

# Saint Anthony Park Community Plan Addendum to the Saint Paul Comprehensive Plan

Adopted July 14, 2022



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## Introduction

In 2018, Saint Paul elected a Mayor who believes in and practices visioning. As he prepares to go for his daily run, he imagines himself crossing the finish line. The power to see where you want to arrive before you begin produces better results.

In assembling this 10-year Community Plan, residents, workers, and employers in Saint Anthony Park have similarly imagined a future we want to create and inhabit. We have detailed this vision in the Plan's several sections. To achieve this vision will require many people — city departments, elected officials, citizens, recent immigrants, elders, business owners, property owners and developers, children, teachers, activists, renters, long-timers, and newcomers — to act differently than we have before.

We know some changes are moving swiftly toward us:

- weather systems with increased rainfall will cause local flooding and put pressure on storm sewers and waterways;
- large income disparities are evident and growing;
- across the income spectrum, housing is becoming less affordable;
- our light rail stops have spurred rapid increases in population;
- the Baby Boom generation is retiring and wants to downsize within the community it loves.

In the face of these, we imagine our local, positive response:

- a multi-modal transportation system emphasizing safety for all;
- renewable and district energy systems that add resilience to our infrastructure;
- an edible, diverse, and green landscape that increases food production and accessibility and decreases the urban heat island;
- investments that energize and expand the interconnected creative and entrepreneurial cluster of job creators located here and promote equitable financial opportunities for all neighbors;
- a more welcoming public realm with more gathering spaces, fostering places where people know they belong.

This Community Plan will guide the decisions we make during the next decade about land use, housing, green space, and transportation — and will do so with a commitment to greater social equity and pragmatic preparation against the threats of climate change.

"If you plan cities for cars and traffic, you get cars and traffic.  
If you plan for people and places, you get people and places."

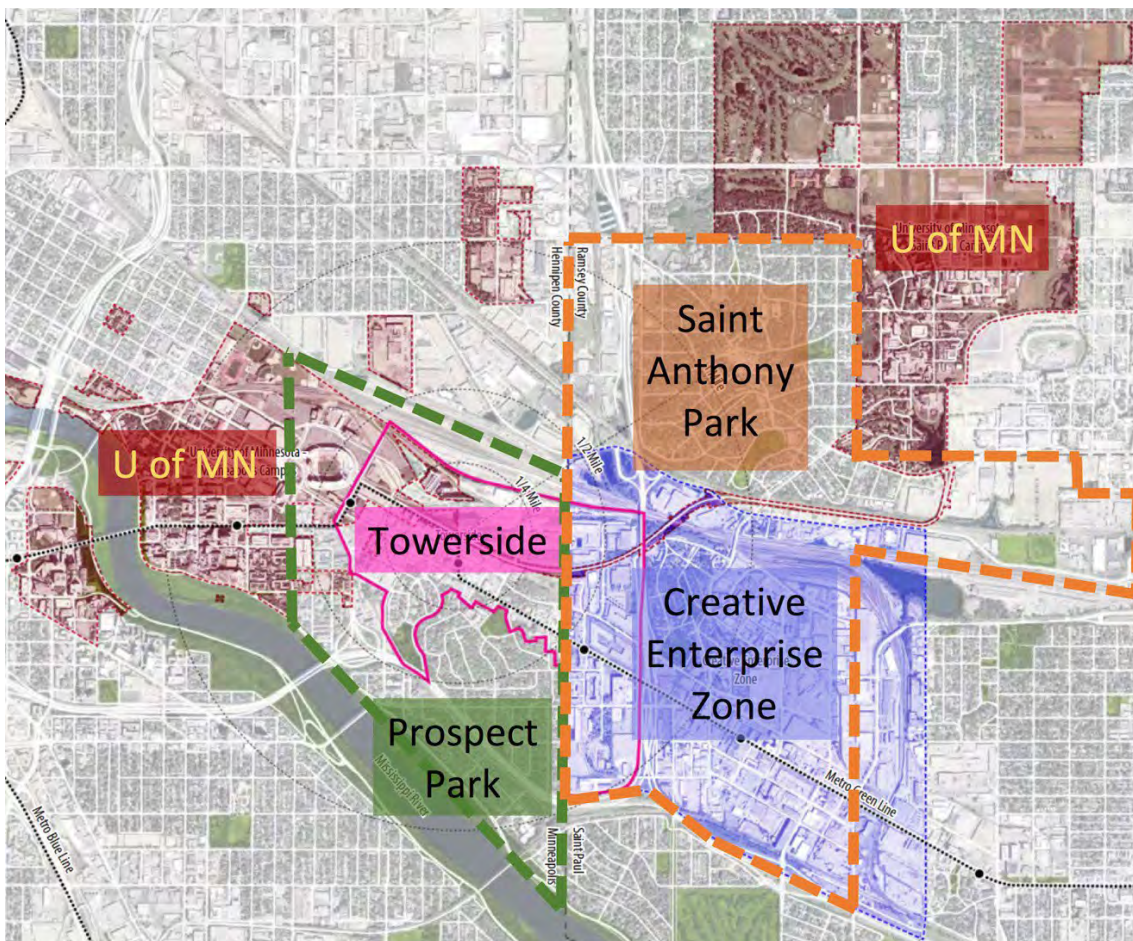
—Fred Kent, Project for Public Spaces

Saint Anthony Park is the northwestern neighborhood district in the City of Saint Paul. The Saint Anthony Park Community Council (SAPCC) is organized to bring residents and organizations together to strengthen our community. With the leadership of community members from all areas of Saint Anthony Park, SAPCC conducted a planning process to envision the future of our community and to set goals for the next 10 years.

Our last Community Plan was published in 2005 and was adopted as an amendment to the Comprehensive Plan by the City of Saint Paul in 2008. It was influential in guiding development as the Green Line rapidly changed the face of South Saint Anthony Park. The City's Comprehensive Plan was amended with the Westgate and Raymond Station Area Plans, Como 2030, the West Midway Industrial Area Plan, the University-Raymond Commercial Historic District Guidelines, and formation of the Creative Enterprise Zone.

This new plan adds to these other reports, considers expected trends in climate, population, employment, and housing, and centers around extensive community input that reflects the diverse voices and visions of those who live, work, study, and play in Saint Anthony Park. In addition, the Council has been involved in coordinating plans with the Towerside Innovation District and Prospect Park.

Prospect Park is a Minneapolis neighborhood that abuts our neighborhood to the west. The Towerside Innovation District overlaps the northern portion of Prospect Park and part of South Saint Anthony Park. An equally transformative presence is the Creative Enterprise Zone (CEZ). Begun as a project of SAPCC, it is now an independent nonprofit composed of creative people from painters to potters, writers of stories to software, architects to artisans, metal sculptors to musicians, working solo or with many employees. Our intention is to continue working with all three groups toward a more fair, vibrant, and resilient future.



Three overarching questions arose as we surveyed and listened to our community about the next 10 years:

- What will we do to ensure equitable access for all in housing, jobs, food, and movement from place to place?
- What will we do to respond to climate change, as a neighborhood within a city?
- What will we do to support the shift to a creative, more diverse economy?

All three concerns infused our thinking and discussions as we developed this plan. We intend to evaluate work plans that arise from these overarching questions on the basis of how well they meet: 1) the values expressed in our Equity Framework; 2) the need to mitigate and adapt to climate disruption; and 3) the opportunities to diversify, make it easy to start, and expand local business and employment.

The vision expressed in this Community Plan is purposeful, ambitious, and inclusive. To realize this vision, we will rely on the participation of residents, students, and organizations both within and outside of Saint Anthony Park, and the crucial cooperation of the City, County, Metropolitan Council, and the many other partners we list in the Implementation Table. We rely on their expertise and experience, creativity and capability, resources and resourcefulness.

There is no single finish line in planning for the future, but rather many mileposts along many paths leading toward that vision.

## Equity

SAPCC implemented an Equity Framework in 2017 (attached), the only one of its kind at that time 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 was 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 that have become priorities throughout the Council's work:

- **Mobility:** *universal design* must be a goal in the way we foster our transportation networks.
- **Affordability:** economic access must be assured for all members of our community, particularly in regard to rents, housing prices, business spaces.
- **Sustainability:** maintenance and improvement of our green spaces and environmental initiatives are disproportionately valued by our lower-income neighbors, according to our survey results. 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 view our efforts at improving our environment through an equity lens as we move forward.
- **Community:** our neighborhood lacks public, indoor spaces for the community to come together, particularly for low-income residents. This is a lament we heard repeatedly during our public engagement efforts.
- **Food:** too many of our neighbors are not able to access fresh produce on a consistent basis. This priority is of special interest to the Equity Committee, as it does not fall into the other categories that we have in place.

**Universal design** is the concept that design elements that often are considered reactive add-ons for the purpose of assisting people with disabilities are, in fact, of benefit to all and should be implemented proactively in civil design. Structural elements such as curb cuts, broad and smooth sidewalks, and covered bus stops with seating are examples of universal design that improve quality of life for all in the community.

**Places and spaces.** Simply put, in this context, spaces can exist without being places, in the social sense. 'Space' is a location that has no social connections because people have not added social value to it. The size of a 'place' is unlimited and can be a community garden, a recreation center, a neighborhood, or a city. "In fact, 'place' exists of 'space' that is filled with meanings and objectives by human experiences in this *particular* space." ("Space vs. place" in The Human Geography Knowledge Base; emphasis added). We are seeking more places that can serve to create collective meaning and build social cohesion.

**Categories of identity** is shorthand for how people identify with multiple groups based on characteristics such as race, gender, economic status, age, sexual orientation, and ability, for example.

## Equity Objectives and Strategies

### EQ1. Develop and support inclusive participation across all our neighborhood demographics.

- EQ1.1. Create and promote community events to underrepresented community members.
- EQ1.2. Use spaces that foster diversity at SAPCC gatherings.



### EQ2. Develop and implement response plans to address situations 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.

- EQ2.1. Hold listening sessions with neighbors who have experienced discrimination to inform our response plans.

### EQ3. Facilitate neighborhood access to resources that promote equitable living, such as the Statewide Health Improvement Partnership (SHIP), University of Minnesota Extension Service, or other local, state, or federal organizations.

- EQ3.1. Identify areas of collaboration and common sources of funding with neighborhood entities.
- EQ3.2. Publicize available resources for our neighbors as services evolve.

### EQ4. Proactively address equity in housing, commerce, and industry.

- EQ4.1. Address gentrification, especially in the ways that it increases rental and ownership costs and segregates public and private spaces.
- EQ4.2. Specifically, SAPCC will actively work to maintain *places and spaces* that remain accessible and welcoming to all our current and potential neighbors.

### EQ5. Continually review and improve our communication and engagement 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.

- EQ5.1. Create and implement an evaluation plan to assist SAPCC in its work and hold SAPCC accountable to its goals.

EQ5.2. Translate SAPCC materials into relevant languages.

Saint Anthony Park’s commitment to equity started with inquiry into the community’s needs, and one of the first issues we uncovered was an unexpected food desert in the midst of plenty. Our neighbors who relied on food shelves and EBT were unable to access fresh, affordable food. They also were the people least likely to be engaged in or to be the beneficiaries of community endeavors. Additionally, the fact that neighbors were doing without in the midst of abundance spoke to the tenuous nature of our food infrastructure — an issue central to community efforts to proactively respond to climate change. Food, it seems, speaks to the equity, engagement, and environmental issues central to Saint Anthony Park’s values and goals. We therefore prioritize food security as an equity maker, as it meets immediate food access needs, fosters community cohesion, and prepares the neighborhood for the challenges we may face as climate change continues.

**EQ6. Develop and implement a multi-tiered plan to address food insecurity in the neighborhood.**

- EQ6.1. Create a work group to explore best practices in alleviating food insecurity.
- EQ6.2. Facilitate access to existing healthy living and food infrastructure, consistent with local, state, and federal priorities.
- EQ6.3. Explore and implement infrastructure opportunities for long-term community food resources and access.

**EQ7. Eliminate the “food desert” experienced by economically disadvantaged neighbors.**

- EQ7.1. Increase the amount of locally grown, harvested, and distributed food.
- EQ7.2. Develop a long-term plan and seek sustainable funding to produce locally grown fresh produce in winter.
- EQ7.3. Expand gardening opportunities (raised beds, boulevard gardens, backyard gardens) and training for renters and homeowners.
- EQ7.4. Investigate the possibility of hydroponic and aquaponic gardening to contribute to food needs in the community.
- EQ7.5. Initiate or facilitate collection and distribution of excess produce from local stores and food storage warehouses to the community.





- EQ7.6. Establish a food shelf outlet that is accessible to economically disadvantaged neighbors.
- EQ7.7. Encourage and support affordable, accessible, and locally focused food retailers and providers in the neighborhood.

**EQ8. Maintain and seek ways to expand the Saint Anthony Park Community Garden for local food production.**

- EQ8.1. Establish a plan to sustain the organization and management of the Community Garden.
- EQ8.2. Expand food protein production at the Community Garden (such as by raising legumes, chickens, rabbits, or fish).
- EQ8.3. Develop a strategy to obtain more land and/or facilities to supplement the current Community Garden.

## Climate Change

Like the rest of the world, Saint Anthony Park faces the real threat of disruptions caused by severe weather and altered climate:

- higher and more intense rainfall increases the risk of surface water flooding; and
- shorter, warmer winters alter the relative amount of snowfall versus rainfall, the likelihood of ice-covered sidewalks and streets, ice storms, and the overwintering of insect pests and disease organisms.

The urban heat island effect amplifies the physiological stress on humans, their pets, and other animals during heat waves. These higher temperatures, in combination with high dew points in summer, increase the risk of heat-related health impacts, decrease economic productivity, and increase electrical power demand for air conditioning. Many of the disruptions caused by extreme weather will affect our economically disadvantaged residents more than those with greater financial resources.

To a very large extent, our personal and corporate attitudes, decisions, and behaviors contribute to climate change – what we buy, how much we throw away, what modes of transportation we use, where we live and how much space we inhabit, what we eat and where the food comes from, whether we fly. On average, people living in the U.S. are responsible for about 26 tons of greenhouse gas emissions per person annually, but we cause greater emissions in Minnesota – 29 tons per person! Because we recognize our roles in the problems we face, we now envision and work toward a community that has a smaller environmental footprint, has mitigated the effects of severe weather, is more prepared to respond to emergencies, and is more resilient because of broader and stronger social connections.



In an emergency, our attitude is our greatest asset. However, community resilience also depends on having made preparations to meet the emergency and knowing our own and our neighbors' needs. The risk of severe weather, including more frequent and stronger tornados and straight-line winds, is much higher than it was in the late 20<sup>th</sup> century. We also need to upgrade the living and built infrastructure of our neighborhood to be more resilient (see the Multijurisdictional Hazard Plan).

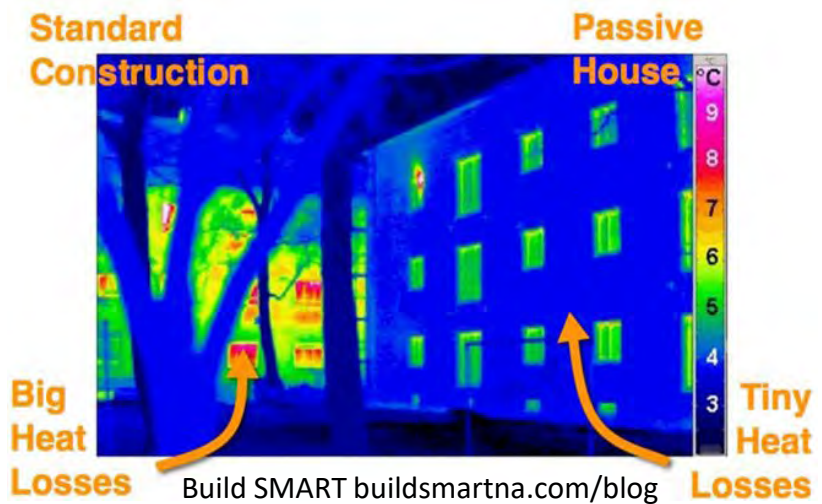
### Climate Change Objectives and Strategies

**CC1. Reduce emissions of greenhouse gases through lower energy use.**

CC1.1. Work locally and at large scales with partners to meet or beat the state goals of 30% reduction of greenhouse gas emissions by 2025 and 80% by 2050. Specific goals are to increase local knowledge of greenhouse gas sources, reduce transportation emissions, increase local food production and lower energy-intensive food preparation and diets, increase participation in utility energy-efficiency programs by residents to 80%, and utilize Minnesota Housing’s “Fix Up Program” to support weatherization and energy conservation in existing buildings.

CC1.2. Set goals for and promote energy-efficient, healthy, and comfortable buildings by working with public and private partners to provide air-sealing, insulation, and other improvements, while also mitigating and preventing indoor mold due to improper insulation and inadequate moisture control and encouraging bulk-buy opportunities for high-efficiency AC, HVAC systems, and heat-recovery ventilators. (see also Equity Framework)

CC1.3. Set goals for and encourage net-zero energy development and renovation (for example, by District 12 Development



Guidelines and through City requirements for much higher building standards, such as Passive House, a city-wide Green Rating system, and technical assistance for private-sector development to incorporate net-zero and/or solar-ready designs).

