

# St. Anthony Park Community Council (SAPCC)

## District 12 Draft 10-Year Plan

December 2017

Version 2

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## Introduction

St. Anthony Park is the northwestern neighborhood district in the city of St. Paul, and is organized to bring residents and businesses together to strengthen this community through the St. Anthony Park Community Council (SAPCC). With the leadership of community members from all areas of St. Anthony Park, SAPCC conducted a planning process to envision the future of our community and to set goals for the next 10 years. The objectives and strategies developed in this plan are provided to the City of St. Paul for inclusion in its new Comprehensive Plan to guide development and programming throughout the City.

Our last Community Plan was published in 2005 and adopted by the City of St. Paul in 2008. It was influential in guiding development as the Green Line rapidly changed the face of South St. Anthony Park. This plan was amended with the Westgate and Raymond Station Area Plans, Como 2030, the West Midway Industrial Area Plan, the University-Raymond Commercial Historic District Guidelines, and the 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 St. Anthony Park. In addition, the Council has been involved in coordinating plans with the Towerside Innovation District and Prospect Park.

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

- How do we ensure equitable access for all in housing, movement from place to place, jobs, and food?
- How do we respond to climate change, as a neighborhood within a city?
- How do we 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 objectives and strategies on the basis of how well they meet: 1) the values expressed in our Equity Framework; 2) the need for mitigation and adaptation to climate change; and 3) the opportunities for diversifying and expanding local business and employment.

## Equity

SAPCC implemented an Equity Framework in 2017, 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 and priorities for the next 10 years:

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

### Equity Objectives and Strategies

- EQ1. Develop and support community events, activities, involvement, and spaces that foster more comprehensively inclusive participation across all our neighborhood demographics.**
- EQ2. Use food as the starting point to a) address immediate and real food insecurities among our neighbors; b) facilitate healthy living and food infrastructure, consistent with local, state, and federal priorities; and c) build community across disparate neighborhood demographics. A Food Resource Center in South St. Anthony Park is our eventual goal. (see also PR4)**
- EQ3. Develop 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.**

- EQ4. Facilitate neighborhood access to resources, such as the Statewide Health Improvement Partnership (SHIP), University of Minnesota Extension Service, or other local, state, or federal organizations.**
- EQ5. Proactively reduce gentrification, especially in the ways that increased costs for housing, commerce, or industry facilitate segregated spaces.**
- EQ5.1. Specifically, the council will actively work to maintain places and spaces that remain accessible and welcoming to all our current and potential neighbors.
- EQ6. 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.**

## **Climate Change**

Like the rest of the world, St. 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;
- longer and deeper periods of drought threaten food production and increase water use;
- higher dew points in summer increase the risk of heat-related health impacts, decreased economic productivity, increase electrical power demand for air conditioning, and increase the strength of convective storms;
- shorter, warmer winters alter the relative amount of snowfall versus rainfall, the likelihood of ice storms, and the overwintering of insect pests and disease organisms; and
- heavier snowfalls, occurring more frequently, disrupting everyday life.

The urban heat island effect amplifies the physiological stress on humans, their pets, and other animals during heat waves. 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. Our lifestyles contribute to the lack of real social connections and bonds. 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, 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.

## **Climate Change Objectives and Strategies**

### **CC1. Reduce the emission of greenhouse gases through lower energy use.**

- CC1.1.** Meet or beat the state goals of 30% reduction of greenhouse gas emissions by 2025 and 80% by 2050. For example, through increasing 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.** 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.** 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 LEED), 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.** Reduce the energy required for street, alley, and area lighting.

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

- CC2.1.** Set goals for energy production, with improved equity, local jobs, and improved habitat and water quality. For example, by 2030, secure 50% of the community’s electrical energy from renewable sources 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 Property Assessed Clean Energy (PACE) and other financing options.

- CC2.3. 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.

**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. Develop plans for and facilitate tree planting 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. Determine 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.
- 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. 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. (see also T3.6)
- 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 St. Anthony Park from being desperate for any redevelopment to very valuable land that is ripe for 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**

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

- EBD1.1. The City should work with St. Anthony Park Community Council and the Creative Enterprise Zone to identify and support infrastructure needs for maker spaces.



