

St. Anthony Park Community Council (SAPCC)

District 12 Draft 10-year Plan

November 2017

Version 1.1

Introduction

St. Anthony Park is the northwestern district in the city of St. Paul, which is organized to bring residents and businesses together to strengthen this community through the St. Anthony Park Community Council (SAPCC). With the leadership of community members from all areas of St. Anthony Park, SAPCC is undergoing a 10-year planning process to envision the future of our community. The goals and strategies developed in this plan will be sent to the City of St. Paul for inclusion in its next Comprehensive Plan to guide development and programming throughout the City.

The last 10-year plan was published in 2005, and adopted by the City of St. Paul in 2008. It was influential in guiding development as the Green Line rapidly changed the face of South St. Anthony Park. This plan was amended with the Westgate and Raymond Station Area Plans, Como 2030, and the formation of the Creative Enterprise Zone. Our new plan will incorporate other reports published since that time, expected trends looking ahead, and center around extensive community feedback to reflect the diverse voices and visions of those who live, work, and play in St. Anthony Park.

Equity

Equity themes in community feedback

SAPCC implemented an Equity Framework, the only one of its kind in Saint Paul, to inform our community engagement while preparing this plan. We solicited feedback from the community for our 10-year plan with the equity framework in mind. After reviewing the disparity between the demographics of our online survey (the most comprehensive feedback we were able to gather) and the demographics of our neighborhood, it's clear that we have a great deal of work to do to truly foster equity in community engagement. But we were able to see some clear trends and priorities for the next ten years:

- **Mobility:** universal design as a goal in the way we foster our transportation development.
- **Affordability:** ensuring that economic access is there for all members of our community, particularly in the realm of real estate prices (rents, housing prices, business spaces).
- **Sustainability:** when our survey results were filtered for income, we saw that lower-income neighbors disproportionately valued the maintenance and improvement of our green spaces and environmental initiatives. This makes sense; public spaces may be more of a lifeline when housing and/or private resources within the home are limited. But we have to see our efforts at improving our environment through an equity lens as we move forward.
- **Community:** we repeatedly heard laments about a lack of public, indoor spaces for the community to come together, particularly for low-income residents.
- **Food:** this one is specific to the Equity Committee, as it doesn't fall into the other categories that we have in place. We've identified neighbors who aren't able to access fresh produce on a consistent basis.

Equity goals and priorities for the next 10 years:

- Develop community events, activities, involvement, and spaces that foster more comprehensively inclusive participation across all our neighborhood demographics.
- Use food as the starting point to address a) immediate and real food insecurities among our neighbors; b) facilitate healthy living and food infrastructure, consistent with local, state, and federal priorities; and c) build community across disparate neighborhood demographics. A Food Resource Center in South St. Anthony Park is our eventual goal.
- Develop a response plan to address events in which our neighbors experience inequities, particularly in relation to discrimination, hate crimes, or situations in which a neighbor's categories of identity have resulted in a lack of access to resources.
- Facilitate neighbor access to existing resources such as those provided by the Statewide Health Improvement Partnership (SHIP), University of Minnesota Extension Services, or other local, state, or federal organizations.
- Recognize and respond to gentrification, especially in the ways that increased housing and other costs facilitate segregated spaces. Specifically, the council will actively work to maintain places and spaces that remain accessible and welcoming to all our current and potential neighbors.
- Continually review and improve our communication methods in regard to both gathering and disseminating information, to and from the community, so that the participants in the conversation reflect the demographics of the neighborhood more consistently.

Land Use

Housing

LU1 – Increase the density of housing throughout St. Anthony Park creating a greater diversity of households and an affordable community for people throughout their life and changing lifestyle needs.

Rationale – To support the many valuable facilities that are available in St. Anthony Park, there needs to be a diversity of ages, family types, ethnicity, race, culture, income and lifestyle. Sufficient density is required to support schools, libraries, local businesses, transit, parks and other amenities. Multi-generational diverse neighborhoods require a variety of housing types that support children, working adults and those aging in place. Affordable housing of different types is required to support a diversity of incomes. This is especially true for those who are historically disadvantaged people and new Americans.

To maintain diversity, it is important that affordability is maintained in the future and not just a temporary outcome of new development. The United States has an affordable housing crisis. According to a 2017 study by housing finance agency Freddie Mac, the United States lost 60% of its affordable housing between 2010 and 2016. Affordable housing was defined as costing less than 30% of income for those with incomes no greater than 50% of area median income (AMI). As of 2015, 38% of households in SAP are spending over 30% of their income on housing. About 2/3 of SAP households were renters were renters in 2015 and about 50% of those

households were paying more than 30% of their income for housing. Anecdotal evidence suggests that rents in SAP have increased significantly since 2015.

Many people nationally and in St. Anthony Park are doing all or part of their work from home. As the economy changes, this number is expected to grow. Flexibility is needed in regulations governing housing and employment to support the opportunity for people to work from their homes.

Strategies

- Increase the range of housing types and affordability throughout all of St. Anthony Park
 - o Maintain and enhance traditional housing areas of North and South St. Anthony Park
 - o Create a diversity of types of new housing that provide for a diversity of income, age and family structure
 - New developments include a percentage of units for families (2 and 3 bedroom units)
 - New developments include a percentage of units that are affordable for people/families making less than 60% and for people making less than 30% of the average median income of St. Paul
 - Changes to zoning provide inclusionary zoning requiring a portion of any new development over a certain size to include affordable units
 - Maintain zoning identified in 2030 Como Avenue plan and implement other zoning recommendations approved by SAPCC
- Maintain long term affordability of housing in SAP
 - o Any new development requiring rezoning, variance or public funding will permanently provide units that are affordable for households making less than 60% of the St. Paul median income and for households making less than 30% of the average median income of St. Paul
 - o Changes to regulations that will support residents working from their home
- New housing along the Green Line is in appropriate locations and provides a variety of housing types
 - o New housing may be in mixed use structures that include commercial and industrial uses
 - o New zoning category (or zoning overlay) for a transitional industrial/creative enterprise zone that allows mixed use including housing while preserving jobs
 - o Encourage a variety of heights of new buildings to create an interesting streetscape. Consider density bonuses to provide opportunities for open space or affordable housing.
- Where housing density is increased, shared public green spaces are created
 - o A public green space is created in the vicinity of Hampden and University

Economic and business development

LU2 –Living wage jobs are available in District 12 for neighborhood residents and the greater community with diverse levels of education and backgrounds.

Rationale - The economy is rapidly changing from one where mass manufacturing and distribution provide many living wage jobs to one where distributed, small-scale manufacturing and customization create new living wage jobs. This new economy requires innovation that is promoted by shared resources among networks of collaborators. The completion of the Green Line has changed the development paradigm along University Avenue in South St. Anthony Park from being desperate for any redevelopment to very valuable land that will have some sort of redevelopment. The challenge for the next 10 years will be to retain traditional industrial and distribution jobs while enhancing a framework that encourages innovation.

Changes to the work environment over the past 10 years have resulted in significant numbers of people working from their residences. This work arrangement should be supported and encouraged.

The retail and commercial activities on Como Avenue (the North Saint Anthony village center) provide entry level jobs while delivering essential services to residents. Maintaining these jobs and services is a key strategy. As large numbers of new residents are added in South Saint Anthony, there is a need for similar retail and commercial services there. Additional services to this expanding residential area will create additional entry level jobs and opportunities for entrepreneurs.

Strategies

- Reuse and redevelopment of industrial areas to accommodate modern businesses
 - o City supported infrastructure for maker-spaces
- District systems for infrastructure in redeveloped areas
 - o Create shared parking districts at University Avenue businesses
 - o Locate storm water holding devices under new green spaces. Require new developments to connect to these systems.
 - o Encourage creation of local district energy systems
 - o Update SAPCC development guidelines to be consistent with guidelines for Towerside Innovation District
 - o Consider use of art and support for creative enterprises as a catalyst for redevelopment
 - o Consider a lid over HiWay 280 between Territorial Road and Franklin Avenue to create new opportunities for commercial and open space use.
- Changes to industrial area zoning to allow greater mixed use, that includes commercial and residential
 - o A new zoning category (or zoning overlay) of transitional industry/creative enterprise that allows work/live space with job preservation
- Changes to industrial area transportation network to make more of the area attractive for redevelopment
 - o Complete street grid as redevelopment occurs
 - o Implement improvements in connection between Transfer Road and Vandalia to encourage truck usage to and from I-94 via Vandalia.