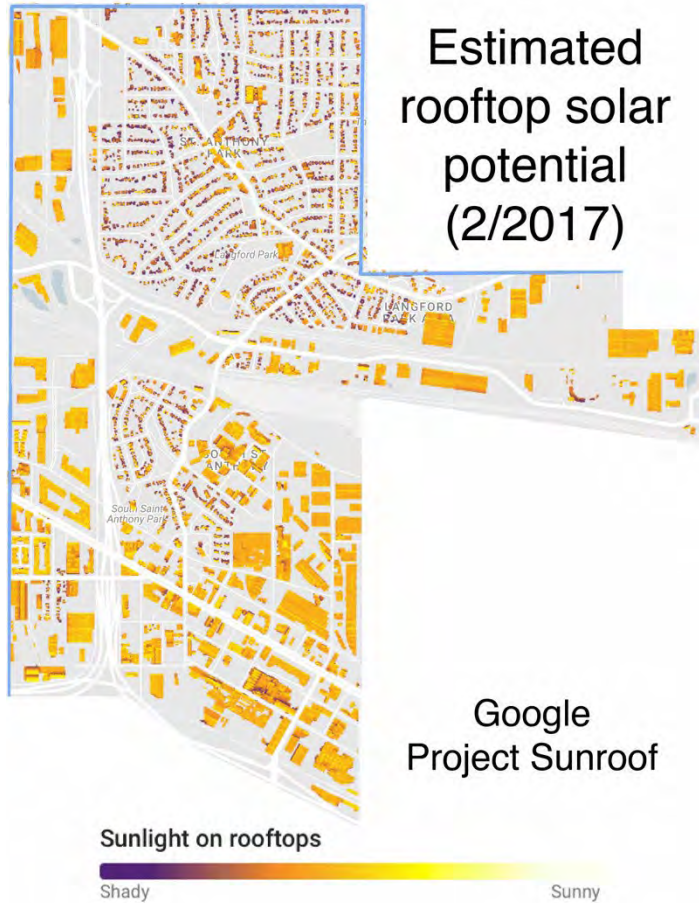
CC1.4. With a goal of zero waste, reduce waste generation, increase reuse, up-cycling, and recycling, and promote use of locally sourced up-cycled and recycled products.

CC1.5. Explore ways to increase composting of organics by residents and businesses on private and public property and with neighboring institutions, including expanding the availability of compostable “single use” items.

CC1.6. Advocate to reduce the energy required for street, alley, and area lighting by improving the efficiency and directionality of lighting.

**CC2. Increase the use of locally sourced, renewable energy.**

CC2.1. Set goals for energy production, with improved equity and local jobs. For example, by 2030, secure 50% of the community's electrical energy from renewable sources, such as Community Solar Gardens that allow subscribers who have modest credit rating scores, and install charging stations for electric vehicles in every public and most private parking lots and ramps. (see also Equity Framework)



CC2.2. Promote and support installation of renewable-energy production systems (solar, wind, geothermal, biomass methane) throughout the District, with battery storage systems for electric power where feasible. Use commercial Minnesota Property Assessed Clean Energy (MinnPACE) and other financing options.

CC2.3. Work to create local Community Solar Garden opportunities for residents, property owners, and businesses who have limited on-site solar resources or do not own land or buildings. Sites to investigate include commercial and public building rooftops, parking lots, and along highways.

CC2.4. Evaluate and promote development of district heating and cooling systems, as are being planned in Towerside. (see also EBD2.3)

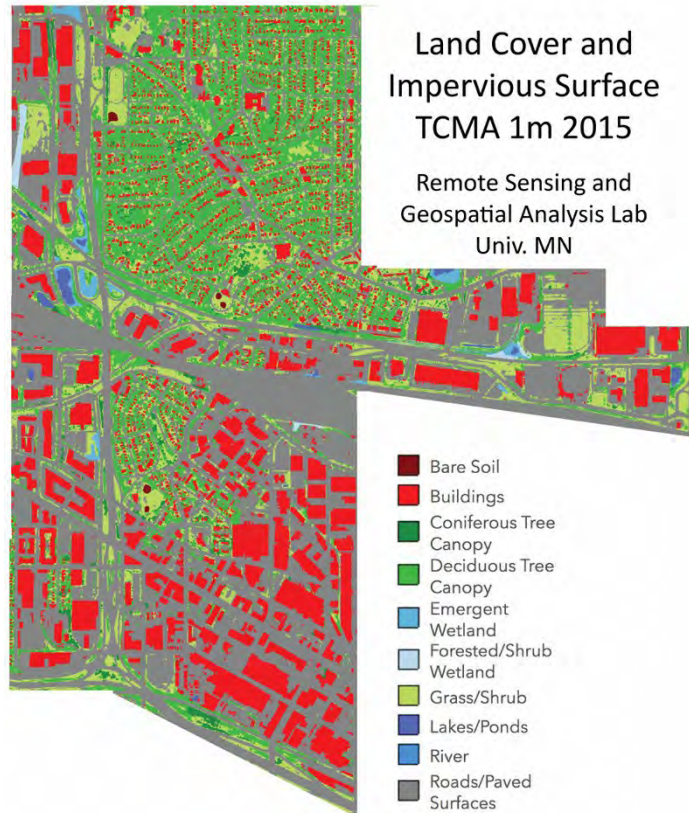
CC2.5. Request that redevelopment projects evaluate on-site solar resources and incorporate solar development into designs and preserve solar access for adjacent properties.

**CC3. Mitigate and strengthen infrastructure resilience to severe weather.** (see Equity Framework)

CC3.1. Explore the feasibility and design of local electrical grids, preferably underground, that could be used to enhance resilience.

CC3.2. Retain and develop green spaces that help reduce the heat island effect and provide cooler areas where people can gather during heat waves.

CC3.3. Preserve existing trees and tree canopies in public and private spaces and develop plans for and facilitate tree planting in public and private spaces to shade buildings and pedestrian pathways, and to cool the air by evapotranspiration. Encourage use of “cool roofs” and “cool pavements” to reduce the urban heat island effect, particularly near senior and public housing.



CC3.4. Investigate and utilize opportunities to install public drinking fountains at public transit stops and other strategic locations. (see Equity Framework)

CC3.5. 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. (see also WSA1.3)

CC3.6. Develop a list of what emergency electricity generators might be needed, where they should be located, and seek funding to purchase them.

**CC4. Increase resilience through preparedness and stronger social bonds and networks.**  
(see also Equity Framework)

CC4.1. Provide emergency preparedness training and develop a cadre of Community Emergency Response Teams (CERT) volunteers.

CC4.2. Publicize a list of what to include in household emergency kits, in appropriate languages; seek funds to provide these items to economically disadvantaged households.

CC4.3. Provide written recommendations for how to respond to an emergency, in appropriate languages and with assistance to convey the information orally where necessary.

- CC4.4. Work with the City and neighborhood to designate local shelters, meeting points, and emergency evacuation routes that are likely to be used in emergencies, and make sure residents and organizations know that these may differ, depending on the emergency.
- CC4.5. Improve social bonds and networks through community conversations, and small- and large-scale celebrations. (see also EQ1)
- CC4.6. 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.
- CC4.7. Collaboratively create and share lists of people who need help with snow removal, deliveries, transportation, and daily contact, and of locations where people can find respite from cold or heat.
- CC4.8. Create lists of local providers (physicians, nurses, veterinarians, pharmacists, engineers) who may be able to help in an emergency.

## **Economic and Business Development**

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. Today's workers desire an urban setting with easy access to restaurants, retail, public transit, and green gathering spaces. The completion of the Green Line has changed the development paradigm along University Avenue in South Saint Anthony Park from being desperate for any redevelopment to being very valuable land that is ripe for and undergoing redevelopment. The challenge for the next 10 years will be to retain traditional industrial and distribution jobs where appropriate, while enhancing a framework that takes advantage of our urban amenities and encourages innovation.

### **Economic and Business Development Objectives and Strategies**

#### ***Mixed-Use and Industrial Areas***

##### **EBD1. Reuse and redevelop industrial areas to accommodate modern businesses.**

- EBD1.1. Collaborate with the City and the Creative Enterprise Zone to identify and support infrastructure needs for maker spaces.
- EBD1.2. Identify opportunities for planned assemblage of underused industrial land to open up opportunities for more community influence on redevelopment, such as coordinating the assembly of neighboring lots for new purposes or division of lots or division of ownership of existing lots/buildings for more granular, small business incubation.
- EBD1.3. Collaborate with the University of Minnesota to create additional business incubators for new businesses emerging from University research activities.
- EBD1.4. Support use of art and creative enterprises as catalysts for redevelopment.

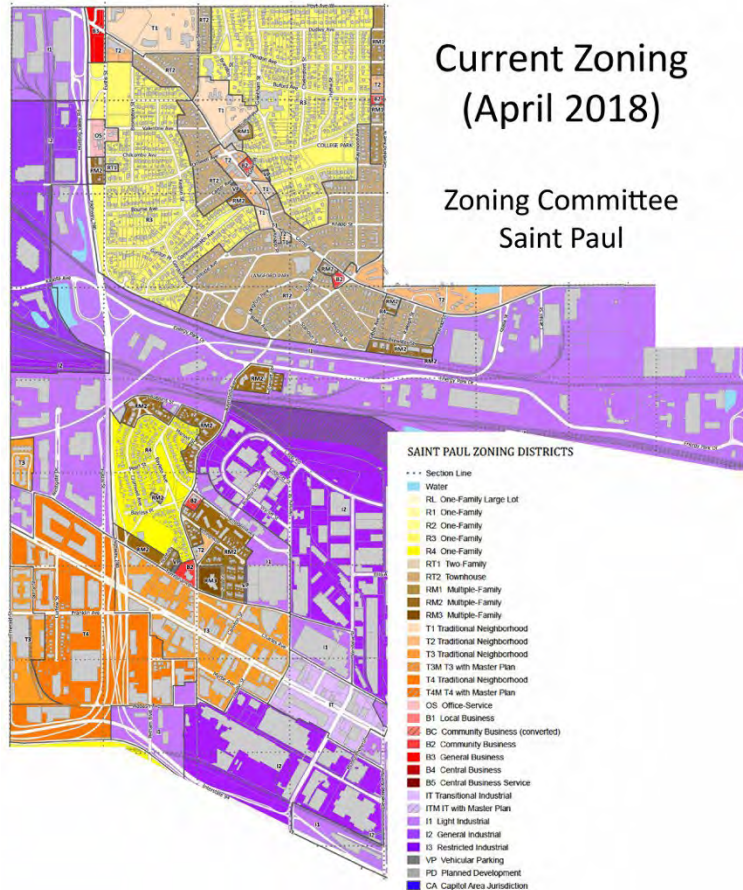
##### **EBD2. Create district systems in redeveloped areas.**

- EBD2.1. Collaborate with the City and property owners to create shared parking districts at University Avenue businesses. (see also T6.3)
- EBD2.2. Support locating storm water holding devices under new green spaces. Encourage new developments and public infrastructure to connect to these systems.
- EBD2.3. Support creation of local district energy systems. (see also CC2.4)
- EBD2.4. Work with Prospect Park and the Towerside Innovation District to create a common set of development guidelines where appropriate.
- EBD2.5. Encourage revived interest in shared "district green and recreational spaces" (public parks) rather than private individual green spaces at each private property.

EBD2.6. Collaborate on plans to construct a land bridge over TH 280 between Territorial Road and Wabash Avenue to create new opportunities for commercial and open space use. (see also PR6).

**EBD3. Change zoning to allow greater flexibility and mixed-use that may include industrial, commercial, and residential uses.**

EBD3.1. Work with the City to provide zoning tools to promote transitional industry/creative enterprise that allows work/live space while preserving jobs. Specifically, improve economic productivity of underused industrial areas through zoning that encourages variety and density of uses; so new residents not only leave space for employers but also so that more nearby residents contribute to formation of local attractions and businesses, and support the vitality of neighboring enterprises. An example of such a tool may be a new zoning overlay district in the CEZ, similar to the Towerside Prospect Park Overlay Zone in Minneapolis.



EBD3.2. Encourage the use of zoning techniques (such as zoning overlays allowing residential/industrial mixed use and Planned Unit Development (PUD) zoning) to provide design flexibility in meeting community goals of building designs and zoning that promote flexible use to support changing needs of residents.

EBD3.3. Support changes to zoning and other regulations that make working at home and opening a business easier.

**EBD4. Make changes to the industrial area infrastructure to increase its attractiveness for redevelopment.**

EBD4.1. Encourage the completion of the street grid as redevelopment occurs.



- EBD4.2. Support improving connections between Transfer Road and Vandalia to encourage truck usage to and from I-94 via Vandalia.
- EBD4.3. Consider extending Transfer Road/Prior to Energy Park Drive and possibly to the Saint Paul Campus of the University of Minnesota to make the large industrial area between Prior Avenue and Hampden/Raymond Avenues attractive to new businesses that relate to the University.
- EBD4.4. Support improvement of the Energy Park Drive connection to TH 280 to accommodate increased traffic and to provide better access to the adjoining industrial areas without infringing on the Kasota ponds and adjoining wildlife areas.
- EBD4.5. Encourage creation of public broadband access to ensure that the internet is available to everyone regardless of income.
- EBD4.6. Support the development of platforms for the gig economy, preferably worker-owned.

### ***Neighborhood Nodes***

The retail and commercial activities on Como Avenue (the Saint Anthony Park Village neighborhood node “village center”) provide entry-level jobs while delivering essential services to residents. Maintaining these jobs and services is a key objective.

#### **EBD5. Promote the Saint Anthony Park Village to strengthen the retail businesses, and to maintain and revitalize this critical retail and commercial area.**

- EBD5.1. Seek opportunities to help businesses and organizations transition to the different and growing needs of the future.
- EBD5.2. Identify parking needs and explore and implement shared and structured parking solutions that minimize inefficient use of land for parking.
- EBD5.3. Expand direct access by public transit from the areas to the north and south of the area. (see also T7.1)

As large numbers of new residents move to South Saint Anthony Park, there will be a need for similar retail and commercial services there. Adding services to this expanding residential area will create additional entry-level jobs and opportunities for entrepreneurs.

#### **EBD6. Develop a “village center” in the Raymond Station Area neighborhood node.**

- EBD6.1. Encourage walkable access to services and shops for the existing community and future residents in new housing along the Green Line.
- EBD6.2. Work with residents, surrounding property owners and the Saint Paul Public Housing Authority to redevelop the green space around Seal Hi-Rise to become a welcoming “village green” for Seal residents, and the larger community’s use and connections.

**EBD7. Create collaborative processes that bring together developers, SAPCC, and the City to enhance the contributions of commercial and residential development projects to the neighborhood and maximize their potential for success.**

EBD7.1. Revise local design guidelines to better reflect community goals and encourage public input into all new commercial and multi-family residential projects.

EBD7.2. Implement a collaborative Memorandum of Understanding (MOU) process (between the SAPCC and other relevant parties) to detail the commitments each developer makes to the neighborhood to secure community support for projects requiring City approvals.

EBD7.3. Advocate for Saint Anthony Park businesses and encourage the City to implement systems change as it builds on existing efforts to make it easier to start new and expand businesses and organizations and to streamline plan evaluation, permitting, and inspections. Draw on process design expertise at the University of Minnesota

EBD7.4. Work to increase understanding among residents and businesses of appropriate building and zoning codes and pertinent licensing issues, and improve compliance.

EBD7.5. Encourage the development and assembly of financial tools, policies, and resources to support affordable housing, business spaces including maker spaces, infrastructure and district systems, creation of living-wage jobs, and overall redevelopment in Saint Anthony Park.

## Housing

The Metropolitan Council projects the need for nearly 2,000 affordable living units and 6,700 total new living units in Saint Paul by 2030. To do our part, and to support local businesses with this pool of new employees, there is a need to increase the amount of housing and affordability throughout Saint Anthony Park.

Respondents to our survey clearly stated that they desire a multi-generational, diverse neighborhood. That requires a variety of housing to 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 and new Americans. Enterprise estimates that more than 600 households in Saint Anthony Park are severely cost-burdened due to the cost of housing. Housing equity requires that affordable housing is available for people of all incomes.

To support the many valuable facilities that are available in Saint Anthony Park, there needs to be diversity of age, family types, ethnicity, race, culture, income, and lifestyle. Sufficient density is required to support schools, libraries, local businesses, transit, parks, and other amenities. Providing the housing options necessary for this diversity will require increased density. There is a strong desire to maintain the “small town” feeling and character of North Saint Anthony Park. While there are areas in the Saint Anthony Park Village Neighborhood Node that could accommodate large multi-family housing development, it is also possible to increase density by spreading additional housing units throughout the Urban Neighborhood and by maintaining and enhancing small multi-housing.

Opportunities exist in the South Saint Anthony Park Mixed-Use area for larger multi-unit housing development along the Green Line that will fit with the existing neighborhood character. Some new development should include owned units such as condominiums, cooperatives, or co-housing (an intentional community of private living space clustered around shared space) so that the area retains a mix of owner and rental housing. The Urban Neighborhood area in South Saint Anthony Park near Hampden Park should be treated similarly to the Urban Neighborhood area in North Saint Anthony Park and add density by spreading additional housing units throughout the neighborhood and maintaining and enhancing small multi-family housing.

### Housing Objectives and Strategies

#### H1. Maintain and enhance the Urban Neighborhood areas.

- H1.1. Update the 2030 Como Avenue plan for 2040. Include creation of a community vision for the Health Partners site at Como and Eustis.
- H1.2. Prioritize the preservation and improvement of existing multi-unit housing stock in Urban Neighborhood areas to increase affordability and density, and to sustain the character of the neighborhood.