- EBD1.2. Delineate potential groupings of underused industrial parcels that would provide opportunities for compatible redevelopment.
- EBD1.3. Collaborate with the University of Minnesota to create additional business incubators for new businesses emerging from University research activities.

**EBD2. Create district systems for infrastructure in redeveloped areas.**

- EBD2.1. Add shared parking districts at University Avenue businesses. (see also T6.3)
- EBD2.2. Locate storm water holding devices under new green spaces. Require new developments and public infrastructure to connect to these systems.
- EBD2.3. Create 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. Create public broadband access to ensure that the internet is available to everyone regardless of income.
- EBD2.6. Use art and support for creative enterprises as a catalyst for redevelopment.
- EBD2.7. Construct a lid over TH 280 between Territorial Road and Franklin Avenue to create new opportunities for commercial, and open space use. (see also PR8.1)

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

- EBD3.1. Create a new zoning overlay district in the Creative Enterprise Zone (CEZ) similar to the Towerside Prospect Park Overlay Zone in Minneapolis to promote transitional industry/creative enterprise that allows work/live space while preserving jobs.
- EBD3.2. Use Planned Unit Development (PUD) zoning and other zoning techniques to provide design flexibility in meeting community goals of building designs and zoning that promote flexible use to support changing needs of residents.

**EBD4. Make changes to the industrial area transportation network to increase the area that is attractive for redevelopment.**

- EBD4.1. Complete the street grid as redevelopment occurs.
- EBD4.2. Improve connections between Transfer Road and Vandalia to encourage truck usage to and from I-94 via Vandalia.

- EBD4.3. Extend Transfer Road/Prior to Energy Park Drive and possibly to the St. Paul Campus of the University to make the large industrial area between Prior Avenue and Hampden/Raymond Avenues attractive to new businesses that relate to the University.
- EBD4.4. Enhance Energy Park Drive between Snelling and the Minneapolis border with off-road bike paths, attractive pedestrian spaces and other parkway features similar to the new Granary Parkway and Grand Rounds connections in Minneapolis, creating a park-like link between the Minneapolis Grand Rounds at Granary Parkway and the Saint Paul Grand Round at Raymond.
- EBD4.5. Improve the Energy Park Drive connection to TH 280 to provide better access to the adjoining industrial areas without infringing on the Kasota ponds.

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

**EBD5. Support residents working from home.**

- EBD5.1. Make changes to zoning and other regulations to make working at home easier.
- EBD5.2. Support the development of platforms for the gig economy, preferably worker-owned.

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

**EBD6. Promote the North St. Anthony village center to strengthen the retail businesses, and to maintain and revitalize this critical retail and commercial area.**

As large numbers of new residents are added in South St. Anthony Park, there is a need for similar retail and commercial services there. Additional services to this expanding residential area will create additional entry-level jobs and opportunities for entrepreneurs.

**EBD7. Develop a “village center” in South St. Anthony Park with walkable access to services for the existing community and future residents in new housing along the Green Line.**

- EBD7.1. Work with residents, surrounding property owners and the St. Paul Housing Authority to redevelop the green space around the Seal public housing to

become a welcoming “village green” for Seal residents and the larger community.

**EBD8. Create a collaborative process bringing together developers, the St. 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.**

- EBD8.1. Develop strong development guidelines and encourage public input into all new commercial and multi-family residential projects.
- EBD8.2. Implement a collaborative Memorandum of Understanding (MOU) process to detail the commitments each developer makes to the neighborhood to secure community support for projects requiring City approvals.
- EBD8.3. Work with St. Anthony Park businesses and the City to streamline permitting and inspections for new and expanding organizations.
- EBD8.4. Increase understanding of appropriate building and zoning codes and pertinent licensing issues, and improve compliance between residents, businesses and the City.
- EBD8.5. Develop financial tools, policies, and resources to support redevelopment in St. Anthony Park, including consideration of a defined area Tax Increment Financing (TIF) district for pooling resources to support affordable housing, affordable business spaces including maker spaces, infrastructure and district systems, and creation of living-wage jobs.