- Connect Transfer Road/Prior to Energy Park Drive and possibly to the St. Paul Campus of the University to make the industrial area between Transfer Road and Vandalia attractive to new types of businesses that relate to the University
- Changes to zoning and other regulations that will support residents working from their home
- Promote and strengthen the retail businesses to maintain and revitalize the village center in North St. Anthony Park
- Redevelop the village center in South St. Anthony Park to provide services to the existing community and new housing along the Green Line.

Historical Preservation

LU3 – Preserve the historic charm of St. Anthony Park while meeting present day needs.

Rationale – The character and history of Saint Anthony Park play an important part in making it an attractive place to live and work. Saint Anthony Park has a number of designated historic buildings and a designated historic district around Raymond and University Avenues. The history of Saint Anthony Park is a matter of pride for residents. It is important that as we plan to meet the needs of the future we don't ignore the past.

Strategies

- Protect, maintain or adaptively reuse designated historic buildings when possible
- **New development or redevelopment is complementary and contextual rather than strict historic replication**

Transportation

As St. Anthony Park plans for a future with an altered climate, we must become a place where fossil fuels are increasingly less necessary for mobility. To meet that reality and also to be the best place for people who are aging in place or who have fewer economic means, we must prioritize changes to our streets to prioritize pedestrians, transit riders, and bicycles.

Objectives

T1. Make safety the highest priority on our streets, with the most vulnerable users (pedestrians and bicyclists) considered first. Traffic volume and traffic speed are prioritized lower and in that order. Specific examples/goals:

- Urge the city of Saint Paul to ask MnDOT to reduce the speed limit on all complete streets within D12 (Raymond, Como, others that meet criteria over time), similar to the speed limit statute for roads with bike lanes (MN Statute 160.263 Subd. 4)
- Make it clear that intersections and streets are for pedestrians first with leading pedestrian intervals at traffic signals, narrowest-possible crossing distances, no “slip” lanes for right-turning vehicles, travel lane widths 11’ maximum, and other street design changes.

- Advocate for bicyclist safety through street design, including in-street bollards or more substantial separations and bicyclist intervals at traffic signals, particularly on complete streets and the Grand Round.
- All sidewalk widths near public-oriented businesses, including the sidewalks over Highway 280, should be 14' (including plantings or boulevard areas).
- Explore changes in street infrastructure to maintain lower vehicle speeds on residential streets, including tactical urbanism methods, speed bumps, tabled crosswalks, and additional stop signs.
- Establish a school speed zone along Raymond and Como Avenues in the vicinity of St. Anthony Park Elementary School (with signs indicating 15 mph during school crossing times).
- Reinstall each spring the high-visibility, mid-street pedestrian crossing signs at all designated crosswalks along the Grand Round.
- Begin the process of better connecting the Westgate area to the Raymond/University area by studying the possibility of a lid or liner buildings over 280 (along University [highest priority] or between Territorial, University, and Franklin).

T2. Encourage the city to begin completing sidewalk infill throughout D12. Priorities:

- Carleton, Territorial, and Charles north of Raymond Station.
- Lasalle south of Raymond Station.
- Eustis north and south of Como Ave.
- Reestablish the right-of-way grid in South St. Anthony Park, with sidewalks on at least one side. Highest priority: Myrtle between Raymond and Carleton; extension of Carleton north of Territorial (at least for pedestrians and bikes) to Long and Hampden.

T3. Improve the pedestrian and transit-user experience. Examples:

- Initiate a bench-building subsidy program for property owners.
- Initiate a reporting system for sidewalk condition problems, both permanent (heaving, deterioration) and temporary (snow, ice).
- Initiate a volunteer rapid-response team for snow and ice removal.
- Initiate a free give-away of sand or grit for use on sidewalks or work with the city to initiate such a program.
- Meet with Metro Transit about bus shelter placement to understand requirements for adding shelters and the highest-use bus stops without shelters.
- Meet with St. Paul Public Works to explore lighting options in key pedestrian/bicyclist areas. Priorities: streets immediately north of Raymond Station, and at the access point to the Transitway from Manvel/Robbins.

T4. Identify and work with city planners and traffic engineers to modify intersections dangerous to pedestrians and bicyclists. Priorities:

- University and Eustis, University and Cromwell.
- Territorial and Eustis, Territorial and Cromwell. Territorial Road currently “deters pedestrian movement.”

- Raymond and Hampden (add rectangular rapid flashing beacon)
- Como near St. Anthony Park Elementary (add rectangular rapid flashing beacons)
- Cleveland and Commonwealth (add stop sign or rectangular rapid flashing beacon)
- Study the intersections at University/Raymond, University/Franklin, Energy Park/Raymond, and Westgate Station area for pedestrian and bicycle improvements.
- Add stop signs or roundabouts on residential streets that serve as through-streets to decrease overall traffic speed. Examples: Valentine, Commonwealth.

T5. Make the neighborhood more welcoming to bicyclists and safer for them on our streets. Priorities:

- Create covered bike parking in the Raymond Station area.
- Add more bike parking at all business nodes, schools, multifamily housing, and employment locations. Goal: equivalent quantity to car parking on the street, at minimum.
- Support completion of the two-way, off-road bike path on Como Ave. between Snelling and Raymond (the last work to be completed on the Grand Round in D12).
- Support the rebuild of country road Cleveland Avenue between Larpenteur and Como to include bike lanes or off-road bike path.
- Conduct a study on connecting Territorial Road east to Minnehaha Ave. for bikes and pedestrians (as per the Saint Paul Bike Plan).
- Support the effort to build the Midtown Greenway extension from Minneapolis from E. 27th St. in Minneapolis to St. Anthony Ave. in St. Paul. Connect this rail-corridor path from the area near Shriners Hospital west to the U of M and east to Midway and the soccer stadium (running south of the Highway 280 interchange and the WestRock plant), with a connection to the Grand Round at Pelham.

T6. Optimize truck movements to reach adjacent highways without decreasing pedestrian safety and general livability, primarily in South St. Anthony Park and Westgate. Priorities:

- Resurface Territorial Road from Vandalia to Eustis with bike lanes, clear pedestrian infrastructure (wider sidewalks on both sides, crosswalks), and noise abatement
- Rebuild Ellis for capacity between Pierce Butler/Transfer Road and Vandalia.
- Add way-finding signage for truck drivers between Vandalia and Raymond to reach I-94 and Highway 280.
- Improve Vandalia from Capp Road to I-94 for truck capacity. Add sidewalks.
- Revamp the I-94/Vandalia bridge for better truck throughput, especially left turns.

T7. Recognize that parking, whether on streets or private land, comes with a cost borne by us all. As vehicle technologies change, be ready to adapt to the need for less parking. Examples:

- Use pricing to manage street parking demand through metering or other mechanisms.
- Expand the “no parking minimum” area for new development, beyond the current half-mile corridor of the Green Line.
- Work with larger employers to offer free or discounted Metro Transit MetroPASSES to employees.

T8. Improve bus service so it's easier to be mobile without a personal car. Priorities:

- Improve access from North St. Anthony Park to the Green Line by shifting either the 87 or 30 bus route to serve the center of the St. Anthony Park business district.
- 87 bus: Increase service frequency. Intervals in the Green Line plan were supposed to be 15 minutes peak/30 off-peak, but are currently 20/40.
- 61 bus: Increase frequency and add Saturday evening and Sunday service when the Bell Museum opens (summer 2018).
- 87 bus: Consider shifting the route to better serve the Bell Museum.
- Campus Connector 121: Add a stop on the Transitway at Westgate for UEL employees and to encourage more connection from Westgate to the University campuses.

T9. Improve the ability to live without a car or with fewer cars. Examples:

- Explore improved car-sharing through HourCar or other services.
- Explore improved Nice Ride or other bike-sharing access.
- Explore ride-sharing services or coordination, particularly for seniors, in partnership with St. Anthony Park Area Seniors.

