An Addendum to the Saint Paul Comprehensive Plan

Recommended by the Saint Paul Planning Commission on January 7, 2011
Adopted by the City Council on August 3, 2011

St. Anthony Park Como 2030
Small Area Plan
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Cover photo
LinderRox photostream, flickr.com
The Como 2030 Small Area Plan study area, located along the Como Avenue corridor in the North St. Anthony Park neighborhood, is defined as all parcels that include any land within 150 feet of Como Avenue between Highway 280 and the University of Minnesota Transitway, plus the Milton Square parking lot.

Population and Housing Statistics for North St. Anthony Park (Census tract 301) from 1970-2000

- 23% decline in total population (city of Saint Paul declined 7.4%)
- 51% decline in school children ages 5-14
- 8% more single-family homes
- 37% decrease in duplexes
- 24% fewer units in multi-family structures
- 74% more 1-person households
- 48% fewer 4-or-more person households

source: U.S. Census
Purpose

This document appends to the Comprehensive Plan the vision of the Como 2030 Small Area Plan for the Como Avenue corridor in North St. Anthony Park neighborhood. The District 12 Community Plan (2005) acknowledged the need for a more detailed consideration of the Como Avenue corridor to address concerns that declining population, shrinking school enrollment, increased business vacancies and lack of housing options could have a negative long-term impact on the neighborhood. In November 2006 the Como 2030 Small Area Plan Task Force was formed to develop a consensus blueprint for an environmentally, economically, and socially sustainable area.

This plan is predicated on the belief that status quo is not a viable option and that change is not only inevitable, but a necessary part of preserving the long-term vitality of the community. The plan therefore lays out objectives and strategies for managing this change. Some of these strategies present difficult choices. In order to secure these shared goals, some alteration to the visual facade of Como Avenue is needed. For increased housing options for seniors within walking distance of the neighborhood’s “downtown”, there will need to be a higher vertically built presence on some sites. To increase energy efficiency or retail options, there may need to be alterations to existing buildings. These changes will be made with sensitivity to neighborhood scale and design but also with the understanding that while the physical landscape plays a critical role in our lives and happiness, the ultimate character and sustainability of St. Anthony Park is based on our relationship as neighbors and on our collective stewardship of the environment both near and far.
Overall Vision

Como Avenue is the heart of North St. Anthony Park— the neighborhood’s social and commercial center. It is a safe, thriving, tree-lined, pedestrian- and bike-friendly mixed-use thoroughfare. Como Avenue offers single- and multi-family housing options that support the diverse needs of residents; affordable office and retail spaces that encourage a vibrant local business community; institutions and events that provide the basis for community life; and open spaces that serve as welcoming centers for public interaction. Como Avenue is also an environmentally-friendly street that promotes transportation choices that reduce traffic congestion, noise, and air pollution, encourages energy-efficient building design, and recognizes the important role that nature plays in urban neighborhoods. Finally, Como Avenue is an architecturally-engaging street, with a lively ongoing dialogue that honors its historical roots while finding new ways to reflect the spirit of the unique neighborhood that is St. Anthony Park.

North St. Anthony Park Population 1940-2000

School children ages 5-14

source: U.S. Census
Community Character

Promote engaging urban design that supports public interaction, critical institutions, open space, the historic park environment, safety, and community events. Provide safe opportunities for social interaction amidst community-friendly businesses within an architecturally eclectic and ecologically sensitive environment. Provide support for the long-term viability and survival of institutions and activities that play a critical role in the life of the community. Reflect the architectural and environmental diversity that give Saint Anthony Park its unique charm.

Objectives and Strategies

CC1. Promote interesting and engaging architecture.

1.1 Ensure that design, materials, placement, and orientation of new development relate to scale and character of surroundings. Buildings should be sensitive to their relationship to adjacent properties, and sides facing a street should be architecturally treated as principal facades.

1.2 Entrances, retail frontages, and windows should face streets and public spaces to help make them safe, comfortable, and interesting to pedestrians.