## **Housing**

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

Residents of Saint Anthony Park have clearly stated that they desire a multi-generational, diverse neighborhood. Multi-generational, diverse neighborhoods require a variety of housing types that support children, working adults and those aging in place. Affordable housing of different types is required to support a diversity of incomes. This is especially true for those who are historically disadvantaged people and new Americans. Housing equity requires that there be affordable housing available for people of all incomes.

To support the many valuable facilities that are available in St. Anthony Park, there needs to be a diversity of ages, family types, ethnicity, race, culture, income and lifestyle. Sufficient density is required to support schools, libraries, local businesses, transit, parks and other amenities. 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 St. Anthony Park. While there are areas in North St. Anthony that are appropriately zoned and could accommodate large multi-family housing development, it is preferable to increase density by spreading additional housing units throughout the neighborhood and by maintaining and enhancing small multi-housing.

More opportunities exist in South St. Anthony Park for larger multi-housing development along the Green Line that will fit with 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 older, traditional single-family and small multi-family housing area in South St. Anthony Park should be treated similarly to North St. 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 traditional housing areas of North St. Anthony Park.**

- H1.1. Maintain zoning identified in 2030 Como Avenue plan.
- H1.2. Prioritize the preservation and improvement of existing multi-unit housing stock in North St. Anthony Park to increase affordability and density, and to sustain the character of the neighborhood.

### **H2. Increase the variety of housing types and affordable housing options in North St. Anthony Park.**

- H2.1. Encourage appropriate multi-family structures in areas where they are permitted.
- H2.2. Find ways to support house-sharing to enable older residents to stay in their homes. Examples might include working with the City and St. 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, or implementing the SAPCC task force recommendations for accessory dwelling units.
- H2.3. New development with more than 6 units should include units for families (2 and 3-bedroom units).
- H2.4. New development with more than 6 units should include units that are affordable and that further the community goal of equitable housing.
- H2.5. Support efforts to develop independent living and senior housing facilities on transit routes.

- H3. Maintain and enhance traditional housing areas of South St. Anthony Park.**
- H3.1. Prioritize the preservation and improvement of existing multi-unit housing stock north of Territorial Road in South St. Anthony Park to increase affordability and density, and to sustain the character of the neighborhood.
- H4. Increase the variety of housing types and affordable housing options in South St. Anthony Park.**
- H4.1. New developments include at least 30 percent of units for families (2 and 3-bedroom units).
- H4.2. New developments include at least 20 percent of units that are affordable for people/families making less than 60% of the average median income of St. Paul, and further the community goal of equitable housing.
- H4.3. Changes to zoning provide inclusionary zoning requiring a portion of any new development over a certain size to include affordable units.
- H4.4. Prioritize new developments that further the community goal of maintaining a balance of rental and owner housing units in South St. Anthony Park.
- H5. New housing along the Green Line is in appropriate locations and provides a variety of housing types.**
- H5.1. A variety of heights and interspersed open space with varied architectural expressions and landscaping is strongly encouraged for new buildings to create an interesting streetscape. Create density bonuses for taller buildings to provide opportunities for open space or for affordable housing.
- H5.2. New housing may be in mixed use structures that include maker space and other commercial and industrial uses.
- H5.3. New zoning category (or zoning overlay) for a transitional industrial/creative enterprise zone that allows mixed use including housing while preserving jobs.
- H6. Where housing density is increased, shared public green spaces are created.**
- H6.1. A public green space is created in the vicinity of Hampden and University.
- H6.2. Public green space is designed to accommodate use by all age groups for active and passive activities.

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 United States 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 St. 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 St. Anthony Park have increased significantly since 2015.

**H7. Maintain long-term affordability of housing in the District.**

- H7.1. Any new development requiring rezoning, variance or public funding will permanently provide units that are affordable for households making less than 60% of the St. Paul median income, and further the community goal of equitable housing.

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

**H8. Make changes to regulations to support residents working from home.**

## **Historic Preservation**

The character and history of St. Anthony Park play an important part in making it an attractive place to live and work. The neighborhood is a blend of periods and styles. Continued evolution is welcomed as long as good development guidelines are followed and the area retains its unique sense of place. Replacement dwellings should be of a size consistent with surrounding homes. St. Anthony Park has a number of designated historic buildings and a designated historic district around Raymond and University Avenues. The history of St. Anthony Park is a matter of pride for residents. It is important that as we plan to meet the needs of the future we don't ignore the past.