- H1.3. Support infill housing and the development of new housing on currently vacant or subdivided new lots in Urban Neighborhood areas.
- H1.4. Support implementation of tear-down regulations in Urban Neighborhood areas similar to those in Minneapolis that set limits on the height of new replacement structures and how high new basement foundations can stand above the natural grade of the lot, and set side-yard setbacks and floor area ratios to assure that new structures are in keeping with building lot coverage on nearby properties.
- H1.5. Explore ways to support house-sharing to enable older residents to stay in their homes. Examples might include working with the City and Saint Anthony Park Area Seniors (SAPAS) to investigate use of the Nesterly app that is being used in Boston to match younger people who need affordable housing with older adults who charge affordable prices – including help around the house – for the extra rooms of their homes.

**H2. Increase the variety of housing types and affordable housing options in Neighborhood Nodes.**

- H2.1. Encourage multi-family structures in areas where they are permitted.
- H2.2. Prioritize the inclusion of units for families (2- and 3-bedroom units) in larger projects (generally more than 12 units).
- H2.3. Prioritize support for larger housing projects (generally more than 12 units) that include units affordable for households making less than 60% of the area median income, furthering the District 12 goal of equitable housing.
- H2.4. Support efforts to develop senior housing facilities, including independent living, on transit routes.

**H3. Increase the variety of housing types and affordable housing options in Mixed-Use areas.**

- H3.1. Larger housing projects (generally more than 12 units) would meet District 12 intergenerational housing goals by including at least 30% of units for families (2- to 3-bedroom units). Use the SAPCC Unified Design Standards and other community input to achieve these types of family housing goals.
- H3.2. Larger housing projects (generally more than 12 units) would meet District 12 equitable housing goals by including at least 30% of units being affordable for households making less than 60% of the AMI. Use the SAPCC Unified Design Standards and other community input to achieve these types of affordability housing goals.
- H3.3. Support use of official controls to require affordable housing to achieve mixed-income neighborhoods.
- H3.4. Support new developments that further the community goal of maintaining a balance of rental and owner housing units in South Saint Anthony Park.

**H4. Guide new housing along the Green Line Mixed-Use area to assure it is in appropriate locations and provides a variety of housing types.**

- H4.1. Strongly encourage a variety of heights and interspersed public open space with varied architectural expressions and landscaping for new buildings to create an interesting streetscape.
- H4.2. Support density bonuses for taller buildings to provide opportunities for open space or publicly accessible indoor community centers, and for affordable units as a part of new residential and mixed-use developments.
- H4.3. Promote mixed-use structures for new housing that include maker space and other commercial and industrial uses compatible with housing.
- H4.4. Work with the City on a new zoning category (or zoning overlay) for a transitional industrial/creative enterprise zone that allows mixed use including housing while creating and preserving jobs.

As density increases, residents will have greater needs for public plazas and parks, green spaces, and indoor, all-season, public gathering spaces (community centers) close to their residences. Public spaces should be accessible to residents with a variety of incomes and ages, and should serve as critical support to the effectiveness of compact residential areas.

**H5. Create additional public park land, outdoor community spaces, and indoor, all-season gathering places to support residents as housing density increases.**

- H5.1. Promote a large new dedicated public park south of University Avenue near Hampden. This main park south of University should be of sufficient size and design elements to be a destination and a named park, accommodating multiple uses and purposes.
- H5.2. Encourage design of public green space to accommodate use by all age groups for active and passive activities.
- H5.3. Amend SAPCC design guidelines to encourage that all ground-level green space be accessible by the public.
- H5.4. Promote the development of indoor, all-season, free-to-user, community center space near University Avenue to complement, geographically and in planned uses, the existing public buildings elsewhere in the neighborhood, such as the library in North Saint Anthony Park.

H5.5. So residents have gathering and green places within a few minutes of all residences, promote additional smaller community spaces at frequent intervals between main parks, such as: small plazas, small green spaces, pocket parks, parklets, covered alcoves, seating areas and tables. Also promote public accessibility and public use of private spaces, such as at the frontage of private buildings, so that natural areas or artistic private space are welcoming and open to public use.



H5.6. Encourage zoning changes and development for private enterprises that are complementary and supportive of neighboring public parks and indoor community centers, that help these public places be active, safe, and social, such as nearby food/drink vendors, creative enterprises, retail, and recreational and service businesses.

H5.7. Discourage fenced private outdoor spaces within multi-unit residential developments. Where such private spaces are designed, ensure they at least connect to the neighborhood and allow some partial neighborhood use, public engagement, and interaction.

To maintain diversity, it is important that affordable housing is maintained in the future and is 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 nation lost 60% of its existing affordable housing between 2010 and 2016 due to increases in rents. They defined affordable housing 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 Saint Anthony Park households 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 Saint Anthony Park have increased significantly since 2015.

**H6. Maintain permanent affordability of housing.**

- H6.1. Encourage the production of permanent affordable housing through the use of citywide inclusionary zoning, official controls, or public funding incentives to further District 12 goal of equitable housing.

Many people nationally and in Saint 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.

**H7. Make changes to regulations that support residents working from home.**

- H7.1. Identify regulations that constrain residents from working at home.
- H7.2. Work with the City to modify regulations to remove constraints on working from home.

Increasing numbers of homeless people appear to be camping in Saint Anthony Park. Enterprise Community Partners estimates that nearly 200 people are chronically homeless here. Our goal is to improve lives throughout the community, and we plan to seek ways to provide places for all people to live.

**H8. Reduce homelessness in Saint Anthony Park.**

- H8.1. Work with the Housing and Redevelopment Authority and other partners to evaluate ways to provide temporary shelter, housing, counseling, other social services, and jobs for people experiencing or threatened by homelessness.

## Saint Anthony Park Unified Design Standards

### Introduction

The Unified Design Standards have been crafted to provide planning and design guidance to all parties with a stake or role in the development and redevelopment of Prospect Park, St. Anthony Park, the Creative Enterprise Zone, and the Towerside Innovation District. These planning and design standards are based on community values and aspirations and the Eco-District Imperatives of *Equity, Resilience and Climate Protection*. A primary purpose the cities of Minneapolis and St. Paul had in designating the geography of the Towerside Innovation District, located within the St. Anthony Park and Prospect Park neighborhoods, was to serve as a replicable model of 21st century urban redevelopment. All projects within these two neighborhoods are charged with the responsibility of incorporating these principles and to the enrichment of this place, its beauty and its livability by excellence of design.

### Infrastructure/Basic Systems

#### District Systems

Connect to and participate in district-wide energy, storm water, parking, and open space systems when available or under consideration. When district-wide systems are not available design for future connection to them.

#### Green space

Preserve and expand viable green space on site that includes natural landscapes and contributes to an interconnected public realm, in addition to any green space required by municipality. Do not designate green space to be private or inaccessible to the public.

#### Connectivity

Create and maintain pedestrian and bicycle paths to and through the site and enhance connections to public trail networks and district wide systems. Employ Transit Oriented Development principles and address first/last mile connectivity issues across multiple modes of transportation.

#### Parking

If the development cannot participate in shared parking or district wide parking facility, provide required parking for staff, and/or residents on site, preferably within or below structures. Reduce parking needs to support pedestrian, bicycle, and transit usage.

#### Streetscape Pedestrian Zones

Enhance the public realm by placing shops, restaurants, and other active uses on the sidewalk level to provide "eyes on the street". Provide large glazing areas to make visual connections to interior spaces and invest in streetscape enhancements. Use design principles and building materials that promote quality and permanence.

#### Sustainability & Health

Identify and meet appropriate performance targets for storm water, energy and water use, indoor air quality, healthy and renewable materials, construction waste and dark skies.



## **Historical Perspective/Livability Enhancements/Improvements**

### **Historic Preservation**

Preserve or repurpose historic structures and fabric whenever possible, whether designated on National Register of Historic Places or not.

### **Art Culture & Design**

Include culturally relevant public art as part of the design of the building and site, source local artists, and include community in the process.

### **Affordable Housing & Mixed Option Housing**

In projects that are primarily housing, provide a minimum of 30% of the units to be affordable to people with incomes between 30 and 60% of Area Median Income. Provide mixture of 1, 2-, and 3-Bedroom units with appropriate amenities for populations served. A broad range of housing types, including co-housing, artist lofts and live/workspaces are encouraged.

### **Collaborative or Maker Spaces**

Create spaces in buildings, especially at ground level that can be part of the collaborative commons. When appropriate, make some portion of the building available for public use or commerce.

### **Urban Context**

Respect and reinforce the intrinsic character, scale and architectural fabric of the neighborhood and adjacent properties.

### **Adaptability**

Design structures to create flexible, adaptable spaces with high ceilings and long span structures for evolving future uses.

## Historic Preservation

While many would quickly identify structures like the Carnegie library or the Milton Square complex on Como Avenue as evidence of the historic character of Saint Anthony Park, the neighborhood offers a dramatically wider and more diverse range of elements that should be considered as part of a historic preservation plan. The activity in the University-Raymond Commercial Heritage Preservation District helps to demonstrate that connecting with historic resources can be a strategy for sustainability, an engine for economic development, and a tool to connect people to each other and to the spaces they occupy. Historical preservation should be taken into consideration as we address our key concerns:

- ensuring equitable access for all in housing, jobs, food, and movement from place to place;
- responding to climate change, as a neighborhood within a city; and
- supporting the shift to a creative, more diverse economy.

### Historic Preservation Objectives and Strategies

#### **HP1. Integrate preservation planning into the broader public policy, land use planning, and decision-making process.**

- HP1.1. Incorporate preservation of designated or identified potential heritage preservation sites and districts into considerations of development, land use, and environmental review, particularly when plans require or request SAPCC support.
- HP1.2. Give equal consideration to projects with preservation factors when formulating Capital Improvement Budget requests.
- HP1.3. Partner with the Saint Paul Heritage Preservation Commission (HPC) and organizations like Historic Saint Paul and community development corporations to fund and promote preservation initiatives.
- HP1.4. Support new development or redevelopment that is complementary and contextual rather than strict historic replication.

#### **HP2. Identify, evaluate, and designate historic resources.**

- HP2.1. Support a historic survey to identify and evaluate historic and cultural resources in Saint Anthony Park for potential historic designation.
- HP2.2. Support new cultural resource surveys in accordance with the State Historic Preservation Office (SHPO) and HPC standards, including the development and collection of data and dissemination in electronic formats.
- HP2.3. Support evaluation of properties based on existing historic contexts, reconnaissance surveys, and applicable designation criteria to determine their potential significance as well as their potential eligibility for designation as a heritage preservation site or district by the City and for listing on the National Register of Historic Places (NRHP).

- HP2.4. Support development of new historic contexts to allow for the continual identification of a full spectrum of historic resources for potential designation as a heritage preservation site or district by the City and for listing on the NRHP.
- HP2.5. Encourage forwarding of properties that appear to be potentially eligible for listing on the NRHP to the SHPO and of significant heritage preservation sites and districts to the HPC for an official determination of eligibility for designation.

**HP3. Preserve and protect existing historic resources.**

- HP3.1. Continue to support the preservation and maintenance of sites listed on the NRHP or designated as heritage preservation sites by the City and encourage compatible uses when possible so they continue to remain community assets.
- HP3.2. Support the development and provision of resources for property owners to maintain historic residential and commercial buildings and to preserve character-defining features of our neighborhood.
- HP3.3. Encourage hardware and home stores in the area to make items available that are appropriate for historic housing.
- HP3.4. Encourage design of street lighting systems and other public infrastructure to complement the historic character-defining features of the community.

**HP4. Use preservation to further economic development and sustainability.**

- HP4.1. Support rehabilitation of designated historic resources to serve as a catalyst for development in adjacent areas.
- HP4.2. Encourage integration of designated historic properties into new development when it meets community priorities.
- HP4.3. Assist developers with identifying historic preservation and rehabilitation opportunities for economic development.
- HP4.4. Support investment in designated historic resources along transit corridors (Como, Raymond, and University Avenues).

**HP5. Promote awareness of historic preservation and Saint Anthony Park's historic assets.**

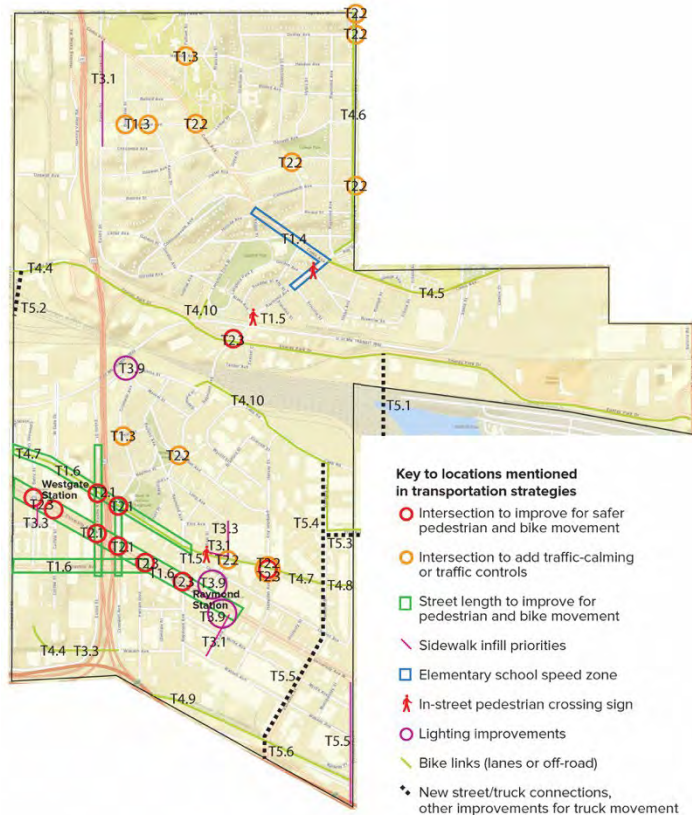
- HP5.1. Support increased community awareness of the neighborhood's distinctive historic features and characteristics through education and outreach, including tours, forums, and workshops. Partner with the City and other preservation and community organizations to educate property owners on preserving and restoring designated historic buildings in historically appropriate ways, provide information on grant programs related to building preservation, and promote incentives for property owners to rehabilitate designated historic homes and buildings.
- HP5.2. Encourage the collection and sharing of information on neighborhood history, including books and articles, photographs, written and oral histories, information about historic buildings and businesses, and biographical information on significant

people who lived in the neighborhood; forward information to other public repositories as appropriate.

- HP5.3. Share historically relevant information with residents through SAPCC's communication channels, including its website and social media.
- HP5.4. Encourage the identification and marking of significant historic resources.
- HP5.5. Promote the design and implementation of historical interpretive signage along transportation routes, including bicycle paths, sidewalks, streets, bus lines, and LRT lines, working with Metro Transit when possible.

## Transportation

As Saint Anthony Park plans for a future with an altered climate, we must become a place where fossil fuels are increasingly less necessary for mobility. In the U.S., transportation now exceeds all other categories of emissions, including electricity generation. If Saint Paul is serious about mitigating climate change, transportation without fossil fuel use is key. 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 advocate changes to our streets to prioritize pedestrians, bicyclists, and transit riders.



### Transportation Objectives and Strategies

#### T1. Make safety the highest priority on our streets, with the most vulnerable users (e.g., pedestrians and bicyclists) considered first.

- T1.1. Work with the city of Saint Paul and Ramsey County to reduce the speed limit to 25 miles per hour on all streets within District 12 that have bike lanes or an off-street bike path (Raymond, Como, and others that meet criteria over time) in accordance with MN Statute 160.263 Subd. 4 and on residential streets that meet requirements under the newly passed Minnesota Statute 169.14.
- T1.2. Work with the City to 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.
- T1.3. Explore and advocate for changes in street infrastructure to ensure lower vehicle speeds on residential streets, including tactical urbanism methods, speed bumps, tabled crosswalks, and traffic-calming roundabouts. For instance: Valentine, Hendon, Cromwell north of Territorial.
- T1.4. Work with partners to establish a school speed zone along Raymond and Como Avenues in the vicinity of Saint Anthony Park Elementary School (with signs indicating 15 mph during school crossing times).

- T1.5. Advocate for reinstallation of the high-visibility, mid-street pedestrian crossing signs at all marked crosswalks along the Grand Round and on Territorial Road adjacent to Seal Hi-Rise each spring.
- T1.6. Encourage improved pedestrian and bicyclist safety between Westgate and the Raymond/University area alongside and over TH 280 at Territorial, University, and Franklin, including design and landscape changes that allow for shade and traffic-calming.