1.3 Support continued use and preservation of designated historic buildings such as the Library and Muskego Church.

1.4 Encourage the preservation and rehabilitation of significant historic buildings that are not designated, such as Linnea Society building and Milton Square, so that remodeling, additions, and alterations are compatible with the original scale, massing, materials, and details.

1.5 Limit the impacts of noise related to new developments.

CC2. Preserve existing and encourage additional public and semi-public parks, wetlands, and gathering spaces.

2.1 Maintain street trees along the entire length of Como Avenue. Protect large, desirable trees that are difficult to replace, such as the oak tree on the northeast corner of the St. Anthony Park United Methodist Church parking lot site.

2.2 Work with businesses to create a streetscaping plan for a more unified and attractive streetscape.

2.3 Encourage developers to include easily-accessible plazas or public gathering spaces.

2.4 Promote interesting architecture and engaging public art as part of existing and future gathering spaces.

2.5 Support continued preservation of the Sarita wetland.

CC3. Support institutions and activities that build community

CC4. Support Crime Prevention Through Environmental Design (CPTED) and encourage business to extend hours to generate evening foot traffic.
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Commercial Vitality

Strengthen, maintain and attract neighborhood commercial assets, especially locally-owned businesses and lively centers of attraction that bring neighbors together.

Take proactive steps to enhance commercial vitality along Como Avenue to help retain existing and attract new neighborhood-oriented businesses, addressing neighborhood market challenges resulting from increased competition from big-box retailers and declining population in North Saint Anthony Park. Consider new and creative parking solutions to support and attract local businesses.

Objectives and Strategies

CV1. Maintain and enhance the commercial character of Como Avenue.

1.1 Support proposals in the commercial core for mixed-use development with first floor commercial and upper floor housing.

1.2 Work toward a long-term goal of focusing auto-oriented businesses and those requiring substantial surface parking away from the commercial core.

1.3 Encourage the long-term preservation and rehabilitation of historic buildings such as Milton Square.

1.4 Work with businesses to create a unified streetscape, including pedestrian-level light fixtures in the commercial core.

CV2. Widen the range of services available along Como.

2.1 Work to attract new businesses, particularly those providing base neighborhood services residents can walk to, such as a family restaurant, a hardware store, a pharmacy, an ice cream shop, and a pub.

2.2 Support zoning modifications in the commercial core to attract desirable businesses.

2.3 Support incremental and contiguous expansion of commercial use onto adjacent residential properties if it strengthens the commercial core and is designed to limit the impact on residential uses.

CV3. Improve parking strategies.

3.1 Maintain on-street parking on both sides of Como Ave.

3.2 Create and enforce 2-hour parking limits on Como Ave between Luther Place and Hillside and on Doswell, Carter, and Luther Place within 200 feet of Como Ave.

3.3 Support creative parking solutions such as shared parking agreements, underground parking ramps, more flexible use of permit parking, alley parking, and parking variances.
**Housing**

Add housing units that cater to young families, empty nesters, and seniors, and that increase the range of affordability in the neighborhood. With the trend toward fewer residents per household and declining population in North Saint Anthony Park, provide lifecycle housing options, particularly for the growing population of seniors in the neighborhood and others seeking multi-unit housing. Provide housing in walkable proximity to shops, services, public transportation, and nearby jobs and education, in order to help sustain neighborhood commercial and institutional assets. Open up housing opportunities as well for families with children to help sustain local schools.

**Objectives and Strategies**

H1. Promote mixed-use development, especially in the commercial core.

1.1 Support proposals in the commercial core for mixed-use development that includes new housing units.

1.2 Consider mixed-use development proposals that exceed three stories if they use design, location, and topography to limit the visual impacts of height and if they meet important core goals listed in the Como 2030 Plan.

H2. Work with local institutions to develop new housing.

2.1 Facilitate consideration of a mixed-use or residential building on the Methodist Church parking lot site that would include housing for empty nesters and seniors

2.2 Facilitate consideration of a mixed-income housing and mixed-use development on the Luther Seminary campus.

2.3 Facilitate consideration of a mixed-use redevelopment of the University of Minnesota family-student housing complex on the corner of Raymond and Como Avenue.

