



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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Study Area

North St. Anthony Park



map: Saint Paul PED

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

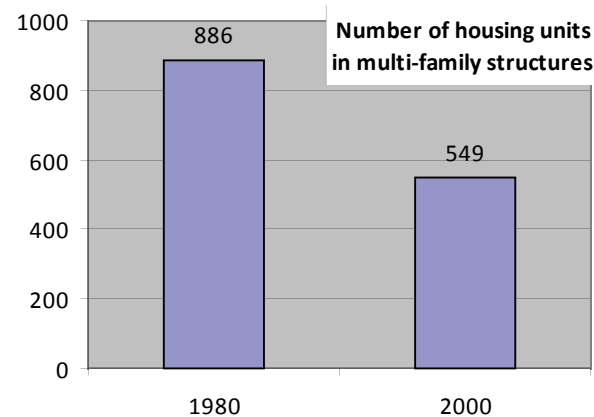
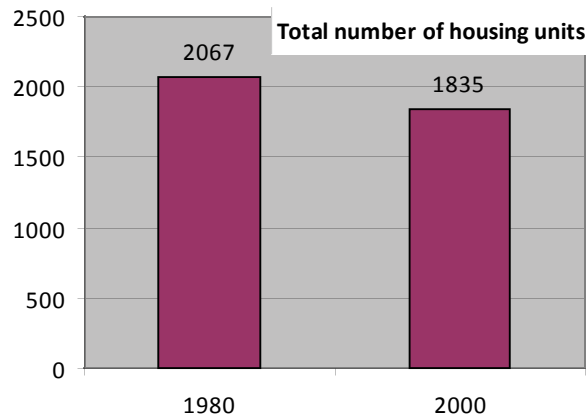
- 23% decline in total population (city of Saint Paul declined 7.4%)
- 51% decline in school children ages 5-14
- 8% more single-family homes
- 37% decrease in duplexes
- 24% fewer units in multi-family structures
- 74% more 1-person households
- 48% fewer 4-or-more person households

source: U.S. Census

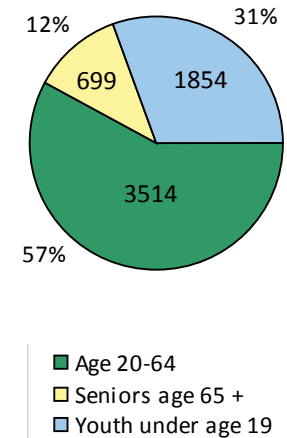
Purpose

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.

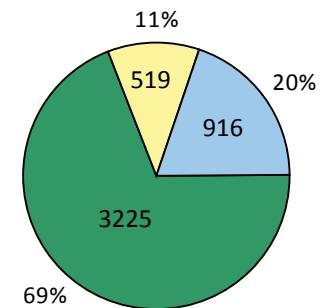
This plan is predicated on the belief that status quo is not a viable option and that change is not only inevitable, but a necessary part of preserving the long-term vitality of the community. The plan therefore lays out objectives and strategies for managing this change. Some of these strategies present 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.



1970 population = 6,067



2000 population = 4,660



source: U.S. Census

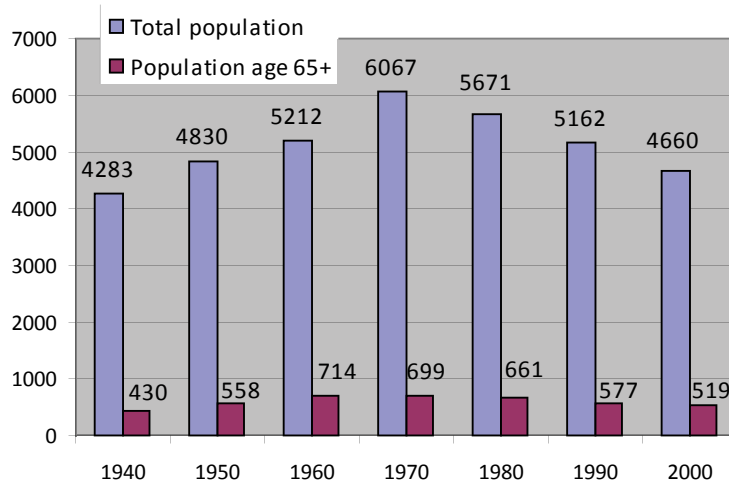
Overall Vision

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.