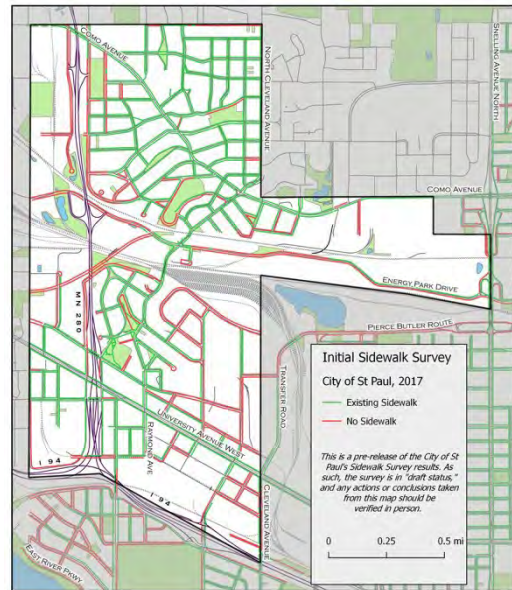
**T2. Identify and work with city planners and traffic engineers to modify intersections to support crossing by pedestrians and bicyclists.**

- T2.1. Prioritize the four intersections adjacent to TH 280 at both University and Territorial (Eustis, Cromwell) for complete redesign. All four currently deter pedestrian movement.
- T2.2. Advocate for traffic controls at intersections where pedestrians are routinely not allowed the right of way. For instance: Territorial and Hampden, Raymond and Hampden, Como and Valentine, Carter at Chelmsford. During the planned rebuild of Cleveland, prioritize pedestrian crossing infrastructure at multiple intersections, such as Commonwealth, Dudley, and Hoyt.
- T2.3. Study the intersections at University/Raymond, University/Franklin, Energy Park/Raymond, and in the Westgate Station area for pedestrian and bicycle improvements.

**T3. Improve pedestrian connectivity and amenities.**

- T3.1. Work to achieve completion of ADA-compliant sidewalk infill. Prioritize the following, which currently have no sidewalks: streets north and south of Raymond Station such as the north side of Territorial from Seal to Carlton; Eustis north and south of Como Ave. (see also PR1.1)

- T3.2. In all business districts that should be pedestrian-oriented (including the sidewalks over TH 280 and I-94), advocate for sidewalk widths that can accommodate seating areas, bike parking, and other amenities, and that allow



**Sidewalk Connectivity**  
 Saint Anthony Park District 12 Saint Paul, Minnesota  
**ST. ANTHONY PARK**  
Sources: City of St Paul: Sidewalk Division, MN Geospatial Commons, MapZen 2017, Ramsey County Open Data, City of Saint Paul  
 Projection: NAD 83 State Plane Minnesota South  
 Saint Anthony Park Community Council | Ana Begel | April 2018

pedestrians to feel safe from passing traffic. (Widths include plantings or boulevard areas).

T3.3. Request that the street grid in South Saint Anthony Park be reestablished as redevelopment occurs, as desired in the District's previous 10-year plan and the Northwest Quadrant Transportation Study. Highest priorities: the extension of Carleton north of Territorial (for pedestrians and bikes) to Long and Hampden; the bike and pedestrian connection along the Wabash rail line to the new park in Westgate (also described in T4.4); and an ADA-compliant connection between Franklin and Westgate Station. (See also PR1.1 and Universal Design definition)



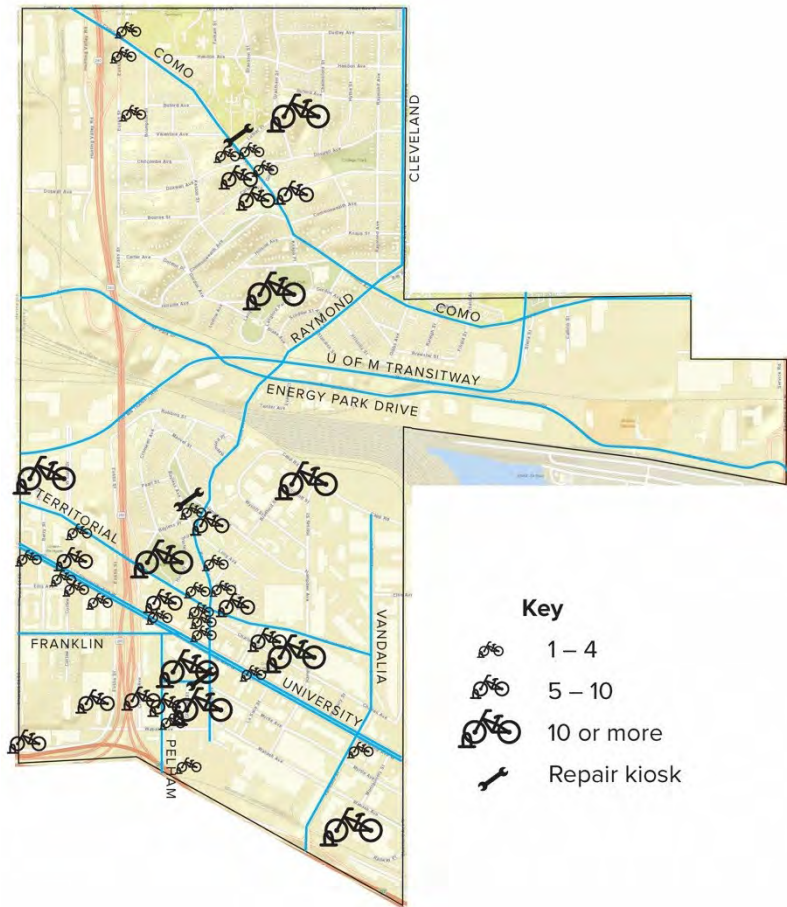
- T3.4. Initiate a bench-building subsidy program for property owners to add benches on boulevards and in front yards adjacent to public sidewalks. (see also PR1.2 and Universal Design definition)
- T3.5. Because sidewalk condition is key to walkability and ADA compliance, implement policies and facilitate community engagement to improve sidewalks in all seasons. Actions could include initiating a reporting system about poor sidewalk condition, a give-away program for grit to use on slippery sidewalks, and a volunteer rapid-response team to clear snow and ice on sidewalks and at bus stops.
- T3.6. Meet with Saint Paul Public Works to explore lighting options in key pedestrian/bicyclist areas. Prioritize the streets immediately north of Raymond Station and at the access point to the University of Minnesota Transitway from Manvel/Robbins. Landscaping changes may work at Manvel/Robbins instead of or in addition to lighting.

**T4. Encourage bicycling through safer infrastructure and better amenities.**

T4.1. Working with partners, create covered bike parking in the vicinity of the Raymond Station.

T4.2. Add more bike parking at all neighborhood nodes, schools, multifamily housing, and employment locations, with the goal of equivalent bike parking to car parking on the street, at minimum.

T4.3. Advocate for bicyclist safety through street design, including separated/protected lanes and bicyclist intervals at traffic signals.



Bicycle parking locations.

Originally compiled in by Jeff Cornell; updated 2019.

T4.4. Work with the City and County to create park-like links between the Minneapolis Grand Round and the Saint Paul Grand Round by working with the City and County to provide off-road bicycle/pedestrian paths along key connecting streets and adding other parkway features. These park-like links would include green space wherever feasible, art, natural landscaping, habitat creation and restoration, stormwater management, and other elements that extend the flavor of the Grand Rounds into the surrounding community. Priorities: 1. The railroad spur from Pelham and Wabash to the new park at Berry and Myrtle; and 2. Energy Park Drive between Snelling and the Minneapolis border to connect with the future Granary Road bridge and Bridal Veil Trail.

T4.5. Support completion of the two-way, off-road bike path on Como between Snelling and Raymond.

T4.6. Support the rebuild of county road portion of Cleveland between Larpenteur and Como to include an off-road bike path.



- T4.7. Encourage the City to resurface Territorial Road from Vandalia to Berry with bike lanes and clear pedestrian infrastructure (wider sidewalks on both sides, ADA ramps, crosswalks). Provide a bicycle and pedestrian connection from Territorial at Berry to Bedford (in Minneapolis), connecting to the Towerside Innovation District.
- T4.8. Encourage the City to make progress on connecting the east end of Territorial Road to Minnehaha for bikes and pedestrians (as per the Saint Paul Bike Plan).
- T4.9. Support the effort to build the Midtown Greenway extension from Minneapolis from E. 27<sup>th</sup> St. in Minneapolis to Saint Anthony Ave. in Saint 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 TH 280 interchange and the WestRock plant), with a connection to the Grand Round at Pelham.
- T4.10. Continue to explore opportunities for better bike and pedestrian links to the University of Minnesota Transitway from Langford Park and Pierce Butler Route (via Ellis and Capp Road).
- T4.11. Support the restriping of Energy Park Drive from four vehicle lanes to three, with protected bike lanes added.

**T5. Work with City, County, and State personnel to reduce the impact of truck traffic on residential streets, especially in South Saint Anthony Park and Westgate.**

- T5.1. Advocate for a new north-south street connection between the Midway Industrial Area/Transfer Road and Energy Park Drive, facilitating truck access to the highway system with the least impact on residential streets.

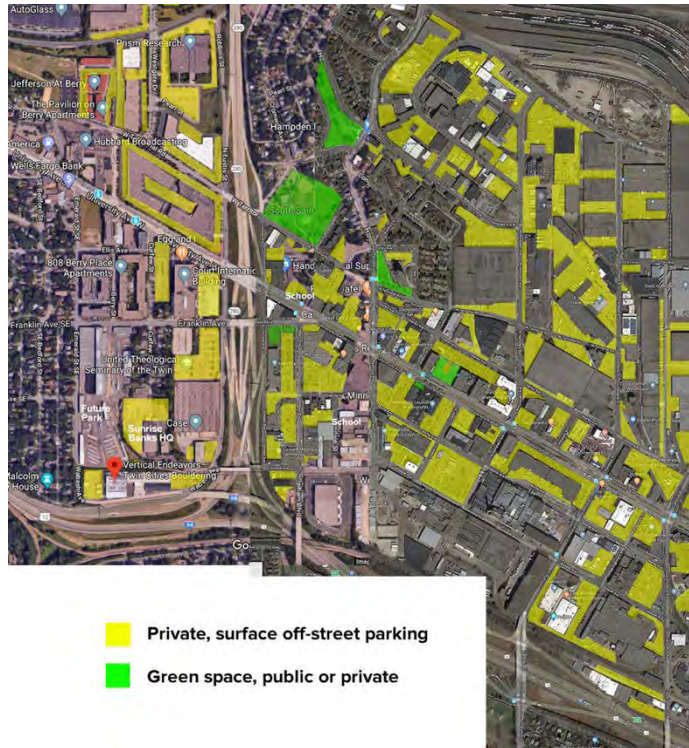


- T5.2. Advocate for the proposed Granary Crossing and Bridal Veil Trail in Minneapolis to provide a new north-south street connection, facilitating truck access to the highway system with the least impact on residential streets.
- T5.3. Support the rebuild of Ellis for capacity between Transfer Road/Pierce Butler and Vandalia.

- T5.4. Work to add way-finding signage for truck drivers in the Transfer Road/Vandalia area to reach I-94 and Energy Park Drive and for truck drivers in Westgate to reach TH 280 or I-94.
- T5.5. Work to improve Vandalia from Capp Road to I-94 for truck capacity and add sidewalks, and similarly, to improve Cleveland from University to I-94 for pedestrian use.
- T5.6. Request that the I-94/Vandalia bridge be revamped for better truck throughput, especially left turns, and improve sidewalks for more comfortable pedestrian use.

**T6. Recognize that parking, whether on streets or private land, comes at a cost borne by us all. As vehicle technologies change, be ready to adapt to the need for less parking.**

- T6.1. Work with partners to use pricing to manage street parking demand through metering or other mechanisms.
- T6.2. Advocate for an expansion of the “no parking minimum” area for new development beyond the current half-mile corridor of the Green Line.



- T6.3. Work to establish district parking at key nodes near University Avenue. Work with private parking owners to allow use of their resource during non-business hours.
- T6.4. Work with larger employers to offer free or discounted Metro Transit MetroPasses to employees.

**T7. Advocate for improved and affordable transit in the neighborhood.**

- T7.1. Advocate with Metro Transit to include within its Service Improvement Program a realignment of either the 87 or 30 bus route to reach the center of the Como Ave. business district, allowing better access from North Saint Anthony Park to the Green Line and other bus routes at Green Line stations.
- T7.2. Advocate with Metro Transit to increase service frequency. 87 bus: to 15 minutes peak/30 off-peak (as planned at the time of the Green Line launch), from the current 20 minutes peak/30 nonpeak (and hourly after 9:30 pm). 61 bus: to 20 minutes peak/30 off-peak and add Saturday evening and Sunday service.

- T7.3. Meet with University of Minnesota officials to encourage adding a Campus Connector 121 stop on the Transitway at Westgate for UEL employees to increase connection from Westgate to the University campuses.
- T7.4. Meet with Metro Transit about bus shelter placement to understand requirements for adding shelters and the highest-use bus stops without shelters.
- T7.5. Facilitate neighborhood access to Mobility and Transit Access Program services.
- T8. Explore other mobility systems that make it possible to live without a car or with fewer cars.**
  - T8.1. Work to establish additional car-sharing locations through HourCar or other services.
  - T8.2. Advocate for improved Nice Ride or other bike-sharing access, including dockless options.
  - T8.3. Encourage ride-sharing services or coordination, particularly for seniors, in partnership with Saint Anthony Park Area Seniors.
  - T8.4. Work with the City to underwrite liability insurance to allow individuals to do small-group car-sharing.
  - T8.5. Participate in community engagement about implementation of autonomous vehicles within District 12, whether circulators, fleet vehicles, hailable vehicles, or privately-owned vehicles, assuring community safety, focus on equity, and decrease in parking need and carbon output.
- T9. Support enforcement and awareness of traffic laws, transportation programs, and safety practices.**
  - T9.1. Participate in the citywide crosswalk-awareness campaign.
  - T9.2. Partner with local schools on Safe Routes to School campaigns.
  - T9.3. Build awareness of the Bicycle Benefits program (or other incentive programs) and bike lane/bike parking availability.
  - T9.4. Work with the Saint Paul Police Department to carry out an at-least-annual red light and stop sign enforcement campaign.
  - T9.5. Encourage voluntary observation of a lower speed limit on all streets.
  - T9.6. Educate bicyclists and pedestrians about visibility options and overall safety, and support access to needed visibility materials.

## **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, and was listed as a high priority for residents, businesses, and organizations in our community surveys. Expansion of public green space must remain a priority as rapid development along the Green Line continues and population density rises even further. Green spaces in Saint Anthony Park include City parks but also the Kasota Ponds, the Community Garden and native prairie plantings, Sarita Wetland, several areas established by SAPCC over the years, and numerous other areas that are not otherwise built up.

### **Parks and Recreation Objectives and Strategies**

**PR1. Preserve and enhance accessibility of existing parks and other green space.** (see also Equity Framework and H5.2)

- PR1.1. Work with Parks and Recreation and other partners to install sidewalks and paths for people on foot and those who use strollers, walkers, wheelchairs, or similar aids, most urgently in areas near subsidized housing. (see also T3.1 and T3.3)
- PR1.2. Advocate for more benches to be installed along paths. (see also T3.4)
- PR1.3. Encourage improved path lighting at night to improve safety without extraneous light.

**PR2. Seek ways to develop more public green space.** (see also Equity Framework)

- PR2.1. Work with the City to require that new developments provide specific percentages of public and publicly accessible green space, especially in South Saint Anthony Park in accord with the adopted Raymond Station Plan. (see also H5.1 and EBD6.1).
- PR2.2. Seek public and/or private funding to procure and maintain public green space.
- PR2.3. Work with the City to develop and maintain the new park at the Weyerhaeuser site.

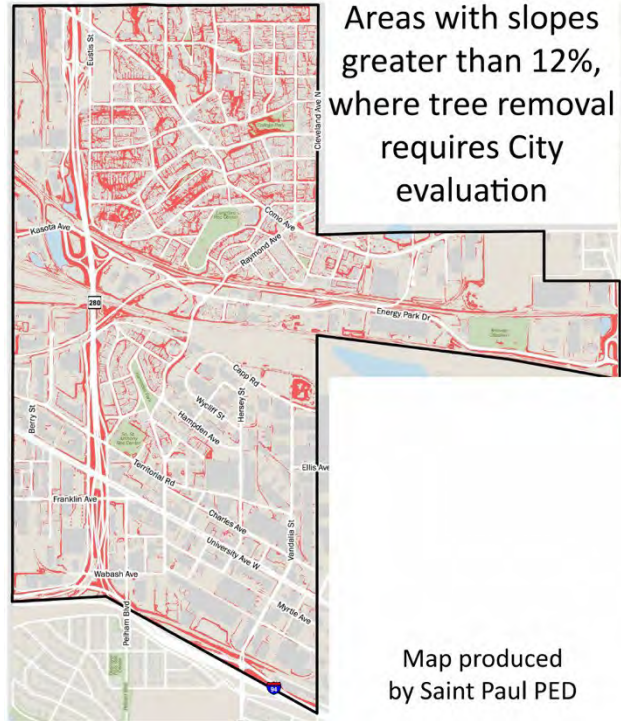
**PR3. Support current and promote non-traditional use of public green space.** (see also Equity Framework)

- PR3.1. Work to maintain and strengthen the physical assets and programming at Langford Park and assist with maintaining and improving the park now used by Joy of the People.
- PR3.2. Request that public access to privately managed athletic fields and facilities be retained and assure that schedules for organized sports allow this access.
- PR3.3. Work with the City to facilitate improved use of parks for public gatherings (examples: 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 night-time lighting and energy for the grid).
- PR3.4. Advocate for increasing the availability of park space for neighborhood food production and pollinator habitat.

- PR3.5. Establish volunteer crews to assist in establishing, maintaining, and gleaning fruits, nuts, and vegetables from plantings in our City parks.
- PR3.6. Work with the community and Parks and Recreation to identify and reserve some areas for off-leash dog use.