### **Historic Preservation Objectives and Strategies**

**HP1. Preserve the historic charm and unique sense of place of St. Anthony Park while meeting present-day needs.**

- HP1.1. Protect, maintain or adaptively reuse designated historic buildings when possible.
- HP1.2. Survey the historical resources of the community to better identify properties for possible historic designation.
- HP1.3. Design street lighting systems and other public infrastructure to complement the historic character of the community.

- HP1.4. New development or redevelopment is should be complementary and contextual rather than strict historic replication.
- HP1.5. Prioritize energy efficiency over strict historical preservation when there is new development or redevelopment in designated or potential historic districts.
- HP2. **Protect the character of the traditional housing areas of St. Anthony Park.**
  - HP2.1. Designate the traditional housing areas as conservation districts with design elements that help to define the unique character of the community.
  - HP2.2. Implement tear-down regulations 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.

## **Transportation**

As St. Anthony Park plans for a future with an altered climate, we must become a place where fossil fuels are increasingly less necessary for mobility. In the U.S., transportation now exceeds all other categories of emissions, including electricity generation. If St. 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, transit riders, and bicyclists.

### **Transportation Objectives and Strategies**

- T1. Make safety the highest priority on our streets, with the most vulnerable users (pedestrians and bicyclists) considered first.**
  - T1.1. Urge the city of Saint Paul to ask MnDOT to reduce the speed limit on all complete streets within District 12 (Raymond, Como, and others that meet criteria over time), similar to the speed limit statute for roads with bike lanes (MN Statute 160.263 Subd. 4)
  - T1.2. 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 maintain 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. Establish a school speed zone along Raymond and Como Avenues in the vicinity of St. Anthony Park Elementary School (with signs indicating 15 mph during school crossing times).
- T1.5. Reinstall each spring the high-visibility, mid-street pedestrian crossing signs at all designated crosswalks along the Grand Round.
- T1.6. Improve 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 dangerous to 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. Add traffic controls at intersections where pedestrians are routinely not allowed the right of way. For instance: 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. Complete ADA-compliant sidewalk infill. Prioritize the following, which currently have no sidewalks: streets north and south of Raymond Station; Eustis north and south of Como Ave. (see also PR1.1 and H6.2)
- T3.2. Advocate for 14' minimum sidewalk widths near all public-oriented business districts, including the sidewalks over TH 280 and I-94 (including plantings or boulevard areas).
- T3.3. Reestablish the street grid in South St. Anthony Park as redevelopment occurs. Highest priority: the extension of Carleton north of Territorial (at least for pedestrians and bikes) to Long and Hampden. (See also PR1.1 and H6.2)
- 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 H6.2)
- T3.5. Initiate a reporting system for sidewalk condition problems, both permanent (heaving, deterioration) and temporary (snow, ice).



- T3.6. Initiate a volunteer rapid-response team for snow and ice removal, including at bus stops. (see also CC4.7)
- T3.7. Initiate a free give-away of sand or grit for use on sidewalks or work with the City to initiate such a program.
- T3.8. Meet with St. 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 options may work at Manvel/Robbins instead of or in addition to lighting.