T10. Support enforcement and awareness of traffic laws and transportation options.

Specifically:

- Participate in the citywide crosswalk-awareness campaign.
- Partner with local schools on Safe Routes to School campaigns.
- Build awareness of the Bicycle Benefits program (or other incentive programs) and bike lane/bike parking availability.
- Work with the St. Paul Police Department to carry out an at-least-annual red light and stop sign enforcement campaign.
- Encourage voluntary observation of a lower speed limit on all streets.

Environment and Water Resources

Like the rest of the world, St. Anthony Park faces the real threat of disruptions caused by severe weather and altered climate. We envision and work toward a community with a smaller environmental footprint and enhanced resilience. We also face both a legacy and current sources of environmental pollution that disproportionately exposes younger, economically disadvantaged residents. There is an urgent need to remediate known pollution hazards and to generally improve the quality of habitat for humans and other species.

Objectives

EW 1. Reduce the emission of greenhouse gases through energy conservation.

- Increase local knowledge of GHG sources
- Air sealing, insulation, furnace/AC replacement
- Reduce transportation emissions

- Reduce energy required for street lighting
- Reduce waste generation, increase recycling
- Encourage and support large improvements in energy efficiency in buildings, transportation, and food systems.
- Minnesota Housing’s “[Home Fix Up Fund](#)” to address weatherization and energy conservation in existing buildings.
- Encourage net zero energy development (city offer tech assistance for private sector development to incorporate net zero and/or solar-ready designs)

EW 2. Increase the use of locally sourced, renewable energy.

State Law (473.859 Subd. 2 (b): A land use plan shall contain a protection element, as appropriate, for historic sites, the matters listed in the water management plan required by section 103B.235, and an element for protection and development of access to direct sunlight for solar energy systems.

- Set goals for energy conservation and production, with improved equity, local jobs, improved habitat and water quality, for example
 - o Meet State goal of 30% reduction of GHG emissions by 2025; 80% by 2050
 - o secure 50% of community’s energy from renewable sources by 2030
 - o install EV charging stations in every public and private parking lot and ramp by 2030
 - o increase participation in utility energy efficiency programs for residents so that 80% of homes have made improvements by 2040
- Encourage and support installation of renewable energy production systems (solar, wind, geothermal, biomass methane) throughout the District, with battery backup systems where possible. (for example, PV and thermal on schools, solar and wind along I94 and TH280)
- Create local community solar garden opportunities for residents and businesses who have limited on-site solar resources or do not own land or buildings.
- Install solar on public buildings
- Explore the feasibility and design of local electrical grids, preferably underground, that could be used to enhance resilience – and the smarter, the better!
- Evaluate and promote development of district heating & cooling systems
 - Towerside, other small areas
- Consider [Property Assessed Clean Energy \(PACE\)](#) as an implementation tool for commercial properties
- Redevelopment projects will evaluate on-site solar resources and incorporate solar development into designs.
- Use of local and renewable energy efficiency resources

EW 3. Mitigate and strengthen infrastructure resilience to severe weather.

- Retain and develop green spaces that help reduce the heat island effect and provide cooler areas where people can gather during heat waves. (Parks and Rec)
- Develop plans for and facilitate tree planting to shade buildings and pedestrian pathways,

and to cool the air by evapotranspiration. (Parks and Rec Forestry)

- Encourage use of “cool roofs” and “cool pavements” to reduce the urban heat island effect. (PW)
- Investigate opportunities to install public drinking fountains at public transit stops and other strategic locations.
- Reduce costs for heating and cooling residential buildings
 - o Work with public and private partners to provide air-sealing, insulation, and other improvements.
 - o Mitigate and prevent indoor mold due to improper insulation and inadequate moisture control. (MN Dept of Public Health)
 - o Encourage bulk buy opportunities for high efficiency AC, HVAC, heat recovery ventilators.
- Safe and warm/cool/dry spaces (a shelter within your home, shared space within other homes, businesses, churches and other faith groups, organizations, rec center, schools)
 - o Where will you go when it’s 110 F? When your furnace goes out in January?
 - o Distribute a list of sheltering spaces with climate control
- Determine which areas of the District are most likely to be affected by flooding due to rainfall or rapid snowmelt, and make progress on mitigating this risk. (Public Works; compile local knowledge through neighborhood survey)
- Evacuation routes
- Electricity generators

EW 4. Enhance water conservation throughout the neighborhood.

- Reduce the amount of storm water and melt water lost as runoff to surface water bodies, to reduce flooding damage to property and the environment.
 - o Increase standards to reduce storm water runoff from current and new properties
 - o Seek incentives to reduce charges for storm water removal
 - o Determine where water flows and potential for localized flooding
 - o Downspout diversion away from alleys
 - o Diversion of rain barrel overflow away from foundation
 - o Permeable alley surfaces and alley gardens.
 - o Rain gardens, French drains, subsurface infiltration galleries, retention ponds/streets
- Provide water storage for use during dry periods
- Increase opportunities for residential and public gray water reuse.
- Education on water conservation

EW 5. Increase resilience through preparedness and stronger social bonds and networks.

- Emergency preparedness training; develop a cadre of CERT volunteers (training by Ramsey County)
 - o List of what to include in household emergency kits, in appropriate languages; seek funds to provide these to economically disadvantaged households.
 - o Written recommendations for how to respond to an emergency, in appropriate languages and with assistance to convey the information orally where necessary.
- Improve social bonds and networks through community conversations, small- and large-scale celebrations (Professor Roopali Phadke, Macalester College)
- Encourage members of the community to develop and distribute phone and email contact lists for nearby neighbors; make this list available in other languages as necessary.
- List of people who need help with snow removal, deliveries, transportation, daily contact
- List of local providers (physicians, nurses, veterinarians, pharmacists, engineers, etc.) who may be able to help in an emergency

TTASAP, SAPAS, Ramsey Co, Foundations, SPPS (emergency shelter),

EW 6. Eliminate the “food desert” experienced by economically disadvantaged neighbors.

- Increase the amount of locally grown, harvested, and distributed food.
- Seek funds to produce locally grown fresh produce in winter.
- Expand gardening opportunities (raised beds, boulevard gardens, backyard gardens, etc.) and training for renters and homeowners.
- Initiate collection and distribution of excess produce from local stores and food storage warehouses.
- Establish a food shelf outlet that is accessible to local, economically disadvantaged neighbors.

EW 7. Identify and remediate sources of soil and air pollution.

- Maintain an information database on identified sites of soil pollution. (MPCA)
- Seek opportunities to monitor outdoor air quality. (MPCA)
- Develop information materials about ways to decrease health impacts of environmental contamination. (MPH, MPCA)
- Conduct a neighborhood mapping project to identify areas of concern regarding soil contamination (for example, boulevards and park land that may be used for food production). (CURA, MPCA)
- Reduce dust generation by local businesses and rail operations.
- Reduce use of chemicals in wood treatment and weed and pest control.
- Work with developers and property owners to reduce public exposure to contaminated soil.

EW 8. Reduce the input of contaminants from St. Anthony Park to surface waters.

- Reduction of harmful environmental chemicals application on public streets, private parking lots, and by homeowners, including neonicotinoids, herbicide spraying by railroads along ROWs, emissions, use of yard and garden chemicals, and industrial paint

applicators. Scope should not only be local (D12) but also airshed/watershed in the District and interconnected with other Districts.

- Work with MWMO to determine the sources, buffering, and potential removal of contaminants from Kasota Ponds.
 - o MWMO, MNDOT, MPCA, DNR
- Kasota Ponds road salt (reduce inflow, reduce concentrations)
 - o CRWD, MWMO, MNDOT, Parks and Rec, PW
- Sarita Wetland
- Mississippi River N and P, chemical runoff
 - o CRWD, MWMO, PW (street sweeping) education re leaf raking, grass, chemicals

Achieve 100% participation in “Keep your gutter clean” (rake leaves regularly; no raking of leaves into the street in advance of street sweeping)

EW 9. Reduce noise and light pollution.