**PR4. Enhance the urban forest while protecting sites for solar energy production.**

- PR4.1. Work with the City to develop and implement an improved Tree Preservation Plan that includes qualifiers (such as diameter at breast height and significant age), as well as a slope criterion (such as the current 12%), and methods of assuring protection.
- PR4.2. Develop an assistance program for removal of diseased, damaged, and dead trees on private property, and to encourage further use as lumber, habitat, fuel, and mulch. (see also Equity Framework)



- PR4.3. Promote tree planting on public and private property and provide property owners with relevant funding opportunities.
- PR4.4. Distribute a list of tree species for public and private land that are more resilient to the multiple stressors of climate change, and provide shade, habitat, nectar, and beauty, arranged by height at maturity to promote appropriate selection.
- PR4.5. 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.

**PR5. Develop sustainable approaches to multi-use boulevards and right-of-way spaces.**

- PR5.1. Obtain funds to support maintenance of rain gardens in boulevards and parks.
- PR5.2. Develop a volunteer service corps to maintain rain gardens.
- PR5.3. Establish volunteer crews to assist in establishing, maintaining, and gleaning fruits, nuts, and vegetables from residential gardens.

**PR6. Seek to include public green space in any land bridge designs.**

- PR6.1. Continue to explore the feasibility of capping TH 280 or I-94 to provide “Green Space from Free Air,” with a variety of green space and village-like amenities (see also Equity Framework and EBD2.6).

We often think of green space as an amenity for humans, rather than as necessary habitat for the rest of nature. Should we be surprised by the paucity and lack of diversity in the wildlife we see? Only those organisms that have adapted to human-dominated landscapes proliferate here: rabbits, squirrels, house sparrows, deer, raccoons, and so on. If we take an informed approach to support other wildlife species, our experiences with other species will blossom, because they have places to live and raise their young.

**PR7. Create a “rewilding plan” to promote and manage native animal and plant populations.**

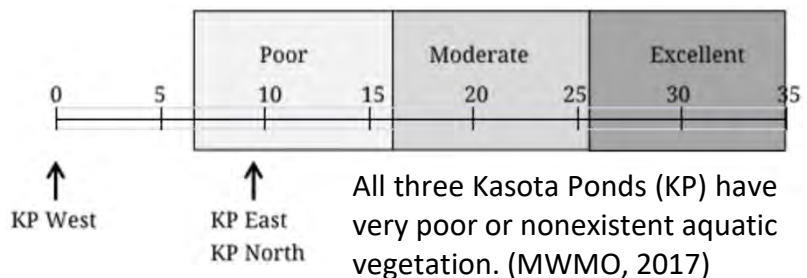
- PR7.1. Provide education about which species we may want to support (e.g., wild bees and other pollinators, dragonflies, flowering plants, freshwater mussels, particular songbirds, foxes, bats) and others that may need some type of control, their habitat and corridor needs, including niche habitat and nesting sites, and how their populations are controlled ecologically.
- PR7.2. Develop a “rewilding plan” for use by homeowners, Parks and Recreation, SAPCC Committees, and developers to achieve goals set by the community.

## Water, Soil, and Air

We need to adapt our built environment to changes in the natural environment. The frequency of high-intensity rainfall and large snowmelt events has increased. Runoff from impermeable surfaces, such as roofs, streets, alleys, parking lots, sidewalks, and other paved or compacted areas, concentrates the amount of water moving over the landscape. This can result in localized flooding, road and alley washouts, greater damage to basements and foundations, soil erosion, and surface water pollution. In hilly areas especially, runoff from one property can directly impact those downhill.

On average, parks cause only one-fourth as much runoff compared to residential land, whereas religious and government buildings cause twice as much. Runoff can be reduced by improved infiltration, temporary storage, and diversion of water back onto permeable surfaces. Property owners can reduce their Storm Water System Charges by demonstrating significant reductions in runoff. Our vision is that storm water sewers eventually will be necessary only during exceptional rainfall events and for snowmelt when the soil is frozen.

Although the original area was home to many permanent and seasonal surface water bodies, only Kasota Ponds, located on both sides of Kasota Avenue west of TH 280, and Sarita wetland, north of Como Avenue and west of the State



Fairgrounds, remain. All of these are severely impacted by pollutants, such as road salt and sediment. A large fraction of snowmelt and rain runoff enters the public storm water system, which delivers it to the Mississippi River. The quality of that runoff is improved by keeping our streets clean, reducing the amount of phosphorus and nitrogen applied to our lawns and gardens, and minimizing the application of other chemicals that can move off the landscape on sediment or in the runoff water. Chloride has become one of the most serious contaminants in the Twin Cities, due to its widespread use in salts on roads and sidewalks in winter. It is the major contaminant in Kasota Ponds and is present in concentrations toxic to aquatic organisms. Chloride also damages trees and corrodes vehicles, pavement, parking ramps, and bridges.

The signals of climate change in Minnesota include not only heavier rainfall in thunderstorms, but also more frequent drought. In 2007 and 2012, several Minnesota counties were in drought, whereas others experienced floods; insurance claims for both occurred in several counties! Our public drinking water system was built on the premise of abundant water, but we question the of use drinking-quality water to flush toilets, water lawns, or wash cars, uses for which rainwater from rooftops and wash water from sinks (greywater) are suited.

Drinking water also comes with a cost in electricity use. The EPA estimates the energy cost of letting the faucet run for 5 minutes while washing dishes is about 1 kilowatt-hour! Therefore,

water conservation and reuse can help reduce climate change, while lower storm water runoff and contaminant load can help mitigate the effects of climate change.

## **Water, Soil, and Air Objectives and Strategies**

### **WSA1. Reduce loss of storm water and melt water via runoff.**

WSA1.1. Work to increase standards to reduce storm water runoff from current and new properties, including use of permeable pavers, porous concrete, and synthetic structural mesh materials.

WSA1.2. Inform residents and businesses about the potential for a reduced Storm Sewer System Charge by reducing storm water runoff.

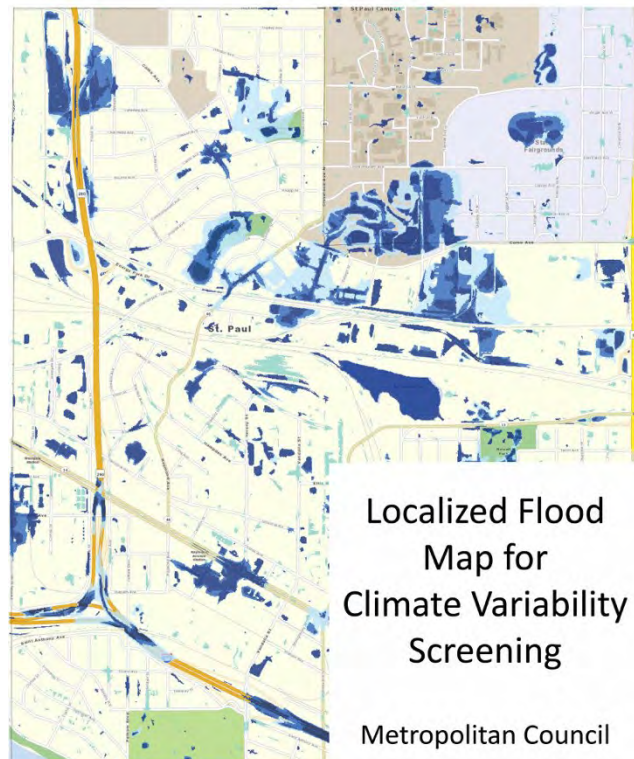
WSA1.3. Determine where water flows and identify areas with potential for localized flooding. (see CC3.5)

WSA1.4. In concert with CC1.2, identify and help remediate properties with wet basements, mold, and bad indoor air quality, with special attention to economically disadvantaged renters and homeowners. (see also Equity Framework)

WSA1.5. Encourage diversion of downspouts, sump pump discharges, and rain barrel overflows away from foundations or from directly discharging to alleys.

WSA1.6. Promote use of alley gardens and, as technology advances, permeable alley surfaces.

WSA1.7. Promote installation of rain gardens, surface and subsurface infiltration galleries, green roofs, curb cuts to divert water from street gutters, and development of retention ponds and streets for higher rainfall events. (see EBD2.2)



### **WSA2. Enhance water conservation and reuse in the neighborhood.**

WSA2.1. Encourage and help develop guidelines for water storage systems, such as cisterns.

WSA2.2. Promote use of proven water-sensor technology for all automated irrigation systems.

WSA2.3. In accord with new findings and ordinances, work to increase opportunities for greywater reuse.



WSA2.4. Work with the City to assess a water-pricing structure that discourages poor water use efficiency.

WSA2.5. Educate the community about water conservation, including low-impact landscaping and the water requirements of food and drink choices.

**WSA3. Reduce input of contaminants to surface waters from Saint Anthony Park.**

WSA3.1. With the City and other partners, work to reduce application of environmentally harmful chemicals, including deicing chemicals, on public streets, parking lots, residential areas, and railroad rights-of-way. Work with neighboring areas to include our interconnected airshed and watersheds. (see also Equity Framework)

WSA3.2. Design and promote approaches to reduce the inflow and concentrations of road salt in Kasota Ponds.

WSA3.3. With the MWMO and other partners, determine the sources, buffering, and potential removal of contaminants other than salt from Kasota Ponds.

WSA3.4. Work to reduce the inflow of contaminants to Sarita Wetland.

WSA3.5. In conjunction with other partners, reduce runoff and suspended solids that carry nitrogen, phosphorus, and other chemicals into the Mississippi River.

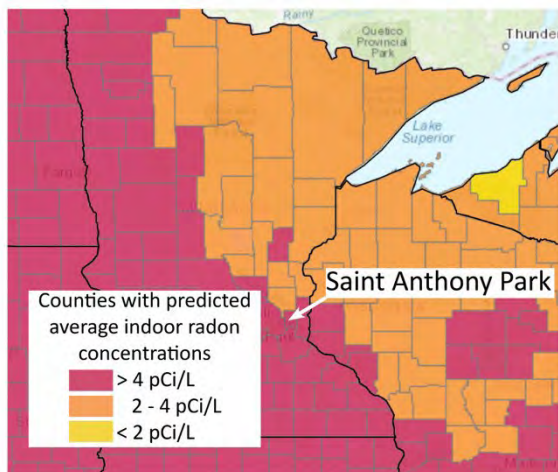
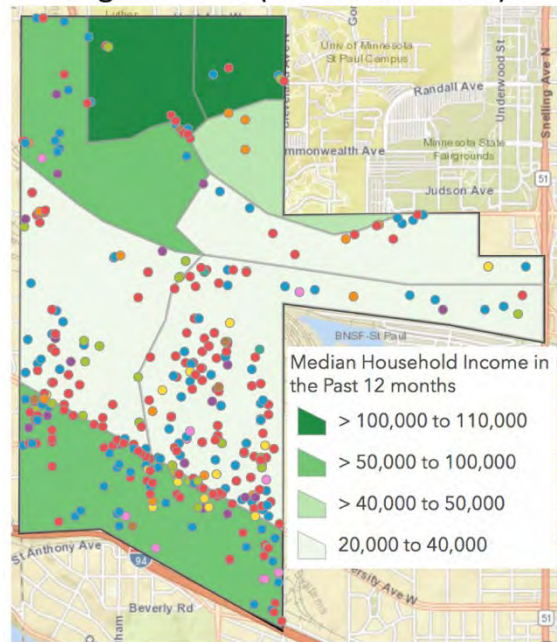
WSA3.6. Work with the City to achieve wide voluntary participation in the “Adopt-A-Drain” program ([Adopt-A-Drain.org](http://Adopt-A-Drain.org)) to remove leaves and other debris from street gutters.

Saint Anthony Park historically has been the site of light and medium industry, wood treatment operations, truck and automobile service stations, major rail lines with loading and offloading, livestock slaughter operations, ash dumps, chemical distributors, and a diversity of other businesses and uses that have left a legacy of soil and water pollution. Many of these operations continue. MPCA has identified scores of sites with significant soil contamination, and their air-quality monitoring in South Saint Anthony Park verifies that some elements and compounds are present in concentrations that exceed human health limits. The frequency of days with high concentrations of suspended particulates, ozone, and other compounds present a health threat to people with asthma and other respiratory problems. Redevelopment of contaminated property elevates the risk that chemicals of concern will harm human health and ecosystem function. In addition, noise intrudes and disrupts our lives more frequently. Increased stress and disturbed sleep caused by noise heightens our risk of cardiovascular disease. Excessive and poorly designed lighting also disturbs our sleep and degrades our view of the night sky.

The highest concentration of MPCA-identified harmful sites is in areas where the median household income is between \$20,000 and \$40,000, and within a half-mile of the Green Line, where rapid population growth is occurring. This area also has a high proportion of young families and adults of child-bearing age, and is home to recent immigrants. More soil pollution likely will be identified as current industrially zoned land is converted to other uses. Essentially no information is available on the presence or extent of soil contamination in residential areas due to other activities, such as use of lead paint, treated landscape lumber, or arsenic-containing insecticides.

The health of soils, especially in urban environments, is of increasing interest because healthy soils help mitigate climate change and its effects, improve water infiltration capacity, support vigorous gardens, shrubs, and trees, and remediate some types of pollutants. A recent special issue of the *Journal of Environmental Quality* (2016, volume 45, pages 2 through 106) synthesizes research on these beneficial impacts, and reports results of recent work. It also is clear that both high amounts of organic matter and healthy plant communities are critical to provide resilience in beneficial bacterial activity in engineered green infrastructure. During street construction in recent years, soils used in boulevards has been of very poor quality, with construction debris, high clay and stone content, high weed-seed content, and very low organic matter. Furthermore, the soils are overly compacted, harming the vigor and persistence of grass and trees replanted on these sites. Poorly designed and maintained green infrastructure lose their beneficial properties rapidly. Given that the property owner must ultimately maintain the boulevards, it puts an unnecessarily difficult burden on that property owner to maintain their new turf, trees, and/or other vegetation.

Potentially contaminated sites and environmental permits and registrations (MPCA database)



There is a dearth of information about air pollution in the district, but anecdotal complaints have been received about dust, in particular. Nearly one-third of buildings tested for radon gas have levels above 4 pCi/L, the level at which USEPA recommends mitigation. Furthermore, the MPCA has initiated increased sampling for both tri- and tetrachloroethylene in the metro area; both chemicals have been widely used, are long-

lived in the soil, move easily to groundwater, and generate vapor that is hazardous to health and can enter houses and other buildings like radon does. Our goals are to remediate known hazards and to generally improve the quality of habitat for humans and other species. As temporary stewards of this place, we seek to minimize our damage to the natural environment.

**WSA4. Identify and remediate sources of soil and air pollution.** (see also Equity Framework)

- WSA4.1. Adapt MPCA's What's In My Neighborhood database and interactive map of identified sites of soil pollution for Saint Anthony Park, and identify suspected areas for further investigation.
- WSA4.2. Conduct a neighborhood mapping project to identify areas of concern regarding soil contamination (e.g., boulevards and park land that may be used for food production).
- WSA4.3. Seek funds for and conduct initial testing of soils in areas identified in WSA4.2.
- WSA4.4. Collect and distribute educational materials on how to build and maintain good soil health in yards and gardens.
- WSA4.5. Work with City and County personnel to improve the condition and health of soils in green infrastructure and where soils are disturbed or replaced in boulevards after street or sidewalk construction.
- WSA4.6. Recommend to the Mayor that the Public Works Department be provided the resources to add a licensed Professional Soil Scientist to staff, who will develop or update appropriate standards for the subsurface fill and healthy topsoils, in order that new or reconstructed boulevards and green infrastructure will actually support the new vegetation to be planted.
- WSA4.7. Recommend to the Street Construction unit of Public Works that a Professional Soil Scientist be part of the Inspections staff to ensure that the quality of the subsurface fill and the topsoil used on boulevards and green infrastructure do, in fact, equal or exceed the established standards.
- WSA4.8. Seek opportunities to monitor outdoor and indoor air quality.
- WSA4.9. Seek ways to reduce outdoor and indoor burning of wood and other materials that emit particulates and chemicals that adversely affect human health.
- WSA4.10. Map the occurrence of elevated radon levels in the neighborhood, encourage testing and seek funding to assist low-income residents, and seek funding to install ventilation in buildings with levels above 4 pCi/L.
- WSA4.11. Develop information materials about ways to decrease health impacts of environmental contamination.
- WSA4.12. Reduce dust generation by local businesses and rail operations.

**WSA5. Improve aesthetics by reducing other environmental problems.**

- WSA5.1. Reduce litter and illegal dumping through advocacy, education, and engagement with local businesses and organizations. In particular, advocate for reductions in availability and use of plastic containers.
- WSA5.2. Promote “Dark Sky” approaches to light pollution on City and county streets and highways, rail lines, and on local businesses and organizations.
- WSA5.3. Investigate and promote alternative night-time alley lighting that reduces light pollution.
- WSA5.4. Work to reduce noise from compression braking by truck drivers and night-time racing through and near the neighborhood. (see also Equity Framework)
- WSA5.5. To reduce tire noise as a major detriment to quality of life near TH 280, seek alternative surface treatments, lower speed limits, and rigorously enforce speed limits on TH 280.
- WSA5.6. Through education and other means, work to reduce the impact of metal recycling (dumping, noise, traffic, and aesthetics) on wildlife habitat.
- WSA5.7. Encourage use of quieter and less polluting landscape maintenance equipment than two-cycle lawnmowers, leaf-blowers, and similar equipment.
- WSA5.8. Advocate for strengthening and enforcing sign restrictions intended to reduce billboards and sign clutter.
- WSA5.9. Investigate and promote approaches to reducing the visual clutter and the potential adverse health effects of overhead power lines.

