.2 acre site's proximity to the Rock-Tenn paper recycling plant

and the need to keep a mix of property types in the West Midway. Retaining the industrial zoning is also seen as a way to help grow the city's job base. The City Council adopted the zoning changes in April 2011.

Because its site is zoned for industrial use, the Meridian Industrial Center project only required a site plan review and approval by city staff. UPDC, the Desnoyer Park Improvement Association, St. Anthony Park Community Council and several neighbors objected, demanding redevelopment that is more in keeping with the nearby Central Corridor light rail line. The development site is about one-quarter mile from the Raymond Avenue light rail station.

Meetings were held in 2011 with the neighborhood groups and design changes made, but the

changes weren't enough to meet the transit-oriented development goals community members demanded. Building a two-story structure up to the street was suggested, but the Port and Allen objected, saying that wasn't practical. The design calls for a one-story building with parking in front. Putting more parking behind the building would create conflicts with loading docks.

The site plan was appealed to the St. Paul Planning Commission, which approved it on a 15-1 vote in September 2011. UPDC then appealed that decision to the City Council. The community groups' testimony against the site plan was countered by the developer, the Port and the St. Paul Area and Midway Chambers of Commerce.

City Council members decided that Industrial Equities' pro-

posed building was inconsistent with the city's comprehensive plan and plans for redevelopment tied to the light rail line. At the time of the council vote, Ward Four Council Member Russ Stark said that while the developer went "above and beyond what's required" in developing the site plan, the industrial use and the zoning aren't the issue. Stark rejected the site plan because it isn't compatible with the city's comprehensive plan and the land use plans for the area. He also noted that many other buildings along Pelham are built up to the street.

In his ruling, Guthmann was critical of the City Council decision and the plans used to support it. The judge noted that the city allowed the property to retain its industrial zoning and then blocked industrial development from moving forward.

"The council's interpretation of the newly revised Zoning Ordinance produced an absurd and unreasonable result," the judge stated in his ruling.

Guthmann also criticized the city's comprehensive plan and called it "the epitome of vague" in terms of design standards.

Whether the ruling will influence any future changes to the city's comprehensive plan and land use plans for the area isn't clear. Guthmann's ruling hasn't been reviewed by the St. Paul Planning Commission or any of its committees. UPDC is just starting a review of its district plan, which hasn't been updated for about a decade. The district council could suggest zoning changes as part of its plan but those would have to be approved by the Planning Commission and City Council.

Meet Dr. Heidi Roskens Dalzell

Hometown: Maple Grove, MN

Specialties/focus: Internal medicine

Best part of my work: Getting to know patients and helping them achieve their health care goals.

What I tell my friends and family:

Maintain a healthy weight – it is one of the best things you can do. You will live longer and feel better overall.

How I spend my free time:

Bike riding, spending time outdoors and with my family.

What patients say about me: I am

a good listener and genuinely interested in them.

Why I became a physician:

I enjoy working with people and am fascinated by how the human body works.



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