- Reduce light pollution, especially on city and county streets, highways, and rail lines. (BNSF, PW, MNDOT)
- Work with local businesses and organizations to reduce area lighting. (SSPS)
- Investigate alternative “Nightwatch” alley lighting. (Xcel)
- Reduce noise from compression braking by truck drivers and nighttime racing through and near the neighborhood. (SP Police, MNDOT)
- Noise is a major detriment to quality of life near TH 280. Seek alternative surface treatment, lower speed limits, and rigorous speed enforcement on TH 280 to reduce tire noise. (MNDOT, SP Police, State Police)
- Reduce the impact of metal recycling on Hunting Valley Road on habitat corridors (dumping, noise, traffic, and aesthetics).
- Encourage use of quieter and less polluting landscape maintenance equipment than two-cycle lawn mowers, leaf blowers, etc.

Parks and Recreation

Green space is necessary and desirable for human quality of life and peace of mind, food production, habitat for other species, infiltration of rainwater, cooling of the urban heat island, and places to build community. Green, shaded corridors are crucial for pedestrians in the summer heat, but also improve air quality, and can delight with the prospect of colorful flowers or ripe berries. Public green space should be accessible to all. Expansion of public green space must remain a priority as rapid development along the Green Line continues and population density rises even further.

Objectives

PR 1. Preserve and enhance existing parks and other green space.

Includes green spaces that are not City parks, such as the Kasota Ponds, Community Garden and native prairie plantings, Sarita wetlands, and numerous areas that are not otherwise built up.

1. Install sidewalks and paths for walkers and those who use strollers, walkers, wheelchairs, or similar aids.
2. Install more benches along paths.
3. Improve path lighting at night to improve safety without extraneous light.

PR 2. Seek ways to develop more public green space.

1. Work with the City to require and facilitate provision of public green space in new developments, especially in South St. Anthony Park.
2. Seek public and/or private funding to procure and maintain public green space.

PR 3. Promote non-traditional use of public green space.

1. Improve the use of parks for public gatherings (e.g., install a wood-fired pizza/bread oven and several picnic tables, expand fruit and nut tree plantings, install a Smartflower or similar solar PV system to provide nighttime lighting and energy for the grid).
2. Increase the availability of park space for neighborhood food production.
3. Identify and reserve some areas for off-leash dog use.

PR 4. Maintain and seek ways to expand the community garden for local food production.

1. Establish a model to sustain the organization and management of the Community Garden.
2. Expand food protein production at the Garden (e.g., by raising chickens, rabbits, legumes, or fish).
3. Develop a strategy to obtain more land and/or facilities to supplement the current garden.

PR 5. Enhance the urban forest while protecting sites for solar energy production.

1. Develop a list of tree species for public and private land that provide shade, habitat, and beauty, arranged by height at maturity to promote appropriate selection.
2. Promote a city ordinance consistent with the requirement for accessory buildings (63.501 (d) 1), that tree selection on private property consider “Adequate supply of sunlight ... to adjacent property” for current or potential solar energy production.

PR 6. Develop sustainable approaches to multiuse boulevards.

1. Develop service corps to maintain raingardens. (Scouts, Sentence to Service, school environment studies classes; PW or Ramsey County for wood chips; nurseries for replacing plantings)
2. Establish harvest crews to assist in establishing, maintaining, and gleaning fruits, nuts, and vegetables from Incredible Edible plantings and residential gardens.

PR 7. Create a “rewilding plan” to promote and manage native animal and plant populations.

Cooperators: U of MN faculty and students and Minnesota DNR

- Education about which species we may want to support (wild bees and other pollinators, dragonflies, flowering plants, freshwater mussels, particular songbirds, foxes, bats, etc.) and others that may need some type of control (wild turkeys, rabbits, squirrels, house sparrows, etc.), their habitat and corridor needs, and how their populations are controlled ecologically.
- Develop a plan for use by homeowners, Parks and Recreation, SAPCC Committees, and developers to achieve goals set by the community.

PR 8. Include public green space in any “freeway lid” designs.

1. Continue to explore the feasibility of capping TH 280 or I 94 to provide a variety of green space and village-like amenities.

>> Opportunities for education, volunteerism and training should be included in many of these goals points.

Appendix

Summary of Community Feedback

Equity

To improve the education in the community, the survey results showed that it's important to the community that there are more volunteer opportunities with local schools to build a sense of community and expose youth to neighbors, cultures, and careers. Responses also included an interest/need for adult community education offerings in SAP.

There was a high rate of responses to the survey that it is *somewhat easy* or *very easy* overall to access healthy and affordable food. There was a trend of healthy accessible and affordable food in SAP. A trend in responses agreed that healthy food is accessible, stores such as the Co-op, Tim and Tom's and Speedy Market, but the Co-op isn't a place of affordability for students and low-income people to shop at. The Co-op is an amenity to the neighborhood but only certain items are available through larger retailers. Many respondents expressed that grocery stores in the neighborhood are not as accessible as desired. If you have a car and can drive, it's easier to get around to a grocery store. There is not necessarily a convenient shopping location from the southern portion of the neighborhood. Another trend in favor of a local farmer's market was of interest as well, as a way to access healthy food. It's also needed to improve communication among residents about where the community garden is, some have no idea where it is located.

To accommodate SAP for people with disabilities and/or special needs, there is a need for improved sidewalks, crosswalks, and local businesses. Improved sidewalk networks and bump-outs at intersections would be beneficial when thinking about improvements to accommodate for people with disabilities and/or special needs. At intersections, stoplights with verbal or beeping signals could help improve safety for people. The improvements of making sidewalks and local businesses more accessible for people with disabilities – snow and ice removal in the winter, pedestrian ramps, curbs, and make stairs and hills accessible.

There was a trend in how respondents saw differences/segregation between parts of the neighborhood. Many responses were that there was a physical separation of South SAP and the

rest of the neighborhood, specifically, the railroad and major streets and highways, play a large part in how the neighborhood segregation comes into play. Many viewed segregation in the differences in home affordability – homeowners and renters; high-income and low-income. To improve the community unity, many respondents wanted to see a continuation of events in the summer months, such as movies in the park and block parties. It may be beneficial to have community events that get neighbors, and the community as whole, out and be interactive with one another.

Land Use

There is a trend in the importance of affordable housing in SAP among residents. The neighborhood is developing quickly, there is a concern of a wave of gentrification all along University that needs to be controlled to maintain affordable housing in the neighborhood. With rising rent, residents are concerned for themselves having to possibly move to a more affordable area, and the affordability for others. Many responses relate to the importance and need for diversity in the neighborhood. A need for mixed housing options in the neighborhood, not just affordable housing for families or students, but also individuals, especially young adults and single workers and the disabled. There were also many written responses in favor of the development of co-housing communities, and the encouragement of building more shelters – women and youth. Residents of SAP want to see new buildings that are being built fit with the human scale, quality, and general character of the neighborhood.

There were concerns for the need of improved bike lane infrastructure, sidewalks and intersections. For predominantly bikers, biking lanes seem to be too narrow on many busy streets, leaving bikers to feel uncomfortable biking on them. On these narrow streets, the traffic speeds are too high for biker safety, and roads do not stand as a safe place to bike with children. Where streets have too narrow of bike lanes, bikers move to the sidewalk, leaving pedestrians feeling unsafe. Improvement in sidewalks and the sidewalk networks would benefit pedestrians, the disabled and people with special needs.

The data reflected an importance of sustainability, preservation and restoration of buildings and other infrastructure within the neighborhood. It's important that on a small scale, of the city of St. Paul, SAP does its best for preparing for the future, whether it's climate change or infrastructure change, SAP does its best to reduce its carbon footprint.

Transportation

From the survey results, we received a high response rate of a priority in these modes of transportation: walking, biking, public transit (bus transit and LRT), and personal vehicles. The bus and LRT were somewhat higher for low-income. Walking, bus transit, and metro mobility were higher for disabled users. Twenty percent of respondents reported to using public transportation every day. Conjoined responses of *occasionally* and *a few times a month*, roughly 60 percent of respondents use public transportation.