H3. Retain existing multi-family and mixed-income housing mix.

H4. Encourage creative housing solutions, such as live-work units, carriage houses, and accessory units.

**Graphs:**

- **1,913 Total Households in 1970**
  - 319 1-person households (17%)
  - 1,594 larger than 1-person households (83%)

- **1,800 Total Households in 2000**
  - 554 1-person households (31%)
  - 1,246 larger than 1-person households (69%)

- **Total Housing Units**
  - 1225 in 1940
  - 1332 in 1950
  - 1531 in 1960
  - 1929 in 1970
  - 2067 in 1980
  - 2005 in 1990
  - 1835 in 2000

*source: U.S. Census*
Transportation

Reinforce a safe, compact, walkable, mixed-use neighborhood that reduces the need for automobile travel and supports transit. Address pedestrian safety concerns at crossings, especially for school children.

Objectives and Strategies

T1. Make the pedestrian environment along Como Avenue attractive and safe for people of all ages.

1.1 Provide count-down pedestrian crossings at the intersections of Como and Raymond, Como and Carter, Como and Doswell, and Como and Eustis.

1.2 Provide bump-outs at the intersections of Como and Eustis and Como and Scudder, and provide bump-outs or pedestrian islands at Como and Carter and Como and Doswell.

1.3 Establish a safe crossing of Como in the Commonwealth/Hillside area.

1.4 Maintain existing street-side benches and public gathering areas, improve streetscaping and lighting, and consider pervious ornamental paving in the commercial core.

1.5 Include two sidewalk ramps at every corner to make the street environment more accessible for people with disabilities.

1.6 Ensure that sidewalks are promptly shoveled and de-iced after snowfalls.

1.7 Increase traffic enforcement and calming along Como, especially between Commonwealth Avenue and Raymond Avenue, and Eustis Street and Luther Place.

T2. Improve the bicycle environment along Como Avenue.

2.1 Install grind-in bike-lane striping between the Minneapolis/St. Paul border and Raymond Avenue to connect existing bike lanes.

2.2 Provide new bicycle racks at Como and Carter and Como and Doswell, encourage developers to include bike racks in development proposals, and support rental bicycle facilities.

T3. Maintain and improve transit connections.

3.1 Work with Metro Transit to maintain and improve bus routing and frequency. Retain direct connections between the Como Avenue commercial core and the University of Minnesota, Downtown Minneapolis, and Downtown St. Paul.

3.2 Work with Metro Transit to maintain and enhance bus shelters along Como Avenue.

3.3 Explore creative ways to connect Como Avenue to the future Central Corridor light rail transit line.
Environmental Sustainability

Encourage sustainable, energy-efficient development with innovative, environmentally friendly design. Promote “green” building practices and design for all new development, supporting energy-efficient upgrades of existing buildings. Provide the quantity and diversity of housing necessary - including appropriate areas for multiple-story development along Como Avenue - to support a full range of neighborhood services within walking distance, thus reducing auto use and lowering energy consumption and pollution.

Objectives and Strategies

ES1. Support sensible increases in housing options and a jobs/service/housing mix that is more sustainable and energy efficient.

1.1 Develop, maintain, and support a full range of neighborhood commercial services and public amenities so that activities of daily life are within walking and biking distance of residents.

1.2 Work with neighborhood employers, institutions, and others to develop additional residential options along Como for seniors and those who can walk, bike, or use transit for transportation to nearby jobs and education. These residential options should bolster the market necessary for both efficient and economical public transit as well as viable neighborhood services and facilities.

ES2. Encourage property owners to use “green” building design and landscaping.