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

- T4.1. Create covered bike parking in the Raymond Station area.
- T4.2. Add more bike parking at all business nodes, schools, multifamily housing, and employment locations. Goal: equivalent quantity to car parking on the street, at minimum.
- T4.3. Advocate for bicyclist safety through street design, including separated lanes and bicyclist intervals at traffic signals, particularly on complete streets and the Grand Round.
- T4.4. Work with the City to provide an off-road bicycle/pedestrian path on or adjacent to the railroad spur from Pelham and Wabash to the new park at Berry and Myrtle, and on Energy Park Drive as part of the parkway features outlined in EBD4.4.
- T4.5. Support completion of the two-way, off-road bike path on Como between Snelling and Raymond (the last work to be completed on the Grand Round in District 12).
- T4.6. Support the rebuild of county road Cleveland between Larpenteur and Como to include bike lanes or an off-road bike path.
- T4.7. 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. Conduct a study 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 St. Anthony Ave. in St. Paul. Connect this rail-corridor path from the area near Shriners Hospital west to the U of M and east to Midway and the soccer stadium (running south of the 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).
- T5. Work with City and county personnel to reduce the impact of truck traffic on residential streets, especially in South St. Anthony Park and Westgate.**
  - T5.1. Create a 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. Create a north-south street connection between Granary Road and Energy Park Drive, facilitating truck access to the highway system with the least impact on residential streets.
  - T5.3. Rebuild Ellis for capacity between Transfer Road/Pierce Butler and Vandalia.
  - T5.4. 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. Improve Vandalia from Capp Road to I-94 for truck capacity and add sidewalks. Similarly, improve Cleveland from University to I-94 for pedestrian use.
  - T5.6. Revamp the I-94/Vandalia bridge 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. Use pricing to manage street parking demand through metering or other mechanisms.
  - T6.2. Expand the “no parking minimum” area for new development beyond the current half-mile corridor of the Green Line.
  - T6.3. Establish shared parking in the Raymond Station area.
  - 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. Improve access from North St. Anthony Park to the Green Line by shifting either the 87 or 30 bus route to serve the center of the Como Avenue business district and the neighborhood generally.
  - T7.2. 87 bus: Increase service frequency. Intervals in the Green Line plan were supposed to be 15 minutes peak/30 off-peak, but are currently 20/30 (and hourly after 9:30 p.m).

- T7.3. 61 bus: Increase frequency and add Saturday evening and Sunday service after the Bell Museum opens (summer 2018).
  - T7.4. 87 bus: Consider shifting the route to better serve the Bell Museum.
  - T7.5. Campus Connector 121: Add a stop on the University of Minnesota Transitway at Westgate for UEL employees and to encourage more connection from Westgate to the University campuses.
  - T7.6. Meet with Metro Transit about bus shelter placement to understand requirements for adding shelters and the highest-use bus stops without shelters.
  - T7.7. 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. Additional car-sharing locations through HourCar or other services.
  - T8.2. Improved Nice Ride or other bike-sharing access.
  - T8.3. Ride-sharing services or coordination, particularly for seniors, in partnership with St. Anthony Park Area Seniors.
- 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 St. 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 is listed as a high priority for residents, businesses, and organizations. 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 St. Anthony Park include City parks but also the Kasota Ponds, the Community Garden and native prairie plantings, Sarita Wetland, several areas established by the 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 H6.2)

PR1.1. 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. Install more benches along paths. (see also T3.4)

PR1.3. Improve 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 specific percentages of public green space in new developments, especially in South St. Anthony Park. (see also H6.1 and EBD7.1).

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. 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. Retain public access to athletic fields and facilities and assure that schedules for organized sports allow this access.

PR3.3. Improve the 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 nighttime lighting and energy for the grid).

PR3.4. Increase 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. Identify and reserve some areas for off-leash dog use.

**PR4. Eliminate the “food desert” experienced by economically disadvantaged neighbors.** (see also Equity Framework)

- PR4.1. Increase the amount of locally grown, harvested, and distributed food.
- PR4.2. Develop a sustainable plan and seek funds to produce locally grown fresh produce in winter.
- PR4.3. Expand gardening opportunities (raised beds, boulevard gardens, backyard gardens) and training for renters and homeowners.
- PR4.4. Investigate the possibility of hydroponic and aquaponic gardening to contribute to food needs in the community.
- PR4.5. Initiate or facilitate collection and distribution of excess produce from local stores and food storage warehouses.
- PR4.6. Establish a food shelf outlet that is accessible to economically disadvantaged neighbors.

**PR5. Maintain and seek ways to expand the Community Garden for local food production.** (see also Equity Framework)

- PR5.1. Establish a plan to sustain the organization and management of the Community Garden.
- PR5.2. Expand food protein production at the Community Garden (such as, by raising legumes, chickens, rabbits, or fish).
- PR5.3. Develop a strategy to obtain more land and/or facilities to supplement the current Community Garden.