Respondents reported that overall SAP is perceived to be *fairly safe* and *very safe*. Where there was a high trend in safety concern, bikers and pedestrians want to see improvement where they can benefit from. For predominantly bikers, biking lanes seem to be too narrow on many busy streets, leaving bikers to feel uncomfortable biking on them. On these narrow streets, the traffic speeds are too high for biker safety, and roads do not stand as a safe place to bike with children. Where streets have too narrow of bike lanes, bikers move to the sidewalk, leaving pedestrians feeling unsafe. Pedestrians would like to see more street lights to feel more safe when walking at night. Another concern for pedestrians was a lack of priority at intersections/crosswalks. At intersections and crosswalks, pedestrians would like to have bump-outs added, and traffic signals that prioritize pedestrians and bikers, where time is given for them to move sooner than vehicles.

Overall, the survey showed major trends in prioritizing safer environments for bikers and pedestrians, and creating more convenient opportunities for people to access public transportation options. Additional suggestions that would help in the improvement of transportation in SAP would be the addition of benches for pedestrians, more bike racks available, and major traffic calming.

Environment

The survey results revealed a trend in the importance of green space in SAP. Many respondents agreed that SAP currently holds many great parks that are well maintained and offer great space for families. Where there was concern about the parks and green space, respondents

want to see improvement in sidewalks, even the addition of sidewalks around the parks, to walk on paths and not grass. Respondents also want to see more benches and seating available in the parks. It's important the parks and green space are accessible to young and able families and individuals, but it would also be a nice improvement to make sure these spaces are accessible and enjoyable to people of all ages and abilities.

A major trend in the results is that there is too much noise pollution coming from the highways, light rail, trucks, and construction. Other major concerns that affect the neighborhood is the local events (e.g. State Fair, car shows, horse shows, even TCF Bank Stadium events), leave a huge impact in terms of noise, traffic, pollution/litter, parking, etc. It may be beneficial to work with major event organizers (State Fair/fairgrounds, U of M, etc.) to plan ahead, provide information, and implement mediating efforts (e.g. street signage, trash bins, bus routing/detour information).

St. Anthony Park 10-Year Plan

Wednesday, September 13, 2017

411

Total Responses

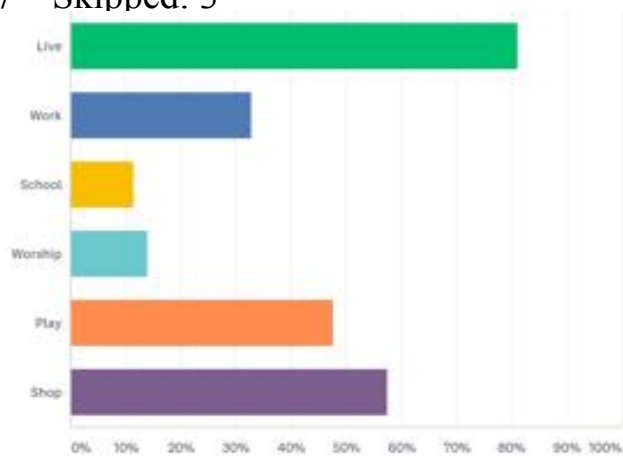
63

Newsletter signups

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Q1: What is your relationship to St. Anthony Park? Check all that apply.

Answered: 407 Skipped: 3



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Q1: What is your relationship to St. Anthony Park? Check all that apply.

Answered: 407 Skipped: 3

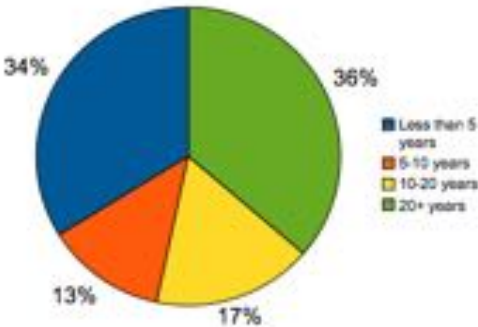
ANSWER CHOICES	RESPONSES	
Live	81.08%	330
Work	32.92%	134
School	11.55%	47
Worship	14.00%	57
Play	47.67%	194
Shop	57.49%	234
Total Respondents: 407		

Business Owner Lived Walk Volunteer SAP
Represent Park Library Emily Program

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Q2: About how long have you lived/worked/studied/played/worshipped etc. in St. Anthony Park?

Answered: 405
Skipped: 5



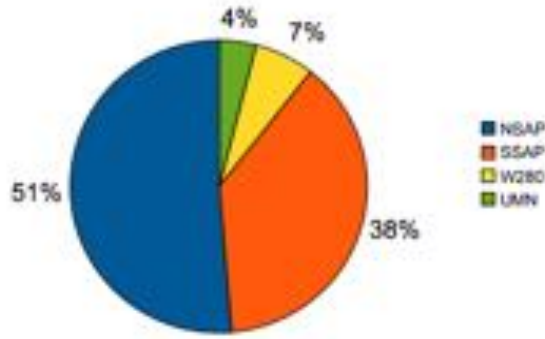
Fairly consistent across income, ability.

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Q3: What is the address, business or nearest landmark to where you live/attend in St. Anthony Park?

Answered: 398

Skipped: 12

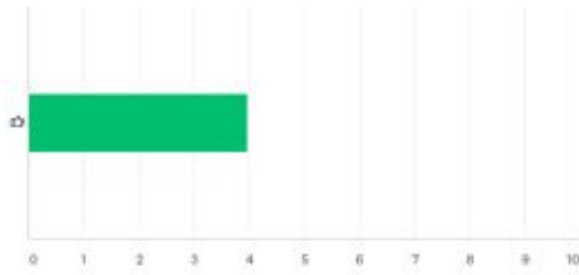


Higher incomes in NSAP consistent with census/ACS data.

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Q4: How important is more affordable housing in the neighborhood?

Answered: 366 Skipped: 44



73% list as somewhat important or very important.

93% among respondents under \$35,000

	NOT IMPORTANT	LESS IMPORTANT	NEUTRAL	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
👍	4.64% 17	5.74% 21	16.67% 61	34.15% 125	38.80% 142	366	3.97

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Q4: How important is more affordable housing in the neighborhood?

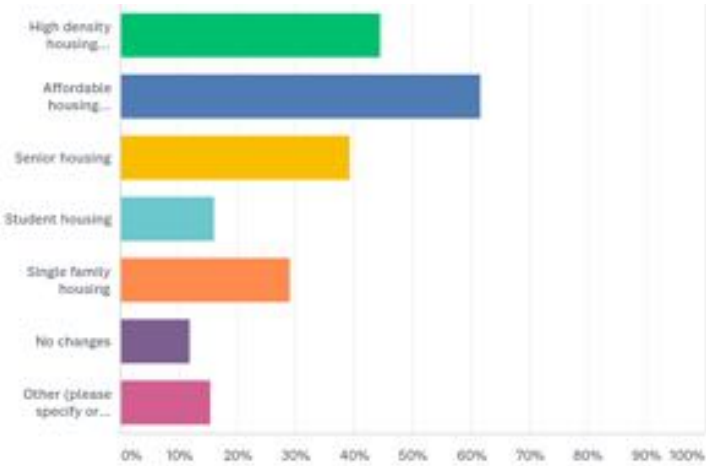
Answered: 366 Skipped: 44

Fairness in Housing is Crucial Critical Mixed Spaces SAP
Greater **Important** Gentrification
Affordable Housing Neutral
Neighborhood Community Live Income

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Q5: What types of new housing will be needed in St. Anthony Park over the next 10 years? Check all that apply.

Answered: 377 Skipped: 33



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Q5: What types of new housing will be needed in St. Anthony Park over the next 10 years? Check all that apply.

Answered: 377 Skipped: 33

ANSWER CHOICES	RESPONSES	
High density housing (apartments, condos, townhomes)	44.56%	168
Affordable housing (senior, student, or family)	61.80%	233
Senior housing	39.26%	148
Student housing	16.18%	61
Single family housing	29.18%	110
No changes	11.94%	45
Other (please specify or provide additional comments)	15.38%	58
Total Respondents: 377		

Medium density, multi-generation, mixed income, mixed use, co-op housing options.
 Economic integration would add to vibrancy of neighborhood.
 Many of our neighbors have "All are welcome" signs in their yard, supportive.