2.1 Determine reasonable incentives to support green building design and renovation.

2.2 Work with private property owners and public entities to reduce water pollution and runoff through low-impact development and other strategies.
Land Use and Proposed Rezoning

PROPOSED map: Saint Paul PED

Zoning Classifications:
- PL One-Family Large Lot
- R1 One-Family
- R2 One-Family
- R3 One-Family
- R4 One-Family
- RT1 Two-Family
- RT2 Townhouse
- RM1 Multiple-Family
- RM2 Multiple-Family
- RM3 Multiple-Family
- TN1 Traditional Neighborhood
- TN2 Traditional Neighborhood
- TC1 Traditional Neighborhood
- CG Office-Service
- B1 Local Business
- BC Community Business (Converted)
- B2 Community Business
- B3 General Business
- B4 Central Business
- BS Central Business Service
- IR Light Industrial Restricted
- LI Light Industrial
- IC General Industrial
- IC Restricted Industrial
- VP Vehicular Parking
- PD Planned Development
- CA Capital Area Jurisdiction

THE REMAINDER OF THE COMO 2030 PLAN STUDY AREA IS SHARED IN GRAY. CURRENT ZONING DISTRICTS ARE OUTLINED AND LABELED.
## Land Use and Proposed Rezoning

### Como and Eustis Street Area

<table>
<thead>
<tr>
<th>Existing Land Use</th>
<th>Existing Zoning</th>
<th>Proposed Rezoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>NW corner: MetroTransit park-and-ride lot</td>
<td>RT2 Townhouse Residential</td>
<td>B3 General Business</td>
</tr>
<tr>
<td>SW corner: HealthPartners parking lot</td>
<td>OS Office-Service</td>
<td>B3 General Business</td>
</tr>
<tr>
<td>SE corner: HealthPartners clinic</td>
<td>OS Office-Service</td>
<td>TN2 Traditional Neighborhood</td>
</tr>
<tr>
<td>NE corner and parcel fronting Eustis north of Como: part of Luther Seminary</td>
<td>RT2 Townhouse Residential</td>
<td>TN1 Traditional Neighborhood (consider TN2 for the western part if it is split off as separate parcel(s) in the future)</td>
</tr>
<tr>
<td>North of Como &amp; Hendon intersection: Lutheran Social Service office building</td>
<td>RT2 Townhouse Residential</td>
<td>TN1 Traditional Neighborhood</td>
</tr>
</tbody>
</table>

### Hendon Avenue to Luther Place

<table>
<thead>
<tr>
<th>Existing Land Use</th>
<th>Existing Zoning</th>
<th>Proposed Rezoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excluding large Luther Seminary-owned parcel: mix of single-family homes, duplexes and a triplex</td>
<td>RT2 Townhouse Residential</td>
<td>None</td>
</tr>
<tr>
<td>North side, corner of Como and Luther Place: part of Luther Seminary</td>
<td>RT2 Townhouse Residential</td>
<td>TN1 Traditional Neighborhood</td>
</tr>
</tbody>
</table>
## Land Use and Proposed Rezoning

### Luther Place to Commonwealth Avenue

<table>
<thead>
<tr>
<th>Existing Land Use</th>
<th>Existing Zoning</th>
<th>Proposed Rezoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>SE corner of Como and Luther Place: St. Anthony Park Lutheran Church</td>
<td>R3 One-Family Residential</td>
<td>TN1 Traditional Neighborhood</td>
</tr>
<tr>
<td>Commercial land use between Luther Place and Commonwealth Ave: forms commercial core area</td>
<td>B2 Community Business</td>
<td>TN2 Traditional Neighborhood, except for Park Service gas station (where TN2 may be appropriate if it is redeveloped)</td>
</tr>
<tr>
<td>SW corner of Como &amp; Carter: parking lot behind Milton Square</td>
<td>VP Vehicular parking</td>
<td>None (TN2 may be appropriate as part of redevelopment that improves sustainability of Milton Square)</td>
</tr>
<tr>
<td>SE corner of Como &amp; Carter: St. Anthony Park Library</td>
<td>RT2 Townhouse Residential</td>
<td>TN1 Traditional Neighborhood</td>
</tr>
</tbody>
</table>