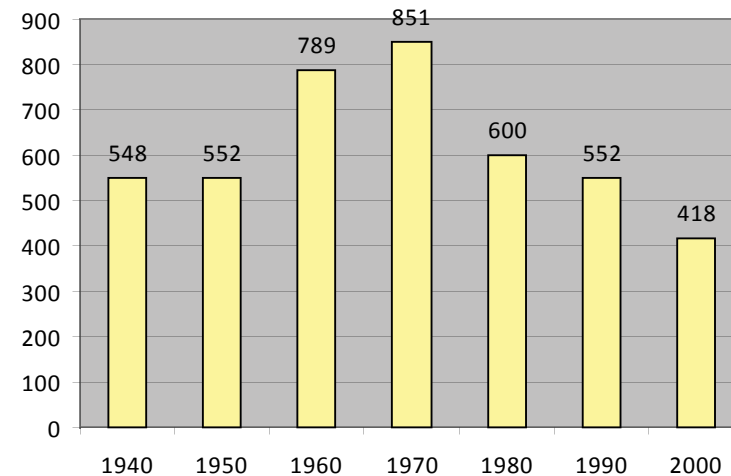


photo: www.minnesotaloft-sandcondos.com

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.



photo: LinderRox, www.flickr.com

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.

\$ 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.



photo: www.timandtomsspeedymarket.com

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

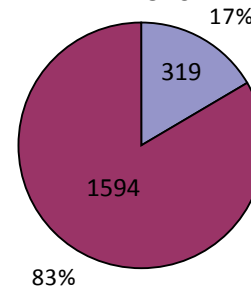
2.2 Facilitate consideration of a mixed-income housing and mixed-use development on the Luther Seminary campus.

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.

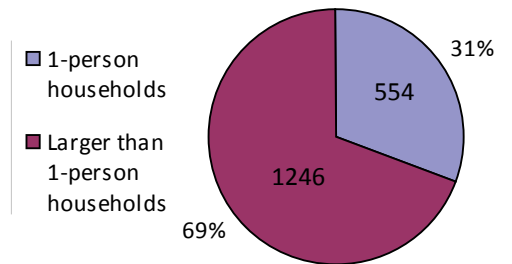
H3. Retain existing multi-family and mixed-income housing mix.

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

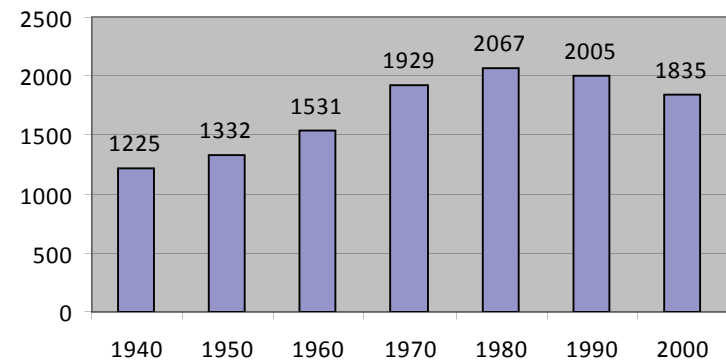
1,913 Total Households in 1970



1,800 Total Households in 2000



Total Housing Units



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,



photo: www.smart-trips.org/transit

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.