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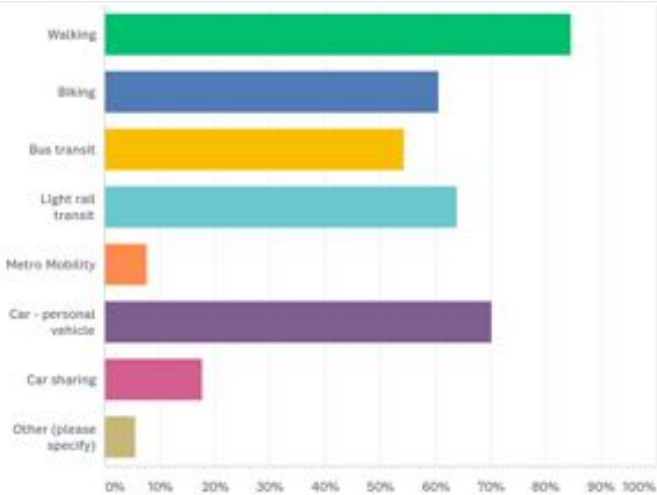
Q5: What types of new housing will be needed in St. Anthony Park over the next 10 years? Check all that apply.

Accessory Dwelling Units Trust Multi-generational
 Going Space Section 8 Single Family Multi Family
 Affordable Housing Public Housing
 Seniors Existing Neighborhood
 Medium Density High Density Housing
 New Housing Benefit Students Residents Co-housing
 Family Homes Apartments

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Q6: What modes of transportation are a priority for you?

Answered: 37



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Q6: What modes of transportation are a priority for you?

Answered: 378 Skipped: 32

ANSWER CHOICES	RESPONSES
Walking	84.66% 320
Biking	60.58% 229
Bus transit	54.50% 206
Light rail transit	64.02% 242
Metro Mobility	7.67% 29
Car - personal vehicle	70.37% 266
Car sharing	17.72% 67
Other (please specify)	5.56% 21
Total Respondents: 378	

Bus and LRT somewhat higher for low-income.

Walking, Bus transit, MM higher for disabled.

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Q6: What modes of transportation are a priority for you?

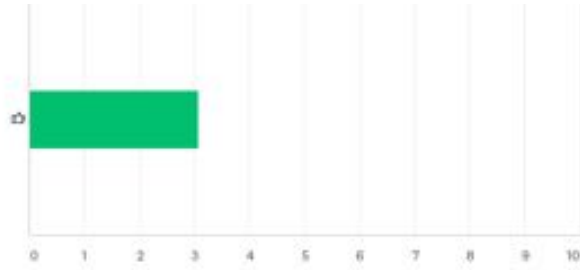
Shuttle Service to Light Rail Seniors
 Transportation Ride Parking Sharing
 Walking and Biking


“Reducing carbon footprint is very important. By de-emphasizing the vehicle, it provides many more community benefits: walking and biking.”
 Prioritizing the pedestrian, bikers, transit riders, etc. Keeping the environment in mind and assistance for seniors.

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Q7: How often do you or someone in your household use public transportation?

Answered: 367 Skipped: 43



	NEVER	OCCASIONALLY	A FEW TIMES A MONTH	A FEW TIMES A WEEK	EVERY DAY	TOTAL	WEIGHTED AVERAGE
	7.08% 26	31.88% 117	28.07% 103	12.81% 47	20.16% 74	367	3.07

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Q7: How often do you or someone in your household use public transportation?

Answered: 367 Skipped: 43

SAP Transit **Month** Light Rail **BUS** Green Line
Occasionally Campus Takes

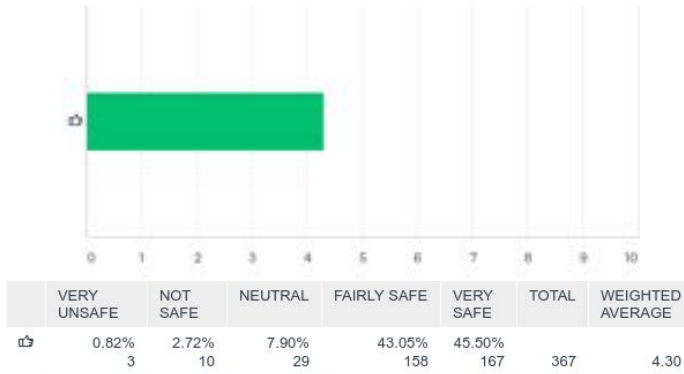
It varies by season.

Many occassional users, encourage to increase use of public transit.

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**Q8: How safe do you feel walking or biking in the neighborhood?
(ex. crime, appropriate lighting, well-maintained sidewalks,
adequate bike lanes)**

Answered: 367 Skipped: 43



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Q8: How safe do you feel walking or biking in the neighborhood?
(ex. crime, appropriate lighting, well-maintained sidewalks,
adequate bike lanes)

Answered: 367 Skipped: 43

Crime Problems **Lighting** Designed **Bike** Dangerous
Safe Neighborhood **Side Walks** Safer **Raymond**

Traffic speeds and crossings common concern, the new bike lanes improve safety,
but can be better especially important for kids.
Crossings and intersections of greater note among disabled, recommend more technology.

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Q9: What ideas do you have to improve transportation in St. Anthony Park

Answered: 200 Skipped: 210

Encourage People Circulator **Bike Path** Activities
Transit Way Rules **Green Line** Fix the Potholes **SAP**
Hwy 280 **Light Rail** Bike Trails **Bike Lanes**
Main Roads **Park** Good Work **Street** Nice Ride
Neighborhood Construction **Safer** NSAP
Territorial Kind **Speed Limit** Reason **Commonwealth**
Better Sidewalks

safer crosswalks, wayfinding through winding roads, more benches for pedestrians, bike racks,
traffic calming, bike lanes along University, better connections (Westgate, Transitway), remove railroads

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or businesses would you like to see in St. Anthony Park? What ideas do you

Answered: 244 Skipped: 166



RESTAURANTS, bars, local shops, drug store, grocer/farmer's market, bakery, ice cream, co-working space, businesses open in evenings, not large franchises.

More residents means a larger customer base.

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Q11: How important are additional employment opportunities in the neighborhood?

Answered: 346 Skipped: 64

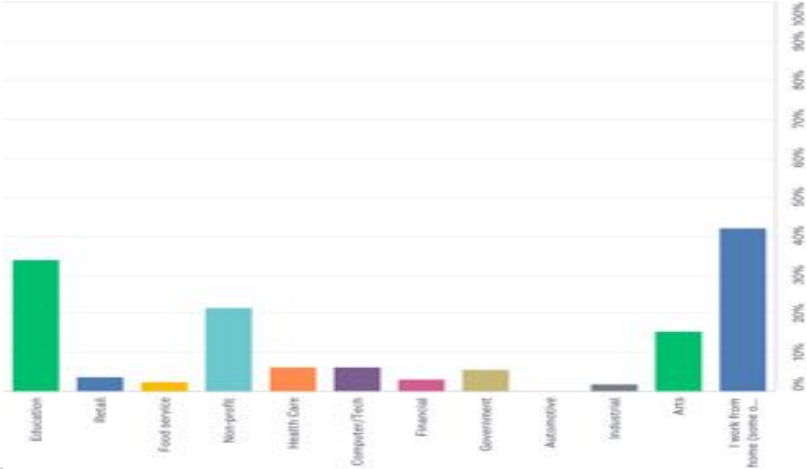


	NOT VERY IMPORTANT	LESS IMPORTANT	NEUTRAL	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
👍	3.18% 11	6.36% 22	32.37% 112	39.31% 136	18.79% 65	346	3.64

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Q12: If you work here, in what sector do you work? Check all that apply.

Answered: 162 Skipped: 248



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Q12: If you work here, in what sector do you work? Check all that apply.

Answered: 162 Skipped: 248

ANSWER CHOICES	RESPONSES	Count
Education	33.95%	55
Retail	3.70%	6
Food service	2.47%	4
Non-profit	21.60%	35
Health Care	6.17%	10
Computer/Tech	6.17%	10
Financial	3.09%	5
Government	5.56%	9
Automotive	0.00%	0
Industrial	1.85%	3
Arts	15.43%	25
I work from home (some of the time)	41.98%	68
Total Respondents: 162		

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Q13: How important to you is green space in St. Anthony Park?