### Raymond Avenue to U of M Transitway

<table>
<thead>
<tr>
<th>Existing Land Use</th>
<th>Existing Zoning</th>
<th>Proposed Rezoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>North side of Como between Raymond and the U of M Transitway: U of M family-student housing</td>
<td>RM1 Multiple-Family Residential</td>
<td>TN2 Traditional Neighborhood</td>
</tr>
<tr>
<td>South side of Como between Raymond and the U of M Transitway: single-family houses, apartment buildings, duplexes, and a warehouse</td>
<td>RT2 Townhouse Residential, RM2 Multiple-Family Residential, I1 Light Industrial</td>
<td>none</td>
</tr>
</tbody>
</table>
## Land Use and Proposed Rezoning

**Commonwealth Avenue to Raymond Avenue**

<table>
<thead>
<tr>
<th>Existing Land Use</th>
<th>Existing Zoning</th>
<th>Proposed Rezoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>SE side of Como between Commonwealth and Hillside: St. Anthony Park United Methodist Church parking lot</td>
<td>RT2 Townhouse Residential</td>
<td>TN1 Traditional Neighborhood</td>
</tr>
<tr>
<td>SW corner of Knapp Place and Hillside/Como: St. Anthony Park United Methodist Church</td>
<td>RT2 Townhouse Residential</td>
<td>None</td>
</tr>
<tr>
<td>SE corner of Hillside/Como and Knapp Place: office building</td>
<td>OS Office-Service</td>
<td>TN1 Traditional Neighborhood</td>
</tr>
<tr>
<td>Mid-block parcel on the east side of Knapp Place between Hillside/Como and Knapp: Single-family home</td>
<td>RT2</td>
<td>TN1 Traditional Neighborhood</td>
</tr>
<tr>
<td>South side of Como between Hillside and Knapp Street: frame shop</td>
<td>B1 Local Business</td>
<td>TN2 Traditional Neighborhood</td>
</tr>
<tr>
<td>South side of Como between Hillside and Knapp Street: Four-plex</td>
<td>RT2 Townhouse Residential</td>
<td>TN1 Traditional Neighborhood</td>
</tr>
<tr>
<td>SE corner of Como and Scudder, east to the alley: 2 apartment buildings and 2 single-family homes</td>
<td>RT2 Townhouse Residential</td>
<td>RM2 Multiple-Family Residential</td>
</tr>
<tr>
<td>Residential use north of Como between the Library and Raymond: Single-family homes</td>
<td>RT2 Townhouse Residential</td>
<td>None</td>
</tr>
<tr>
<td>Parcel between Knapp and Scudder on the south side of Como: St. Anthony Park Elementary School</td>
<td>RT2 Townhouse Residential</td>
<td>None</td>
</tr>
<tr>
<td>NW corner of Como and Raymond: commercial buildings and a triplex</td>
<td>B2 Community Business</td>
<td>TN2 Traditional Neighborhood</td>
</tr>
<tr>
<td>SW corner of Como and Raymond: auto-convenience market</td>
<td>B2 Community Business</td>
<td>None</td>
</tr>
</tbody>
</table>
Implementation

Work to create collaborations and partnerships between community, public, private, and institutional entities with connections to St. Anthony Park.