## Implementation Plan

This section lists the responsible parties and timelines for actions in this plan. The column titled “Comp Plan” indicates the corresponding goals as listed in the draft Saint Paul For All (June 2019). Responsible parties include the Saint Anthony Park Community Council (SAPCC), which expects to be involved in all activities and therefore SAPCC is not usually listed in the implementation table. SAPCC will seek external funding to support some of the work.

CEZ	Creative Enterprise Zone	Nonprofit
CIO	Chief Innovation Officer	Mayor’s office
CEO	Chief Equity Officer	Mayor’s office
CRO	Chief Resilience Officer	Mayor’s Office
CRWD	Capitol Region Watershed District	Joint Powers Watershed
DNR	Department of Natural Resources	State of Minnesota
DSI	Department of Safety and Inspections	City of Saint Paul
EM	Emergency Management	City of Saint Paul
ES	Environmental Services	City of Saint Paul
Evergreen	Ever-Green Energy	
HourCar	HourCar	Nonprofit
HPC	Heritage Preservation Commission	City of Saint Paul
HREEO	Human Rights and Equal Economic Opportunity	City of Saint Paul
HRA	Housing and Redevelopment Authority	City of Saint Paul
HSP	Historic Saint Paul	Nonprofit
MDA	Department of Agriculture	State of Minnesota
MDH	Department of Health	State of Minnesota
MetT	Metropolitan Transit	Metropolitan Council
Midway	Midway Chamber of Commerce	Business Association
MNDHS	Department of Human Services	State of Minnesota
MNDOT	Department of Transportation	State of Minnesota
MPCA	Pollution Control Agency	State of Minnesota
MWMO	Mississippi Watershed Maintenance Organization	Joint Powers Watershed
Nice Ride	Nice Ride	Nonprofit

Parks	Parks and Recreation	City of Saint Paul
PED	Planning and Economic Development	City of Saint Paul
PHA	Public Housing Agency	City of Saint Paul
Port	Port Authority	Nonprofit
PPA	Prospect Park Association	Nonprofit
PW	Public Works	City of Saint Paul
RCCD	Conservation District	Ramsey County
RCEH	Environmental Health	Ramsey County
RCEM	Emergency Management	Ramsey County
RCHP	Historic Preservation	Ramsey County
RCMG	Master Gardeners	Ramsey County
RCHSS	Housing Services and Support	Ramsey County
RCPW	Public Works	Ramsey County
RCSO	Sheriff’s Office	Ramsey County
SAPAS	St. Anthony Park Area Seniors	Nonprofit
SAPCC	Saint Anthony Park Community Council	Nonprofit
SECIA	South East Como Improvement Association	Neighborhood association
SfM	Stop for Me	City of Saint Paul
SHPO	State Historic Preservation Office	State of Minnesota
SOSPN	Save Our Saint Paul Neighborhoods	Coalition
SPCC	City Council	City of Saint Paul
SPPD	Police Department	City of Saint Paul
SPPS	Public Schools	City of Saint Paul
SRTS	Safe Routes To Schools	State of Minnesota
TBA	Towerside Business Alliance	Nonprofit
TID	Towerside Innovation District	Nonprofit
UMN	University of Minnesota	
WS	Water Services	City of Saint Paul
Xcel	Xcel Energy	

Equity Strategies				
#	Strategy Summary	Comp Plan	Responsible Parties	Timeframe
EQ1	Develop and support inclusive participation across all our neighborhood demographics.	PR-1, 2, 3 & 24	Parks	1.1 Ongoing 1.2 Ongoing
EQ2	Develop and implement response plans to address situations 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.		HREEO, SPPD	2.1 Medium term
EQ3	Facilitate neighborhood access to resources that facilitate equitable living, such as the Statewide Health Improvement Partnership (SHIP), University of Minnesota Extension Service, or other local, state, or federal organizations.		CEO, RCPH, UMN	3.1 Short term 3.2 Ongoing
EQ4	Proactively address equity in housing, commerce, and industry.	H-9, 17, 20, 21, 36 & 39; LU-4 & 28; T-9& 10	CEO, DSI, PED, PW	4.1 Ongoing 4.2 Ongoing
EQ5	Continually review and improve our communication and engagement 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.		CEO	5.1 Short term 5.2 Ongoing
EQ6	Develop and implement a multi-tiered plan to address food insecurity in the neighborhood.	LU-16; PR-29 & 32	CEO, MDH, Parks, UMN	6.1 Short term 6.2 Medium term 6.3 Ongoing
EQ7	Eliminate the "food desert" experienced by economically disadvantaged neighbors.	LU-16; PR-29 & 32	CEO, DSI, MDA, MDH,	7.1 Long term 7.2 Medium term 7.3 Medium term

			UMN, Parks, RCMG, SPPS	7.4 Medium term 7.5 Short term 7.6 Medium term 7.7 Medium term
EQ8	Maintain and seek ways to expand the Saint Anthony Park Community Garden for local food production.	LU-16; PR-32	UMN, SAPCF	8.1 Short term 8.2 Medium term 8.3 Medium term

### Climate Change Strategies

CC1	Reduce emissions of greenhouse gases through lower energy use.	H-10, 11, 12 & 13	CRO, DSI, Eureka, PED, Port, PW, RCEH	1.1 Long term 1.2 Short term 1.3 Medium term 1.4 Ongoing 1.5 Short term 1.6 Medium term
CC2	Increase the use of locally sourced, renewable energy.	LU-17	CRO, DSI, Evergreen, PED, Port, PW, Xcel	2.1 Short term 2.2 Ongoing 2.3 Long term 2.4 Medium term 2.5 Short term
CC3	Mitigate and strengthen infrastructure resilience to severe weather.	PR-19; T-39; WR-6 & 7	MetT, UMN, Parks, PW, RCEM, Xcel	3.1 Long term 3.2 Ongoing 3.3 Ongoing 3.4 Long term 3.5 Medium term 3.6 Medium term
CC4	Increase resilience through preparedness and stronger social bonds and networks.		EM, RCEM, SAPAS, local	4.1 Medium term 4.2 Medium term 4.3 Short term

			religious congregations	4.4 Medium term 4.5 Ongoing 4.6 Short term 4.7 Short term 4.8 Short term
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Economic and Business Development Strategies				
EBD1	Reuse and redevelop industrial areas to accommodate modern businesses.	LU-6, 50 & 51	CEZ, CIO, PED, Port, TID, UMN	1.1 Short term 1.2 Short-Medium term 1.3 Short-Medium term 1.4 Ongoing
EBD2	Create district systems in redeveloped areas.	LU-5, 6, 8, 9, 13, 15, 23, 27, 30, & 60; T-40	CEZ, CIO, CRO, CRWD, Evergreen, MNDOT, Parks, PED, PPA, PW, TID	2.1 Ongoing 2.2 Short-Medium term 2.3 Medium-Long term 2.4 Short term 2.5 Medium term 2.6 Long term
EBD3	Change zoning to allow greater flexibility and mixed-use that may include industrial, commercial, and residential uses.	LU-6, 7 & 50	CEZ, PED, TID	3.1 Short term 3.2 Ongoing 3.3 Short term
EBD4	Make changes to the industrial area infrastructure to increase the area that is attractive for redevelopment.	LU-6, 24, 36 & 61; T-3, 14, 24, 30, 31 & 35	CEZ, CIO, HREEO, MNDOT, MWMO, PED, PPA, PW, TID	4.1 Medium term 4.2 Long term 4.3 Long term 4.4 Long term 4.5 Medium term 4.6 Ongoing
EBD5	Promote the Saint Anthony Park Village to strengthen the retail businesses, and to maintain and revitalize this critical retail and commercial area.	LU-6, 13, 30, 31 & 33	Midway, SAPCF	5.1 Ongoing 5.2 Medium term 5.3 Long term



EBD6	Develop a “village center” in the Raymond Station Area neighborhood node with walkable access to services for the existing community and future residents in new housing along the Green Line.	PR-31	CEZ, Midway, TBA	6 Medium term
EBD7	Create a collaborative process bringing together developers, the Saint Anthony Park Community Council, and the City to enhance the contributions of commercial and residential development projects to the neighborhood and maximize their potential for success.	LU-6, 9, 13, 30, 31 & 33	CEZ, CIO, DSI, PED, Port, PPA, TID, UMN	7.1 Short term 7.2 Short term 7.3 Ongoing 7.4 Ongoing 7.5 Medium term

### Housing Strategies

H1	Maintain and enhance the Urban Neighborhood areas.	H-15-17, 36, 37, 43-49, 51 & 54	HRA, DSI, HPC, HSP, PED, SOSPN	1.1 Short term 1.2 Ongoing 1.3 Ongoing 1.4 Medium term 1.5 Medium term
H2	Increase the variety of housing types and affordable housing options in Neighborhood Nodes.	H-16, 29, 30, 33, 44, 49, 54 & 55	HRA, PED, SAPAS	2.1 Ongoing 2.2 Medium term 2.3 Medium term 2.4 Ongoing
H3	Increase the variety of housing types and affordable housing options in Mixed-Use areas.	H-16, 17, 21, 29, 33, 39, 42 & 49	HRA, DSI, HSP, PED, SOSPN	3.1 Medium term 3.2 Ongoing 3.3 Short term 3.4 Ongoing
H4	Guide new housing along the Green Line Mixed-Use area to assure it is in appropriate locations and provides a variety of housing types.	H-8; LU-5-7, 9, 29	HRA, CEZ, PED, TID	4.1 Ongoing 4.2 Ongoing 4.3 Ongoing 4.4 Short term

H5	Create additional public park land, outdoor community spaces, and indoor, all-season gathering places to support residents as housing density increases.	<b>LU-24, 32;</b> <b>PR-31, 33 &amp;</b> <b>37; WR-3</b>	CEZ, Parks, PED, Port, PPA, TID	5.1 Medium term 5.2 Ongoing 5.3 Short term 5.4 Medium term 5.5 Ongoing 5.6 Medium term 5.7 Ongoing
H6	Maintain long-term affordability of housing in the District.	<b>H-27, 32,</b> <b>35, 38, 39 &amp;</b> <b>42</b>	HRA, PED, TID	6.1 Ongoing
H7	Work with the City to make changes to regulations that support residents working from home.	<b>LU-6</b>	HRA, DSI, PED	7.1 Short term 7.2 Medium term
H8	Reduce homelessness in Saint Anthony Park.	<b>H-18</b>	HRA, HREEO, MNDHS, PED, RCHSS	8.1 Ongoing

### Historic Preservation Strategies

HP1	Integrate preservation planning into the broader public policy, land use planning, and decision-making process.	<b>HP-3, 12 &amp;</b> <b>16</b>	DSI, HPC, HSP, PED, PW, SHPO	1.1 Ongoing 1.2 Ongoing 1.3 Ongoing 1.4 Ongoing
HP2	Identify, evaluate, and designate historic resources.	<b>HP-3, 7, 8,</b> <b>16, 18 &amp; 19</b>	HPC, HSP	2.1 Ongoing 2.2 Ongoing 2.3 Ongoing 2.4 Ongoing 2.5 Ongoing
HP3	Preserve and protect historic resources.	<b>HP-6, 16 &amp;</b> <b>18</b>	DSI, HPC, HSP, PED	3.1 Ongoing 3.2 Ongoing 3.3 Ongoing

				3.4 Ongoing
HP4	Use preservation to further economic development and sustainability.	HP-3 & 15	DSI, PED, HPC, HSP, Port	4.1 Medium term 4.2 Ongoing 4.3 Ongoing 4.4 Ongoing
HP5	Promote awareness of historic preservation and Saint Anthony Park's historic assets.	HP-3 & 5	HPC, HSP, Libraries, Parks, PED	5.1 Medium term 5.2 Ongoing 5.3 Ongoing 5.4 Medium term 5.5 Medium term

### Transportation Strategies

T1	Make safety the highest priority on our streets, with the most vulnerable users (e.g., pedestrians and bicyclists) considered first.	T-5, 7-9	PW	1.1 Short term 1.2 Ongoing 1.3 Short term 1.4 Short term 1.5 Short term 1.6 Medium term
T2	Identify and work with city planners and traffic engineers to modify intersections to support crossing by pedestrians and bicyclists.	T-7, 24 & 25	PW	2.1 Long term 2.2 Short term 2.3 Short term
T3	Improve pedestrian connectivity and amenities.	PR-35 & 38; T-3, 5, 9, 10, 25, 26 & 31	PED, PW, SAPAS	3.1 Short-Medium term 3.2 Ongoing 3.3 Long term 3.4 Medium term 3.5 Medium term 3.6 Short term

T4	Encourage bicycling through safer infrastructure and better amenities.	<b>LU-18; PR-35, 36 &amp; 38; T-3, 5, 22 &amp; 24</b>	RCPW, PW	4.1 Medium term 4.2 Short term 4.3 Ongoing 4.4 Short-Medium term 4.5 Medium term 4.6 Short term 4.7 Medium term 4.8 Long term 4.9 Ongoing 4.10 Medium term
T5	Work with City, County, and State personnel to reduce the impact of truck traffic on residential streets, especially in South Saint Anthony Park and Westgate.	<b>T-14, 15, 26 &amp; 38</b>	RCPW, MNDOT, PW	5.1 Long term 5.2 Medium term 5.3 Medium term 5.4 Medium term 5.5 Medium term 5.6 Medium term
T6	Recognize that parking, whether on streets or private land, comes at a cost borne by us all. As vehicle technologies change, be ready to adapt to the need for less parking.	<b>LU-13, 14, 15 &amp; 48; T-13, 17 &amp; 29</b>	MetT, PED, PW	6.1 Medium term 6.2 Medium term 6.3 Medium term 6.4 Short term
T7	Advocate for improved and affordable transit in the neighborhood.	<b>T-21 &amp; 27</b>	MetT	7.1 Short term 7.2 Medium term 7.3 Medium term 7.4 Short term 7.5 Short term
T8	Explore other mobility systems that make it possible to live without a car or with fewer cars.	<b>T-22</b>	HourCar, NiceRide, SAPAS	8.1 Short term 8.2 Short term 8.3 Short term 8.4 Long term

T9	Support enforcement and awareness of traffic laws, transportation programs, and safety practices.	T-5, 11 & 34	SfM, SPPS, SRTS	9.1 Ongoing 9.2 Ongoing 9.3 Ongoing 9.4 Ongoing 9.5 Ongoing 9.6 Ongoing
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### Parks and Recreation Strategies

PR1	Preserve and enhance accessibility of existing parks and other green space.	PR-2 & 3	Parks	1.1 Short term 1.2 Medium term 1.3 Medium term
PR2	Seek ways to develop more public green space.	LU-32; PR-31 & 37	Parks, PED	2.1 Short term 2.2 Medium term 2.3 Medium term
PR3	Support current and promote non-traditional use of public green space.	LU- 16; PR-2, 3, 14, 29 & 32	Parks	3.1 Ongoing 3.2 Ongoing 3.3 Medium term 3.4 Medium term 3.5 Medium term 3.6 Medium term
PR4	Enhance the urban forest while protecting sites for solar energy production.	LU-17, 19 & 21; PR-19; WR-6	Parks, UMN	4.1 Short term 4.2 Medium term 4.3 Ongoing 4.4 Short term 4.5 Short term
PR5	Develop sustainable approaches to multi-use boulevards and right-of-way spaces.	PR-14; WR-7		5.1 Short term 5.2 Medium term 5.3 Medium term
PR6	Seek to include public green space in any land bridge designs.	LU-61; T-40	PED, Parks	6.1 Long term

PR7	Create a “rewilding plan” to promote and manage native animal and plant populations.	<b>CA-15 &amp; 17;</b> <b>LU-21</b>	UMN, DNR	7.1 Medium term 7.2 Long term
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Water, Soil, and Air Strategies				
WSA1	Reduce loss of storm water and melt water via runoff.	<b>H-6; WR-2,</b> <b>3 &amp; 15</b>	CRWD, MWMO, PW, RCCD, SPPS	1.1 Medium term 1.2 Short term 1.3 Short term 1.4 Medium term 1.5 Ongoing 1.6 Ongoing 1.7 Medium term
WSA2	Enhance water conservation and reuse in the neighborhood.	<b>H-14; PR-</b> <b>19; WR-1,</b> <b>5, 10 &amp; 17</b>	CRWD, MDH, PW, WS	2.1 Medium term 2.2 Short term 2.3 Medium term 2.4 Medium term 2.5 Ongoing
WSA3	Reduce input of contaminants to surface waters from Saint Anthony Park.	<b>H-14; WR-</b> <b>15 &amp; 17</b>	CRWD, MNDOT, MPCA, MWMO, PW, UMN, RCCD, local businesses, railroads	3.1 Short term 3.2 Medium term 3.3 Medium term 3.4 Medium term 3.5 Ongoing 3.6 Medium term
WSA4	Identify and remediate sources of soil and air pollution and improve soil health.	<b>H-5 &amp; 6</b>	MDH, MPCA, Parks, RCPW, SECIA, SPPW, UMN	4.1 Ongoing 4.2 Short term 4.3 Medium term 4.4 Medium term 4.5 Ongoing