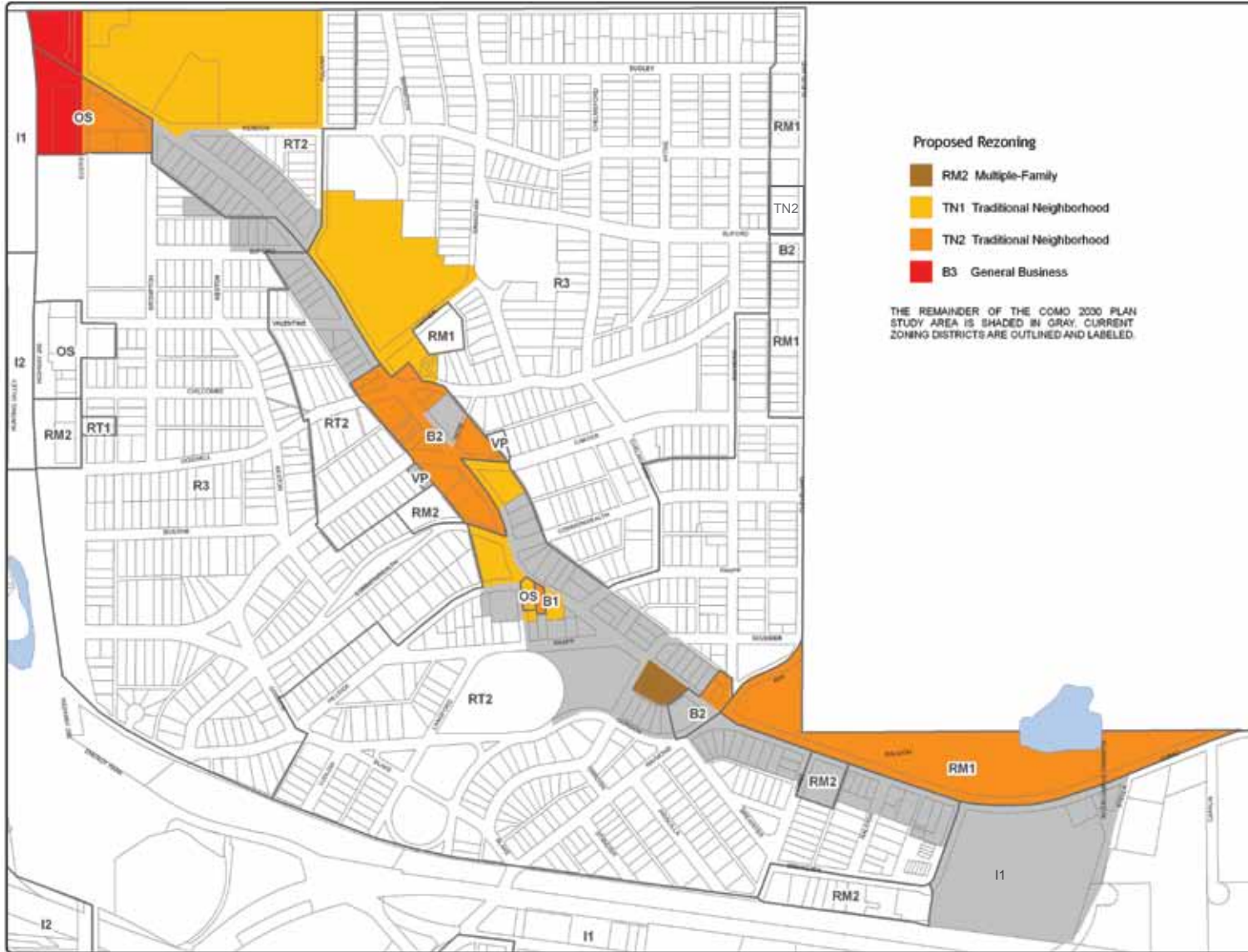
2.2 Work with private property owners and public entities to reduce water pollution and runoff through low-impact development and other strategies.