Answered: 346 Skipped: 64



	NOT IMPORTANT	LESS IMPORTANT	NEUTRAL	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
👍	0.00%	0.29%	2.89%	15.90%	80.92%	346	4.77
	0	1	10	55	280		

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Q13: How important to you is green space in St. Anthony Park?

Answered: 346 Skipped: 64

South SAP_{clean} Needed_{Field} Important
Public Green Space_{Health} Park_{Kasota} Trees
Makes St Anthony

It is St. Anthony PARK after all.

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you like about the parks in our neighborhood? Are there changes you would

Answered: 236 Skipped: 174



Greater tree canopy, walkability, dog park, more community events

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rks, rec centers, library, post offices, community garden, etc.) be improved?

Answered: 159 Skipped: 251

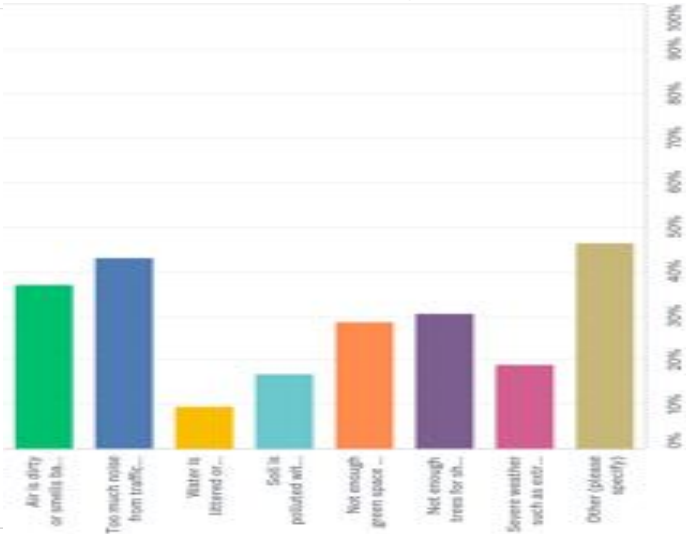


Need for community space/build relationships with the community members. Work closer with UMN to have students more involved.

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Q16: Which of these issues are a concern for you?

Answered: 248
Skipped: 162



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Q16: Which of these issues are a concern for you?

Answered: 248 Skipped: 162

Low-income

ANSWER CHOICES	RESPONSES		RESPONSES
Air is dirty or smells bad from car exhaust or industries	37.10%	92	60.87% 14
Too much noise from traffic or people	43.15%	107	47.83% 11
Water is littered or unsafe to drink or swim in	9.65%	24	8.70% 2
Soil is polluted with chemicals	16.94%	42	17.39% 4
Not enough green space to visit or play	28.63%	71	39.13% 9
Not enough trees for shade and beauty	30.65%	76	30.43% 7
Severe weather such as extreme heat, flooding, or storms	18.95%	47	26.09% 6
Other (please specify)	46.37%	115	39.13% 9
Total Respondents: 248			

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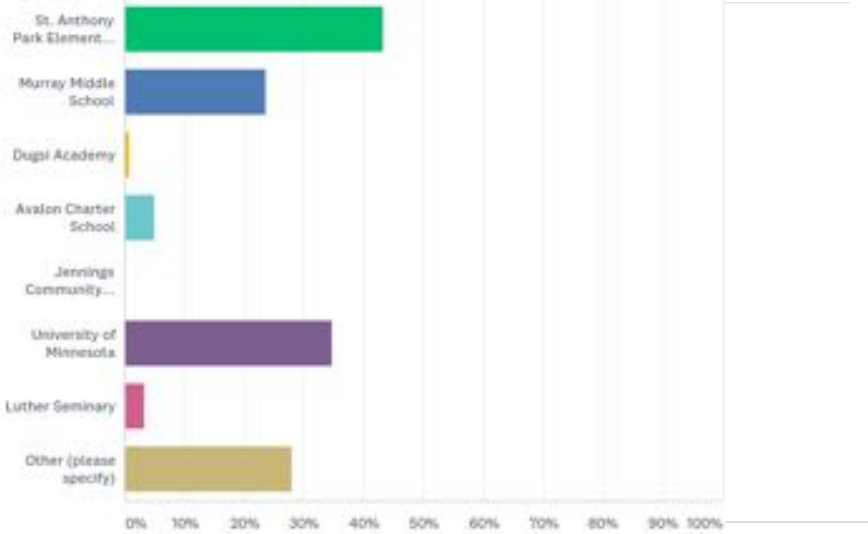
Q16: Which of these issues are a concern for you?

Recycling Plant Unleashed Housing Property Light
 Factory Pollution Crime Issues Sound Walls
 Traffic Density Parking Chemicals Noise
 Trains Concern Garbage Trees Clean
 Drag Racing Plan Roads Railroad
 Climate Change Warm Soil South Saint Anthony

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Q17: If you or someone in your household attends school here, which school(s) do you/they attend?

Answered: 118
 Skipped: 292



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Q17: If you or someone in your household attends school here, which school(s) do you/they attend?

Answered: 118 Skipped: 292

ANSWER CHOICES	RESPONSES	
St. Anthony Park Elementary School	43.22%	51
Murray Middle School	23.73%	28
Dugsi Academy	0.85%	1
Avalon Charter School	5.08%	6
Jennings Community School	0.00%	0
University of Minnesota	34.75%	41
Luther Seminary	3.39%	4
Other (please specify)	27.97%	33
Total Respondents: 118		

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Q18: What ideas do you have to improve education in our community?



Need the community to be invested in each other. Connect seniors with young people, volunteer opportunities with local schools to build community and expose students to different neighbors, cultures, careers.

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Q19: How easy is it for you to access healthy and affordable food?

Answered: 339 Skipped: 71



	VERY CHALLENGING	SOMEWHAT CHALLENGING	NEUTRAL	SOMEWHAT EASY	VERY EASY	TOTAL	WEIGHTED AVERAGE
👍	2.36% 8	9.14% 31	12.39% 42	30.38% 103	45.72% 155	339	4.08

76% Somewhat easy or very easy overall.
67% among disabled, 56% for low-income respondents.

Q19: How easy is it for you to access healthy and affordable food?

Answered: 339 Skipped: 71

Income Live Drive Produce Selection Shop Transportation
 Speedy Market Somewhat Grocery
 Easier Food Easily Accessed
 Hampden Co-op Fortunate Love
 Easy to Access Healthy Farmers Market Lucky
 Restaurants Fresh

Can St. Anthony Park better accommodate people with disabilities and/or special needs?

Answered: 113 Skipped: 207



More automatic doors on businesses, delivery services, maintain sidewalks better, street mailboxes, benches, more visible crossings.

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Are there any physical barriers or segregation between parts of the neighborhood? Do you have ideas for how to address these issues?

Answered: 145 Skipped: 265

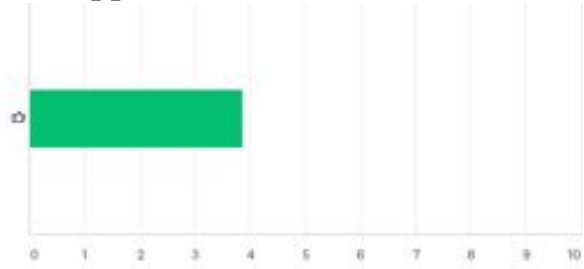


Physical barriers. Community engagement activities/block parties/events.

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Q22: How important is it to you that new buildings fit into the historic character of the neighborhood?

Answered: 336 Skipped: 74



	NOT IMPORTANT	LESS IMPORTANT	NEUTRAL	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
👍	4.17% 14	7.44% 25	17.86% 60	37.20% 125	33.33% 112	336	3.88

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Q22: How important is it to you that new buildings fit into the historic character of the neighborhood?