				4.6 Short term 4.7 Short term 4.8 Ongoing 4.9 Medium term 4.10 Medium term 4.11 Medium term 4.12 Ongoing
WSA5	Improve aesthetics by reducing other environmental problems	<b>LU 21</b>	DSI, ES, MNDOT, Parks, PW, RCSP, SPPD, UMN, Xcel	5.1 Medium term 5.2 Medium term 5.3 Medium term 5.4 Ongoing 5.5 Long term 5.6 Ongoing 5.7 Ongoing 5.8 Ongoing 5.9 Ongoing

## Appendices

### References

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## Acknowledgements

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### City of Saint Paul and other partners

Mike Richardson and Anton Jerve, PED  
Christina Nicholson, Hampden Park Co-op  
Jon Schumacher, Saint Anthony Park  
Community Foundation  
Catherine Reid Day, CEZ

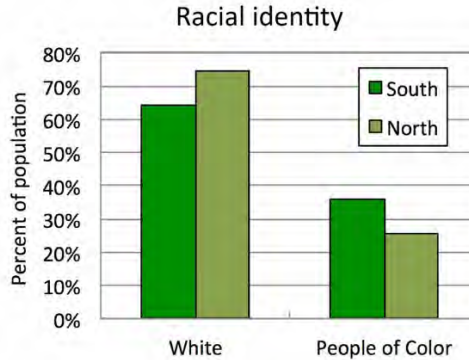
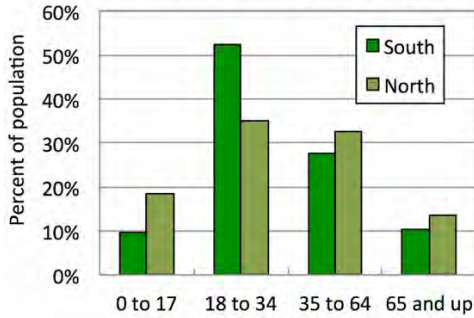
**NOTE:** Chairs & Co-chairs noted in boldface

**Funding:** Community Engagement Grant, PED; Saint Anthony Park Community Foundation

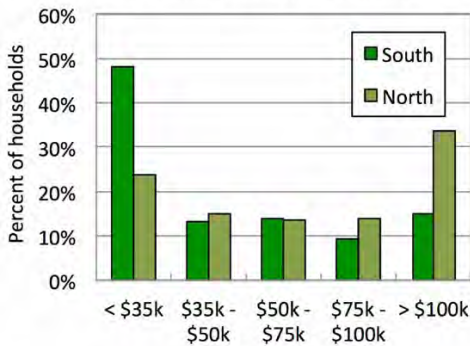
**Photos:** Catherine Reid Day, Kyle Mianulli, Regula Russelle, Duane Schriever, Scott Simmons, Pat Thompson, and Melissa Williams

Demographics of Saint Anthony Park  
 Based on Minnesota Compass reports<sup>1</sup>  
 (accessed 15 April 2018)

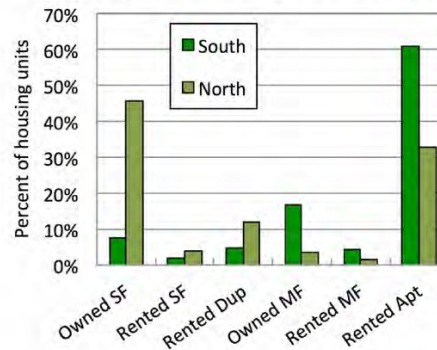
Total population: 8194;  
 3194 in South and 5000 in North



Annual household income  
 (k stands for 'thousand')

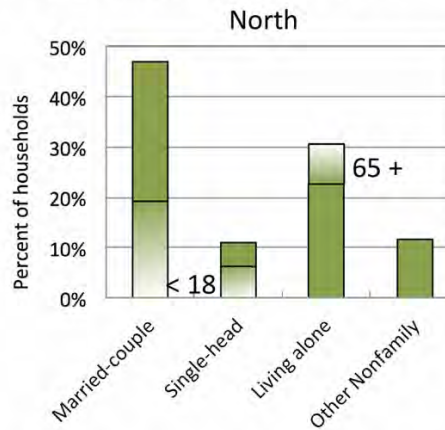
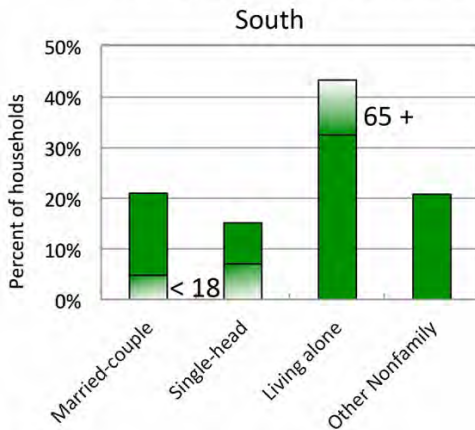


Housing type  
 S=single; M=multiple; F=family



Household makeup

Two columns on left are "Family households." Lower section of each is children.  
 "Living alone" are single-person households. Top section shows seniors.



<sup>1</sup>Statistics for North were estimated by the difference between the report for the entire neighborhood and for the 55114 ZIP Code. The latter includes all of South Saint Anthony Park and additional industrial land to the east.

## Summary of Community Engagement and Input

The Saint Anthony Park Community Council conducted extensive community engagement to ensure that this document reflected the diverse experiences and visions held by members of our community. We announced the surveys and asked for responses to draft plans through: the SAPCC email list, website, three e-newsletters, and Facebook; the Saint Anthony Park listserv; Nextdoor; direct emails to four local schools, the SAP Community Foundation, U of MN contacts and the Commonwealth Terrace Co-op, 12 local businesses and organizations, and three multi-unit residential buildings in which SAPCC members live; posted flyers at 25 locations; published notices in the Park Bugle newspaper; and through direct contact.

More than 400 community members responded to an online community survey distributed between June-October 2017. Respondent demographics were compared with the demographics of the neighborhood to increase promotion of the survey to underrepresented populations. To address gaps in representation, the SAPCC Equity Committee led in-person surveying through community events and canvassing in targeted neighborhoods between May and October. The 10-year planning Steering Committee was periodically updated with feedback from these events over the course of the summer and fall, which committees used in the initial drafting of community priorities for each topic area.

In-person survey methods included dotmocracy activities, open-ended questions, tablets with the online survey, and placing post-it comments onto a community map or poster.

Feedback was gathered at community events and from partners including: May Fest, Saint Anthony Park Art Fair, three Movie in the Park events, Avalon Charter School, Jennings Community Learning Center, Seal Hi-Rise, Elpis Enterprises, A Walk in the Park, Joy of the People, and visiting with neighbors on the Raymond and Westgate LRT stations, various church services, and walking the block in the South Saint Anthony Park area. Hundreds of community members participated in these events, with over 200 community members providing direct feedback. The Environment and Transportation Committees also used survey results conducted by the Council's subcommittee, Transition Town All Saint Anthony Park. The purpose of that online and hardcopy survey was to learn the visions residents have for a more sustainable community in 2040. More than 200 individuals responded online and in hard copies. The resulting vision statement, *Envisioning All Saint Anthony Park*, is attached.

Drafts of overall goals were presented at two community forums held in November 2017, in South Saint Anthony Park on a Saturday afternoon and in North Saint Anthony Park on a Wednesday evening. Nearly 100 community members participated in these community forums to respond to the drafts and provide additional feedback. A separate survey was sent to businesses and organizations in Saint Anthony Park between October and December 2017. The additional community feedback and business survey results were used in committee revisions of the drafts in November and December 2017. Survey analyses were performed by staff with intern support and full comments were shared with committees in the drafting process.

**Listed below are some overall community trends from this feedback process as divided by committee work areas, with an additional summary from the business survey:**

## Equity

- More volunteering opportunities within the education system, not only for young students but opportunities for adults.
- It is very important that Saint Anthony Park incorporates affordable and accessible food options that are provided for the community. It's crucial that the affordability and accessibility is heard from all voices of the different populations in this neighborhood so that changes can be made to equalize how people are getting their food.
- Accommodating for people with disabilities and/or special needs.
- Changing the perception of cars ruling the road and making bike lanes and sidewalks safe and accessible to all users.
- Minimizing and addressing the perception of segregation in this neighborhood.
- Bridge the gaps between the physical barriers of the neighborhood and provide more opportunities for residents to get to know one's neighbor.

To improve and support the education system in the community, the survey results showed that it's important to increase volunteer opportunities in local schools. More volunteer opportunities would contribute to building a stronger sense of community and expose the youth to neighbors, different cultures, and careers. Responses also included an interest/need for adult community education opportunities in Saint Anthony Park.

Three-quarters (76%) of respondents report that it is *somewhat easy* or *very easy* for them to access healthy and affordable food, but this rate dropped significantly to 67% among respondents who identify as disabled, and only 56% for respondents of low income. Responses reflected that there is healthy food that is accessible at stores such as the Co-op or Tim and Tom's Speedy Market. However, low-income respondents and students who live in the neighborhood cannot afford to do all their grocery shopping at a place like the Co-op because it's not affordable. The Co-op is an amenity to the neighborhood but does not stock some items that are only 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 to a grocery store. For those without cars or with low incomes, there is not a convenient shopping location from the southern portion of the neighborhood. Many respondents also recommend hosting a local farmer's market to improve access to healthy and local food. Others did not know where the Community Garden is, showing improved communication is needed.

To accommodate people with disabilities and/or special needs in Saint Anthony Park, there is a need for improved sidewalks, crosswalks, and local businesses. Improved sidewalk networks and bump-outs at intersections would be beneficial for people with disabilities and/or special needs. At intersections, stoplights with verbal or beeping signals could help improve safety. Other improvements to make sidewalks and local businesses more accessible for people with

disabilities include snow and ice removal in the winter, pedestrian ramps, curbs, and improvements such as handrails around stairs and hills.

There was a trend in how respondents saw differences/segregation between parts of the neighborhood. Many respondents identified the physical separation between South Saint Anthony Park and North Saint Anthony Park, specifically the railroad and limited connections of major streets and highways that play a large part in how the neighborhood is segregated. Many viewed segregation in the differences in home affordability – homeowners and renters; high-income and low-income. To improve 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 a whole, out to interact with one another throughout the year.

## Land Use

- Development of affordable housing and encourage diverse housing developments to meet the needs of maintaining and inviting a diverse culture and population.
- Try and control gentrification instead of threatening to push current residents and businesses out and threatening the opportunity for new residents and businesses to be in this neighborhood.
- Improve bike lane, sidewalks, and intersection infrastructure supporting and encouraging more biking and walking, and creating a safer environment for these activities.

Three-fourths of the respondents said that affordable housing is either *somewhat important* or *very important*. Among households with annual incomes less than \$35,000, 93% felt affordable housing was an important concern. 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 have a concern for the affordability for others. Many responses relate to the importance and need for diversity in the neighborhood. A suite of medium density mixed-income, mixed-use, and intergenerational housing options are desired in the neighborhood, not just affordable housing for families or students, but also housing for individuals, especially young adults, 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 for women and youth. Residents of SAP want to see new buildings fit with the human scale, quality, and general character of the neighborhood.

Many respondents suggest that improved economic integration between low and high income households would add to vibrancy of the neighborhood and the economic development of local businesses. Suggestions for supporting economic development that would benefit the neighborhood include a great deal of support for more restaurants in Saint Anthony Park, with additional calls for specific retailers such as a bakery, drug store, and other small businesses that can stay open into the evening, and limiting large franchises. More than 40% of

respondents work from home at least some of the time, and recommend increased co-working space and affordable office or creative spaces. The data reflected an importance of sustainability, preservation and restoration of buildings and other infrastructure within the neighborhood.

### Transportation

- Encourage and make it affordable, accessible, and safe for everyone to use different modes of transportation.
- Improve infrastructure for bikers and pedestrians.
- Incorporate more amenities that would benefit and encourage more biking and walking – more benches, bike racks, and traffic calming.
- More car sharing options, especially for older people who may need assistance getting to and from appointments

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. 20% of respondents reported to using public transportation every day. Approximately 60% of respondents use public transportation *occasionally* and *a few times a month*.

Respondents reported that overall SAP is perceived to be *fairly safe* and *very safe*. Where there was a trend in safety concern, bikers and pedestrians wanted to see improvement 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 bike lanes that are too narrow, 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. Pedestrians would like more street lights to feel safe 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

- SAP is home to many great parks that are well maintained and offer great space for people.
- Would like to see improvements in sidewalks and more sidewalks and pathways.



- Work on minimizing noise pollution from traffic on busy roads and events like the State Fair.
- Have more trash cans available.

Green space is highly important to community members throughout Saint Anthony Park. Many respondents agreed that Saint Anthony Park is home to many great parks that are well maintained and offer great spaces 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.

More than 40% of the respondents reported 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), which 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). Pollution concerns were even higher among low income respondents, particularly relating to air pollution, access to green space, and impacts of severe weather. Many respondents feel it is important that the City of Saint Paul and Saint Anthony Park do their best for preparing for the future, whether it's climate change or infrastructure change, to do our best to reduce its carbon footprint.

## Business and Organization Survey

The online survey of businesses, nonprofits, industry, and sole proprietorships provided responses from 57 organizations that employ an estimated 1,123 full-time, 215 part-time, and 109 seasonal full- and part-time employees. These organizations typified the range of enterprises in the neighborhood, from banking, manufacturing, religious, and education to restaurants, brewing, art, and technology assistance. Nearly one-half require a high school diploma or equivalent, and almost 30% require an Associate Degree or higher. Several indicated that they do not require a specific educational degree, but focus on skills. Nearly one-half provide entry-level jobs.

It's apparent that District 12 is an ideal location for many businesses that have chosen to locate here. Many of the responses reflected that SAP is perceived to be a great location because of the easy access to nearby roads and other transportation options. There are many other organizations in this neighborhood that are complementary to other businesses and organizations. Although property taxes are not low in SAP, other characteristics and amenities of the neighborhood attract businesses to locate here. SAP is a central location that provides a variety of options for local partnerships that many people/businesses in the neighborhood value – the Creative Enterprise Zone, University of Minnesota, Minnesota Council of Nonprofits, and Sunrise Banks are a few of these.

Asked about what type of new housing would be beneficial, most responded that a mixture of affordable, work force, and market rate housing is desired. One respondent wrote: "Area needs more people and a diverse stock of housing that keeps a mix of generations and incomes. Ideally these would be mixed in the same project to avoid polarization / stereotyping of people." Another stressed "high income condos," whereas another wrote, "The widest variety of housing will attract the widest possible client base and also the widest possible potential employee collection."

Over 40% responded that road condition, sidewalk condition, and dedicated bicycle routes as important aspects of transportation for employees, suppliers, customers, and clients.

About 87% of respondents indicated an interest in making their organizations more energy-efficient or environmentally sustainable. They are most interested in waste reduction, sustainable landscaping, rooftop solar, and energy conservation.

Historic preservation was viewed as affecting about one-half of the businesses, with many reporting that it adds to the quality of the community, and others saying that it has limited their options or has been an "arduous process" to gain approval for renovation or signage.

A frequent request was that City licensing and inspection should have a more streamlined and coordinated process, to reduce the time required and the stress involved in gaining approvals. Related to this was a concern that the on-site inspector and the person doing plan review are not "on the same page." One respondent wrote, "It would help immensely if business startup info & licensing/regulations were available in one place and there was somewhere I could walk in and have a conversation with a knowledgeable person..."

The most frequently cited reasons that they may have to move from their current location included high rents and lease costs, lack of space to expand, and high property taxes.

For the opportunities and work that businesses and organizations offer to SAP, various responses reflected how SAPCC could support their businesses and organizations. It's important that SAPCC supports local businesses by working on marketing this neighborhood to attract specific amenities that are not already here. These amenities include more dining and quality restaurants that could increase food choices, entertainment venues, coffee shops, a grocery store, a pharmacy, creative agencies, fewer industrial companies, and before- and after-school care facilities and programs.

## Envisioning All Saint Anthony Park in 2040

### **Small footprint. Strong community.**

In 2040:

- Saint Anthony Park is a diverse but cohesive community of people with various backgrounds, income levels, and ages, where many participate locally in education, government, commerce, services, and other activities that benefit the community and wider world.
- We live in a “20-minute neighborhood,” with many of our needs met within a short walk or transit ride. Exemplary neighborhood pockets are found throughout Saint Anthony Park, with a variety of housing options, greenspace, urban farms and gardens, shops, schools, services, and public places to meet, work, learn, play, and linger year-round.
- Businesses, industry, organizations, and residents continue to reduce their energy use, even though most electricity and natural gas now comes from renewable sources. Small local businesses fill many of our energy reduction and production needs.
- Low-impact modes of transportation are the norm, organic materials are composted nearby, and waste is minimized through thoughtful shopping, reuse, upcycling, sharing, and recycling.
- Life is fulfilling and our fears of severe weather events are greatly reduced. People know where to turn if they have trouble.

### **Topical vision statements:**

***Energy conservation and production.*** We no longer take our energy sources or energy equipment for granted. Our carbon footprint (emission of greenhouse gases) continues to decrease. Much of this is due to deep retrofits to conserve energy in houses, apartments, commercial, and industrial buildings. Most of the electrical energy and natural gas used in our residences, schools, businesses, and industry is produced or offset by renewable sources. Regardless of distance, we make conscious decisions to travel with a small footprint. Food purchases, preparation, and preservation are made with environmental impacts in mind.