photo: www.hubuzz.com



Land Use and Proposed Rezoning



COMO 2030 PLAN PROPOSED REZONING

Zoning Classifications

- RL 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
- TN11 Traditional Neighborhood
- TN12 Traditional Neighborhood
- TN13 Traditional Neighborhood
- OS Office-Service
- B1 Local Business
- B2 Community Business (Converted)
- B2 Community Business
- B3 General Business
- B4 Central Business
- B5 Central Business Service
- IR Light Industrial Restricted
- I1 Light Industrial
- I2 General Industrial
- I3 Restricted Industrial
- VP Vehicular Parking
- PD Planned Development
- CA Capitol Area Jurisdiction



map: Saint Paul PED



Land Use and Proposed Rezoning

Como and Eustis Street Area

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

Hendon Avenue to Luther Place

Existing Land Use	Existing Zoning	Proposed Rezoning
Excluding large Luther Seminary-owned parcel: mix of single-family homes, duplexes and a triplex	RT2 Townhouse Residential	None
North side, corner of Como and Luther Place: part of Luther Seminary	RT2 Townhouse Residential	TN1 Traditional Neighborhood



Luther Place to Commonwealth Avenue

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

Raymond Avenue to U of M Transitway

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



Commonwealth Avenue to Raymond Avenue

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



Implementation

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

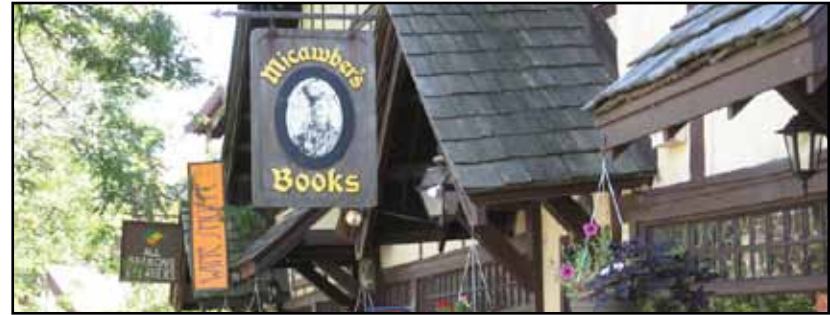


photo: Nigel Beale photostream, www.flickr.com

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

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



Implementation



photo: www.finnishbistro.com

Commercial Vitality Strategies			
#	Strategy Summary	Responsible Parties	Time Frame
CV1.1	Support mixed-use in the commercial core	PED, District 12	ongoing
CV1.2	Focus auto-oriented businesses and those with substantial surface parking away from commercial core	PED	ongoing
CV1.3	Encourage preservation and rehabilitation of historic buildings such as Milton Square	PED, DSI, District 12	ongoing
CV1.4	Work with businesses to create unified streetscape and pedestrian-level light fixtures in commercial core	D12, PED, Public Works (as staff time permits)	ongoing
CV2.1	Work to attract business providing neighborhood services	PED, District 12	ongoing
CV2.2	Support zoning modifications for desired businesses	DSI, PED, District 12	ongoing
CV2.3	Support expansion of commercial use into residential if it strengthens the commercial core and limits impact	PED, District 12	ongoing
CV3.1	Maintain on-street parking on both sides of Como	Public Works	ongoing
CV3.2	2-hour parking limit between Luther Place and Hillside	District 12, Public Works	ongoing
CV3.3	Reevaluate city parking standards and support creative parking solutions	PED, District 12	short/ongoing

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



photo: www.sapucc.org

Housing Strategies			
#	Strategy Summary	Responsible Parties	Time Frame
H1.1	Support mixed-use development with housing	PED, District 12	ongoing
H1.2	Consider select 3-story+ development proposals	PED, DSI	ongoing
H2.1	Consider mixed/residential use on Methodist Church lot	PED	medium
H2.2	Consider mixed use/income on Luther Seminary campus	PED	medium
H2.3	Consider mixed use redevelopment of UofM housing	PED	long
H3	Retain existing multi-family & mixed-income housing mix	PED	ongoing
H4	Encourage creative housing solutions	PED, District 12	ongoing

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



Implementation



photo: www.stanthonyparkband.org

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

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



Implementation



photo: www.sapfoundation.org

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

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