Answered: 336 Skipped: 74

Nice Brick Community Necessary Preserve Nature
 Housing Example Important Extremely
 Neighborhood Affordable
 New Buildings Priority
 Historic Character Advocate Styles Love
 Variety Living

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e any other questions, concerns, or ideas that you have about St. Anthony F

Answered: 98 Skipped: 312

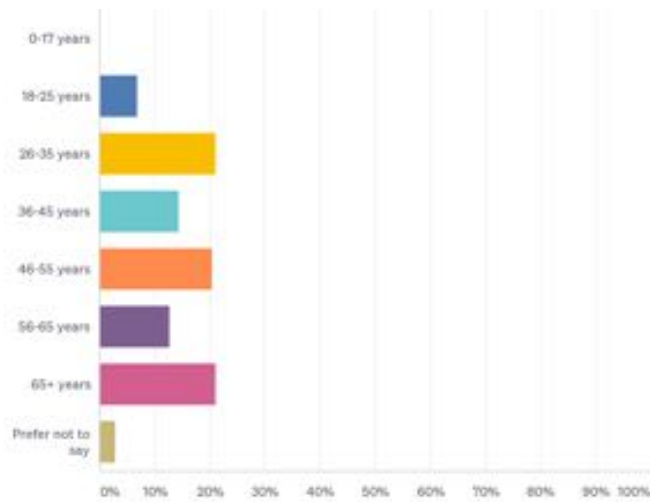
Forward Ground Walk Crowded New Buildings Involved
Saint Anthony Mess Family CEZ Concerned
Local Community University of Minnesota
Neighborhood Racial Park Historic SAP
Gathering Noise Biggest Bike Gardens Territorial Region
Climate Change Forgot to Mention

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Q24: What is your age?

Answered: 345

Skipped: 65



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Q24: What is your age?

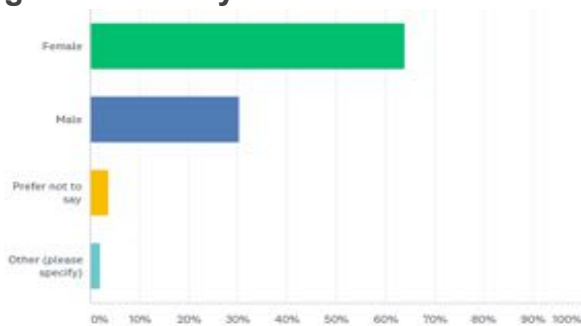
Answered: 345 Skipped: 65

ANSWER CHOICES	RESPONSES	
0-17 years	0.00%	0
18-25 years	6.96%	24
26-35 years	21.16%	73
36-45 years	14.49%	50
46-55 years	20.58%	71
56-65 years	12.75%	44
65+ years	21.16%	73
Prefer not to say	2.90%	10
TOTAL		345

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Q25: What is your gender identity?

Answered: 347
Skipped: 63

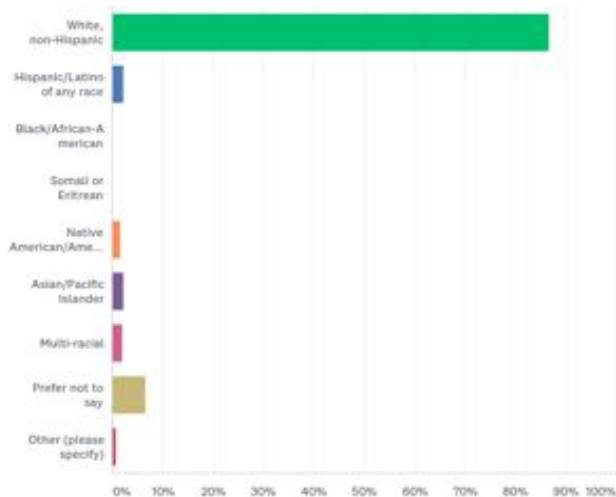


ANSWER CHOICES	RESPONSES	
Female	63.98%	222
Male	30.26%	105
Prefer not to say	3.75%	13
Other (please specify)	2.02%	7
TOTAL		347

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Q26: What is your racial/ethnic identity?

Answered: 348



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Q26: What is your racial/ethnic identity?

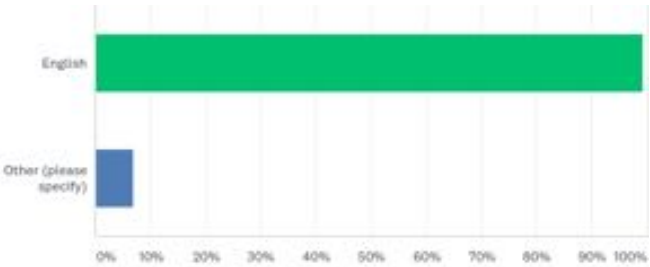
Answered: 348 Skipped: 62

ANSWER CHOICES	RESPONSES	
White, non-Hispanic	86.78%	302
Hispanic/Latino of any race	2.30%	8
Black/African-American	0.29%	1
Somali or Eritrean	0.29%	1
Native American/American Indian	1.72%	6
Asian/Pacific Islander	2.30%	8
Multi-racial	2.01%	7
Prefer not to say	6.61%	23
Other (please specify)	0.60%	3
Total Respondents: 348		

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Q27: What language(s) is spoken in your home?

Answered: 345 Skipped: 65

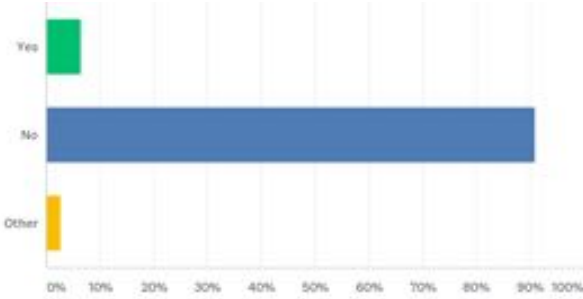


ANSWER CHOICES	RESPONSES
English	99.42% 343
Other (please specify)	6.96% 24
Total Respondents: 345	

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Q28: Do you identify as disabled, differently abled, and/or having special needs?

Answered: 341 Skipped: 69

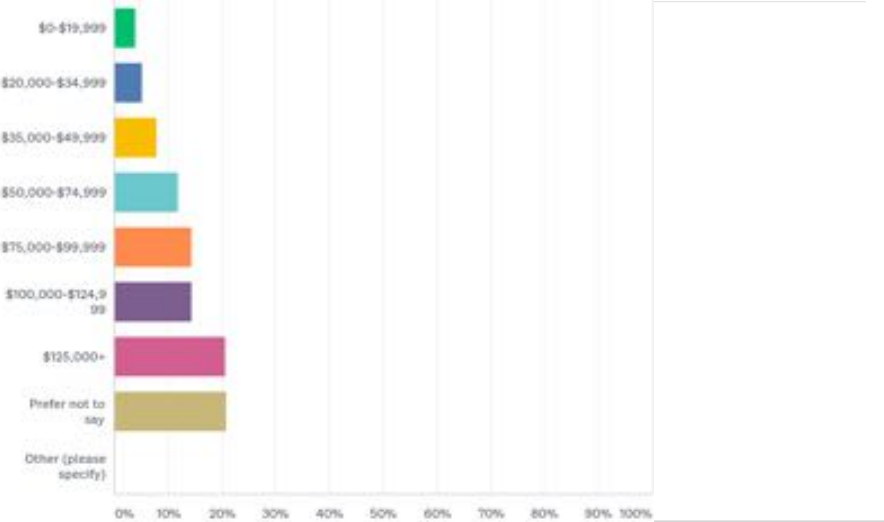


ANSWER CHOICES	RESPONSES
Yes	6.45% 22
No	90.91% 310
Other	2.64% 9
TOTAL	341

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Q29: What is your household income?

Answered: 344



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Q29: What is your household income?

Answered: 344 Skipped: 66

ANSWER CHOICES	RESPONSES
\$0-\$19,999	4.07% 14
\$20,000-\$34,999	5.23% 18
\$35,000-\$49,999	7.85% 27
\$50,000-\$74,999	11.92% 41
\$75,000-\$99,999	14.53% 50
\$100,000-\$124,999	14.53% 50
\$125,000+	20.64% 71
Prefer not to say	20.93% 72
Other (please specify)	0.29% 1
TOTAL	344

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