***Resilience.*** We are better able to anticipate, absorb, adapt to, and rapidly recover from disruptive events. Improved resilience of the “built environment” (our buildings, roads, electrical grid, water supply, storm water systems) lessen the damage done by severe weather, reducing stress, property loss, and insurance costs. Our social bonds and emergency response networks help us plan effectively for emergencies and recover quickly when they occur, allowing us to help and be helped by neighboring communities. Everyone knows which community center to retreat to when natural and man-made disasters disrupt normal routines.

***Transportation.*** In our 20-minute neighborhood, most of what we need is nearby – schools, services, markets, meeting rooms, restaurants, friends. A walking, rolling, and biking grid

predominates, and pathways are smooth and clear year-round. Meeting neighbors as we walk and bike helps keep us connected. The driving grid is subject to traffic calming, and pedestrians and nonmotorized vehicles have priority. Along the way, benches afford rest and shelters protect us from the weather. Signage and information make public transit easy to use. Shuttles and public transit link to the Green Line and to destinations further away. The Raymond Avenue bridge is pedestrian and bicyclist friendly, a comfortable and safe connecting artery in the neighborhood.

**Housing.** On the whole, residents have adapted to living in smaller spaces, sharing large houses when they wish. A growing diversity of housing units provides options for most people who want to stay or move here. New and remodeled units are designed with accessibility in mind. Even with an increased population, the neighborhood has kept or improved its visual appeal. Sufficient help is available for yard, garden, and building maintenance when we need it.

**Business, organizations, and industry.** A variety of local businesses and organizations provide us with expertise, jobs, goods, and services, and we support these vital partners. We rely on local expertise to design, build, retrofit, and maintain energy-efficient buildings. Before winter, they help us snug up living spaces and tune up all heating equipment. Internships are offered so students can “learn the ropes” in these professions. We appreciate that truck traffic to and from these partners is limited to a few streets and slow speeds, and that drivers recognize our need for safety and confidence.

**Food.** We celebrate the regular seasons of planting and harvest enjoyed on this land of which we are a part. Healthy, affordable foods are provided through urban farming, integrated aquaponic/hydroponic facilities, winter greenhouses, community gardens, personal gardens, and community-supported agriculture. Hampden Park Co-op, Speedy Market, and local farmers markets play important roles. Half of the food we consume here is grown, prepared, and preserved locally.

**Greenspace.** Both natural and groomed greenspaces are found throughout the community at ground level and on roofs. Most lawns are low-maintenance grasses, many with a mix of pollinator-friendly plants such as low-growing clovers. All development plans include public greenspace for walking, play, and refreshment, and land is reclaimed as opportunities arise. Numerous apartment residents and business property owners are active with the Garden Club. Native plant species flourish to support native pollinators. Private and community gardening areas abound and urban farms produce local food as well as job and learning opportunities.

**Water.** With the increased frequency of drought and flood, most properties now capture rain and snowmelt to curtail runoff and to enhance storage for later use. We conserve water because public water pre-treatment, supply, and wastewater treatment require energy. We have helped develop and promote approved systems to utilize gray water. The entire community protects water quality by preventing grass clippings, leaves, solvents, and other materials from washing into storm sewers. Salt use in winter is minimized by conscientious snow removal, approved use of studded tires, and innovations in road and sidewalk surfaces.

**Community.** As a community, we share – resources, skills, time, tools, vehicles, food. Swapping, bartering, and trading are commonplace in both personal and retail contexts. In “maker spaces”

and elsewhere, we build, repair, reuse, and recycle. We actively support and collaborate with local health, spiritual, and learning institutions that help us discern and learn life-enhancing ways of living. We celebrate together with multigenerational and multicultural theater, public art, block parties, music making, shared meals, and other communal activities in community spaces.

**Healthcare.** We have local sources of in-home assistance and healthcare as they are needed, including volunteers and contractors with Saint Anthony Park Area Seniors and informal networks of neighbors. A broad array of local healthcare providers serves our urgent, routine, acute, and chronic needs in all areas: medical, dental, psychiatric, and emotional. Pharmacies and social service agencies and providers are near our residential areas.

**Education.** Local schools, Luther Seminary, and the University of Minnesota are vital parts of the community, benefiting residents, organizations, businesses, industry, and the environment. The “classroom” is everywhere and includes adult learners, mentors, people who serve the students, and those who are served by students. Education includes knowledge of Earth systems, global studies, and life skills.

**Waste.** Very little waste is generated in our homes, schools, businesses, and industries. When we buy, we aim to maximize use and minimize recycling and waste. What little waste we produce is collected in a few shared public trash containers located on major streets. Organized waste collection minimizes noise, truck traffic, and air pollution.

**Broader action and advocacy.** We recognize that we are part of the global community – what we do here impacts other places in the world; what they do impacts us. As we do what we can locally to reduce and adapt to global climate change, we work to create global solutions through our practices and through education, communication, and advocacy. We also recognize that we are connected to the web of generations. Our actions impact children and their children after that. We work across generations, finding a way forward.

## Equity Framework

### Saint Anthony Park Community Council (SAPCC)

#### Origins of the Framework

Saint Anthony Park is a thriving neighborhood that employs careful planning to foster a high quality of life for residents, including a variety of residential and transportation options, a strong small business community, and exceptional green spaces. Since the implementation of the Green Line in 2014, the neighborhood population has both increased and shifted geographically and demographically. As Saint Anthony Park Community Council (or SAPCC, also known as District 12) anticipated and adjusted to the implications of the Green Line, we began to explore ways to interact with a wider proportion of our community members. We increasingly understood that there were community members who had been in residence for decades without having a voice in community development or process. As the neighborhood becomes even more of an entertainment destination and a desirable, centralized living option, our community risks the exclusion of our most diverse neighbors due to changing economic and other factors. Our Equity Framework has developed in response to that shortcoming and is focused on ensuring access and equity for all neighbors in Saint Anthony Park.

SAPCC acknowledges that discrimination affects historically marginalized communities in terms of racial and ethnic discrimination, gender discrimination, economic insecurity and segregation, disproportionate exposure to environmental burdens, and other forms of discrimination that result in disparate opportunities and persistent inequity. Simply talking about or conceptualizing equity does not foster justice; rather, communities that intentionally address existing and future disparities enjoy greater social and economic prosperity to the benefit of all.<sup>1</sup> Our Equity Framework systematically funnels all decisions through the lens of equity, helping the council understand the historical causes of disparities, identify current realities in our communities and institutions, and facilitate equitable outcomes through collective action. Promoting equity means

- using our influence and investments to build a more equitable region;
- creating real choices for all residents, across race, ethnicity, economic means, and ability; and
- engaging a full cross-section of the community in decision-making.

Equity work is never complete. This is a “living” document, which we anticipate revising as we become a more diverse organization, continue to encounter shifting realities and subsequent needs in the neighborhood, and learn more about fostering equity.

#### Equity Framework: Pillars

Specific ways that the Equity Framework can be applied to different aspects of our work should be constantly evolving and expanding, and the following components are examples of where to begin. Our Equity Framework is constructed of the following pillars:

- **REPRESENTATION:** Commitment to diverse representation on all Council bodies and centering voices of those most impacted in Council activities

- **EDUCATION:** Diversity and awareness training of community council participants to understand equity issues and learn how to utilize an equity framework
- **RESEARCH:** Ongoing collection of data and creative, open solicitation of feedback
- **STANDARDS:** Use of tools such as the [Equitable Development Principles & Scorecard](#) in planning to hold projects accountable to equity goals
- **COMMUNITY-MAKING:** Fostering social opportunities for community members to interact across diverse pockets of the neighborhood population in order to increase cohesion and communication

## **REPRESENTATION**

Acknowledge lack of past and present success and commitment to future success. Self-assessment of organization with cultural and practical barriers to participation, with reflection from community on ways that would best enable voices to be heard and guide our programming.

*Example - recruiting challenges, meeting times and locations, displacement of board members*

## **EDUCATION**

All participants of SAPCC trained in diversity and equity. Council members share a common understanding of how institutional racism impacts our communities and how this equity framework should be used in Council activities.

*Example - Board diversity training*

## **RESEARCH**

While we acknowledge the many gaps in and limitations of currently-available data, SAPCC relies on data gathering and community feedback to better understand the nature and extent of inequities in District 12. SAPCC identifies and tracks racial, ethnic, environmental, and economic inequalities in the communities it serves, prioritizing research that can influence local governmental support within the neighborhood.

*Example - GIS data collection, community surveys*

## **STANDARDS**

SAPCC applies external tools for equity policy to our Development Guidelines to ensure that our goals are equitable in both the processes we use for Council activities and the outcomes we seek.

*Example - Equitable Development Principles & Scorecard*

## **COMMUNITY-MAKING**

Events and activities that foster cohesion across our neighborhood are fundamental to equity, because they enable neighbors to see and treat each other as “we” rather than “me.” SAPCC is working to address socioeconomic and geographic divisions through its partnerships and programming.

*Example - Community meals, efforts toward building a Food Resource Center*

## **Definitions**

SAPCC focuses on equity across many categorizations these include, but are not limited to:

**Race** is a classification of people based on skin color, which developed initially from white supremacist notions of biological difference. Although race is now understood to be socially

constructed rather than a biologically meaningful distinction, it remains one of the most impactful forms of discrimination between people. Many disparities are more visible across racial divisions than any other socioeconomic classification.

**Ethnicity** is a characteristic of a groups that have certain key features in common such as a shared history, memory, tradition, language, religion, geography, or other sense of shared origin. It is distinct from race, in that ethnicity is internally defined and understood. While race is ascribed to groups by a dominant group, ethnicity is self-ascribed by a group.

**Gender** - The unequal allocation of resources is impacted by the social construction of gender. Patriarchy – the primacy of male perspective, needs, and experiences – marginalizes all people who do not identify as male or who do not neatly fit within traditional notions of masculinity. In addition to the social, political, and economic impact of gender discrimination, gender is an often-overlooked dimension for data collection and social research. Gender disparities greatly influence the division of labor in community leadership and activities.

**Disability** - Occurs when physical or social barriers impede the ability of a person to control their level of inclusion in society. The Americans with Disabilities Act and subsequent legislation has reduced some of the physical exclusion of certain people from the built environment, but significant barriers persist for people with both apparent and non-apparent physical and mental disabilities. Disability focus on ensuring physically accessible facilities in the built environment, not on the provision of services to people with disabilities or sufficient accommodation of non-physical disabilities.

**Age** - Young people and older adults are often excluded from meaningful and productive participation in civic and economic life. Data collection must always include age, and analysis must always be multi-generational so that disparities can be identified and remedied.

**Class** - income, homeownership, public service enrollment, etc. SAPCC currently defines a “low-income” household as those making 185% or less of the Federal Poverty Level relative to household size. As of 2015, 35% of district residents made less than \$35,000/year, 20% of residents lived below the poverty line, 10% were unemployed, and of those with jobs, 19% made under \$15,000/year.<sup>2</sup>

## **HOUSING EQUITY: AFFORDABLE, STABLE, AND QUALITY OF HOUSING CHOICES**

The housing conditions in which a person is raised are among the strongest social determinants of health, wealth, and future achievement. The impact of housing can affect a person’s ability to access quality education, health care, jobs, and transportation. Home ownership remains one of the most important sources of wealth in our country, and creates the kind of durable wealth that is often key to escaping intergenerational cycles of poverty. People of color are disproportionately renters, in part because they face discrimination to home ownership such as high-interest loans or outright denial of their mortgage application. Current research on gentrification highlights the ways in which the displacement of existing low or moderate-income renters negatively impacts their physical and mental health, as well as their ability to cultivate social and economic networks that provide both support and opportunity.



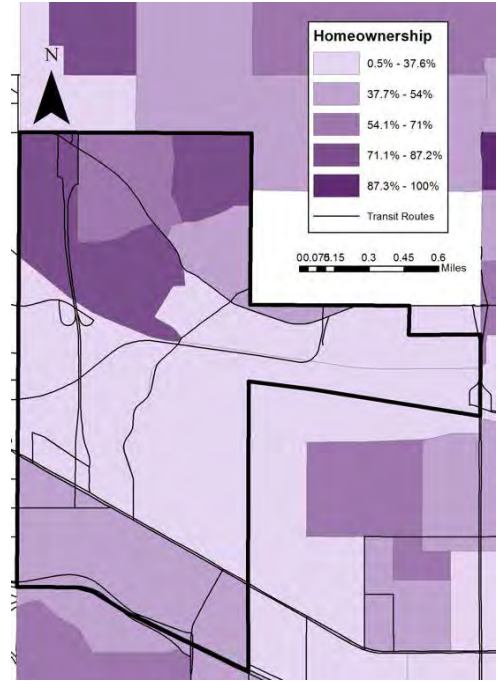
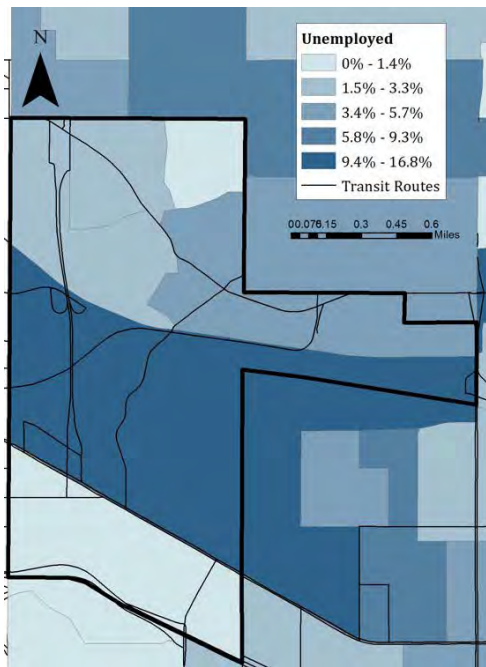
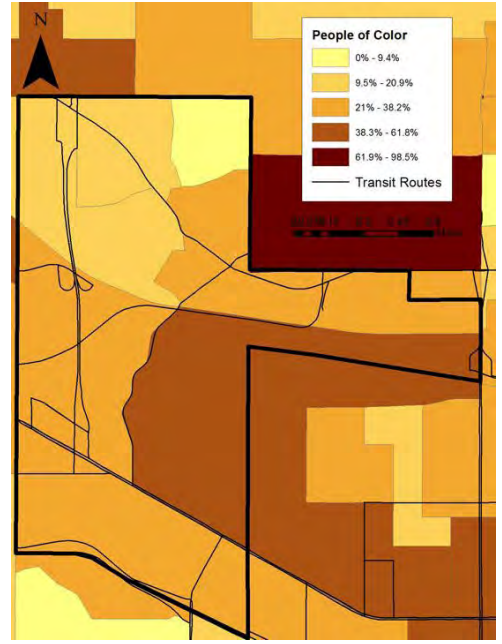
Housing must be affordable to people living on limited incomes, and stable in the sense that new development does not cause residents to be displaced by rising rents or home prices. Housing options must also be diverse and accessible to ensure that families of all sizes and people with disabilities are not significantly limited in their choices.

Housing should also be free of structural defects and environmental hazards such as mold and lead. As housing in or near the urban core becomes increasingly expensive as a result of housing, transportation, and land use decisions, many people living on low incomes are forced to relocate to more suburban areas further from education and job opportunities, public transportation, healthy food options, and public gathering spaces. This means that displaced people not only incur the significant costs of relocation, but also face increases in other household expenses, leaving them financially worse off than they were before being forced out of their old neighborhood. The displacement of these communities creates new economic pressures on already disproportionately low-income people and destroys interpersonal networks that are essential for accessing opportunity. Ensuring mixed-income and ethnically diverse communities is an essential part of achieving Vibrant Communities across our region by avoiding concentrated pockets of poverty or deprivation from limiting the potential of our residents.

#### **FOOD EQUITY: AFFORDABLE, NUTRITIOUS, AND CULTURALLY APPROPRIATE FOODS**

Nutrition is one of the most important causes of community health, which in turn promotes individual health. For many in our district, healthy nutritious food is difficult to access because of location and transportation challenges. In many low-income communities and rural areas, grocery store chains have left or never opened outlets in the first place. Even for those who do live close enough to food markets, many do not have the financial means to afford healthy food. SAPCC recognize the importance of culturally specific foods and traditions, and support immigrant communities in growing or finding access to such foods to support the preservation of an important aspect of their cultural heritage. Healthy foods result in fewer chronic diseases, such as diabetes, provide a health and economic individual, whole through improved productivity and savings on health care. Food equity is an area where further data collection is essential and presents the opportunity to partner with other organizations and companies that collect relevant food related data for other purposes.

The *images below* map the spatial disparities between North and South Saint Anthony Park in terms of income, race, unemployment, homeownership and land use to show how the neighborhood is divided in Saint Anthony Park.<sup>2</sup>



<sup>1</sup> Adopted from the Metropolitan Council’s Thrive MSP 2040 - Statement on Equity.

<sup>2</sup> The use of the Federal Poverty Level as a measure of sufficient local income is a well-known and deeply problematic approach, but it does provide a baseline.

The Equity Framework was written by Samantha Hodges, University of Minnesota student and SAPCC intern, Melissa Williams, and other members of SAPCC’s Equity Committee, and approved as a living document by the Board.