*photo: Nigel Beale photostream, www.flickr.com*

<table>
<thead>
<tr>
<th>#</th>
<th>Strategy Summary</th>
<th>Responsible Parties</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>CC1.1</td>
<td>Ensure new development relates to scale &amp; character and building faces are sensitive to neighbors</td>
<td>PED, DSI</td>
<td>ongoing</td>
</tr>
<tr>
<td>CC1.2</td>
<td>Buildings to face streets for safe public spaces</td>
<td>PED, DSI</td>
<td>ongoing</td>
</tr>
<tr>
<td>CC1.3</td>
<td>Preservation of designated historic buildings</td>
<td>HPC, PED, DSI, Libraries</td>
<td>ongoing</td>
</tr>
<tr>
<td>CC1.4</td>
<td>Encourage preservation and rehabilitation of significant historic buildings</td>
<td>PED, DSI, District 12</td>
<td>ongoing</td>
</tr>
<tr>
<td>CC1.5</td>
<td>Limit impacts of development noise</td>
<td>DSI</td>
<td>ongoing</td>
</tr>
<tr>
<td>CC2.1</td>
<td>Maintain Como street trees and protect desirable trees (e.g., Methodist church lot)</td>
<td>Parks, PED, DSI</td>
<td>ongoing</td>
</tr>
<tr>
<td>CC2.2</td>
<td>Work with businesses on unified streetscaping plan</td>
<td>District 12, Public Works (as staff time permits)</td>
<td>medium</td>
</tr>
<tr>
<td>CC2.3</td>
<td>Encourage developers to include accessible plazas and gathering spaces</td>
<td>PED, DSI, District 12</td>
<td>ongoing</td>
</tr>
<tr>
<td>CC2.4</td>
<td>Promote interesting architecture and public art</td>
<td>DSI, Public Works, D12</td>
<td>ongoing</td>
</tr>
<tr>
<td>CC2.5</td>
<td>Support continued preservation of the Sarita wetland</td>
<td>DSI, Public Works-sewer division</td>
<td>ongoing</td>
</tr>
<tr>
<td>CC4</td>
<td>Support Crime Prevention Through Environmental Design (CPTED) and extended business hours</td>
<td>PED, DSI, Police</td>
<td>ongoing</td>
</tr>
</tbody>
</table>

Note: PED=Saint Paul Planning and Economic Development, DSI=Department of Safety and Inspections, PW=Public Works
## Commercial Vitality Strategies

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<th>Time Frame</th>
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<tbody>
<tr>
<td>CV1.1</td>
<td>Support mixed-use in the commercial core</td>
<td>PED, District 12</td>
<td>ongoing</td>
</tr>
<tr>
<td>CV1.2</td>
<td>Focus auto-oriented businesses and those with substantial surface parking away from commercial core</td>
<td>PED</td>
<td>ongoing</td>
</tr>
<tr>
<td>CV1.3</td>
<td>Encourage preservation and rehabilitation of historic buildings such as Milton Square</td>
<td>PED, DSI, District 12</td>
<td>ongoing</td>
</tr>
<tr>
<td>CV1.4</td>
<td>Work with businesses to create unified streetscape and pedestrian-level light fixtures in commercial core</td>
<td>D12, PED, Public Works (as staff time permits)</td>
<td>ongoing</td>
</tr>
<tr>
<td>CV2.1</td>
<td>Work to attract business providing neighborhood services</td>
<td>PED, District 12</td>
<td>ongoing</td>
</tr>
<tr>
<td>CV2.2</td>
<td>Support zoning modifications for desired businesses</td>
<td>DSI, PED, District 12</td>
<td>ongoing</td>
</tr>
<tr>
<td>CV2.3</td>
<td>Support expansion of commercial use into residential if it strengthens the commercial core and limits impact</td>
<td>PED, District 12</td>
<td>ongoing</td>
</tr>
<tr>
<td>CV3.1</td>
<td>Maintain on-street parking on both sides of Como</td>
<td>Public Works</td>
<td>ongoing</td>
</tr>
<tr>
<td>CV3.2</td>
<td>2-hour parking limit between Luther Place and Hillside</td>
<td>District 12, Public Works</td>
<td>ongoing</td>
</tr>
<tr>
<td>CV3.3</td>
<td>Reevaluate city parking standards and support creative parking solutions</td>
<td>PED, District 12</td>
<td>short/ongoing</td>
</tr>
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Note: PED=Saint Paul Planning and Economic Development, DSI=Department of Safety and Inspections, PW=Public Works
### Implementation

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<tbody>
<tr>
<td>H1.1</td>
<td>Support mixed-use development with housing</td>
<td>PED, District 12</td>
<td>ongoing</td>
</tr>
<tr>
<td>H1.2</td>
<td>Consider select 3-story+ development proposals</td>
<td>PED, DSI</td>
<td>ongoing</td>
</tr>
<tr>
<td>H2.1</td>
<td>Consider mixed/residential use on Methodist Church lot</td>
<td>PED</td>
<td>medium</td>
</tr>
<tr>
<td>H2.2</td>
<td>Consider mixed use/income on Luther Seminary campus</td>
<td>PED</td>
<td>medium</td>
</tr>
<tr>
<td>H2.3</td>
<td>Consider mixed use redevelopment of UofM housing</td>
<td>PED</td>
<td>long</td>
</tr>
<tr>
<td>H3</td>
<td>Retain existing multi-family &amp; mixed-income housing mix</td>
<td>PED</td>
<td>ongoing</td>
</tr>
<tr>
<td>H4</td>
<td>Encourage creative housing solutions</td>
<td>PED, District 12</td>
<td>ongoing</td>
</tr>
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### Transportation Strategies

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<td>T1.1</td>
<td>Install count-down crossings at select intersections</td>
<td>Public Works</td>
<td>short (2010-as part of bike lane project)</td>
</tr>
<tr>
<td>T1.2</td>
<td>Seek funding for bump outs or islands in select areas</td>
<td>D12, Public Works</td>
<td>short (2010-as part of bike lane project)</td>
</tr>
<tr>
<td>T1.3</td>
<td>Establish safe crossing in Commonwealth/Hillside area</td>
<td>Public Works, D12</td>
<td>medium</td>
</tr>
<tr>
<td>T1.4</td>
<td>Maintain and improve streetscape &amp; paving elements</td>
<td>Public Works</td>
<td>ongoing (as budget, priorities permit)</td>
</tr>
<tr>
<td>T1.5</td>
<td>Include 2 sidewalk ramps on every corner</td>
<td>Public Works</td>
<td>ongoing (as part of ADA improvements)</td>
</tr>
<tr>
<td>T1.6</td>
<td>Ensure sidewalks are shoveled and de-iced after snow</td>
<td>DSI</td>
<td>ongoing</td>
</tr>
<tr>
<td>T1.7</td>
<td>Increase traffic enforcement and calming on Como</td>
<td>Public Works, Police</td>
<td>medium (as staff time permits)</td>
</tr>
<tr>
<td>T2.1</td>
<td>Install grind-in bike-lane striping to connect bike lanes</td>
<td>Public Works</td>
<td>short (complete in 2010)</td>
</tr>
<tr>
<td>T2.2</td>
<td>Install bike racks in select area, encourage more/rental</td>
<td>Public Works, PED</td>
<td>short</td>
</tr>
<tr>
<td>T3.1</td>
<td>Maintain and improve bus routing and frequency</td>
<td>Metro Transit (Public Works, PED support)</td>
<td>ongoing</td>
</tr>
<tr>
<td>T3.2</td>
<td>Maintain and enhance bus shelters on Como</td>
<td>Metro Transit (Public Works, PED support)</td>
<td>ongoing</td>
</tr>
<tr>
<td>T3.3</td>
<td>Connect Como to LRT</td>
<td>Public Works, Metro Transit</td>
<td>medium (PW pursuing Fed funding for improvements)</td>
</tr>
</tbody>
</table>

Note: PED=Saint Paul Planning and Economic Development, DSI=Department of Safety and Inspections, PW=Public Works
### Environmental Sustainability Strategies

<table>
<thead>
<tr>
<th>#</th>
<th>Strategy Summary</th>
<th>Responsible Parties</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>ES1.1</td>
<td>Develop, maintain and support full range of commercial and public amenities within walking and biking distance</td>
<td>PED, District 12</td>
<td>ongoing</td>
</tr>
<tr>
<td>ES1.2</td>
<td>Develop residential options on Como for seniors and walk/bike/transit commuters</td>
<td>PED</td>
<td>ongoing</td>
</tr>
<tr>
<td>ES2.1</td>
<td>Promote incentives for green building and renovation</td>
<td>PED</td>
<td>ongoing</td>
</tr>
<tr>
<td>ES2.2</td>
<td>Reduce water pollution and runoff</td>
<td>DSI, PED, Public Works-sewer division</td>
<td>ongoing</td>
</tr>
</tbody>
</table>

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