**PR6. Enhance the urban forest while protecting sites for solar energy production.**

- PR6.1. Work with the City to develop and implement an improved Tree Preservation Plan that includes qualifiers (such as, bole diameter and significant age) and methods of assuring protection.
- PR6.2. 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)
- PR6.3. Promote tree planting on public and private property and provide property owners with relevant funding opportunities.
- PR6.4. Develop 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.
- PR6.5. 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.

**PR7. Develop sustainable approaches to multi-use boulevards and right-of-way spaces.**

- PR7.1. Obtain funds to support maintenance of rain gardens in boulevards and parks.
- PR7.2. Develop a volunteer service corps to maintain rain gardens.
- PR7.3. Establish volunteer crews to assist in establishing, maintaining, and gleaning fruits, nuts, and vegetables from residential gardens.

**PR8. Include public green space in any “freeway lid” designs.**

- PR8.1. 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 EBD2.7).

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.

**PR9. Create a “rewilding plan” to promote and manage native animal and plant populations.**

- PR9.1. 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.
- PR9.2. 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**

Our built environment needs to respond 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. 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 Energy Park Drive 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 it no longer makes sense to use drinking-quality water to flush toilets, water lawns, or wash cars.

Drinking water also comes with a cost in electricity use. The EPA estimates that running the cold water tap for 5 minutes has the same energy cost as a 60-watt incandescent bulb burned for 18 hours (1 kilowatt). 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. 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 reduced charges by

improving storm water management.

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

WSA1.4. In concert with EW1.2, 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 diverting downspouts, sump pump discharges, and rain barrel overflows away from foundations or from directly discharging to alleys.

WSA1.6. Promote use of permeable alley surfaces and alley gardens.

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 also 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. Require proven water-sensor technology for all automated irrigation systems.

WSA2.3. Increase opportunities for gray-water 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 the water requirement of food and drink choices.

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

WSA3.1. Reduce application of environmentally harmful chemicals on public streets, parking lots, residential areas, and railroad right-of-ways. Work with neighboring areas to include our interconnected airshed and watersheds. (see also Equity Framework)

WSA3.2. Reduce the inflow and concentrations of road salt in Kasota Ponds.

WSA3.3. Determine the sources, buffering, and potential removal of contaminants other than salt from Kasota Ponds.

WSA3.4. Reduce the inflow of contaminants to Sarita Wetland.

WSA3.5. Reduce runoff and suspended solids that carry nitrogen, phosphorus, and other chemicals into the Mississippi River.

WSA3.6. Achieve wide voluntary participation in a “Clean Streets – Clean River”



initiative to remove leaves and other debris from street gutters.

St. 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, and a diversity of other businesses 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 St. Anthony Park verifies that some elements and compounds are present in concentrations that exceed 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. In addition, noise intrudes and disrupts our lives more frequently. Excessive and poorly designed lighting 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.

There is a dearth of information about air pollution, but anecdotal complaints 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. 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. Maintain an information database and interactive map of identified sites of soil pollution, 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. Seek opportunities to monitor outdoor air quality.

- WSA4.5. 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.
- WSA4.6. Develop information materials about ways to decrease health impacts of environmental contamination.
- WSA4.7. Reduce dust generation by local businesses and rail operations.
- WSA4.8. Work with developers and property owners to reduce public exposure to contaminated soil, particularly when brownfield sites will be used for housing.

**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.
- 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 alternative “Nightwatch” alley lighting.
- WSA5.4. Reduce noise from compression braking by truck drivers and nighttime 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 treatment, lower speed limits, and rigorously enforce speed limits on TH 280. (see also Equity Framework)
- WSA5.6. 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. Strengthen and enforce 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.

## **Acknowledgements**

10-year Planning Steering Committee

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SAPCC Board and Committee Members

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SAPCC Staff and Interns

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City of St. Paul and community partners

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## **SAPCC Equity Framework**

(Draft)

St. Anthony Park Community Council (SAPCC)

Equity Framework Vision and Mission

### **Guiding principles, framework, and overarching values of SAPCC**

St. Anthony Park is a thriving neighborhood that employs careful land use planning to foster a high quality of life for residents, diversity of transportation options, 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 the community council 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. Our Equity Framework has developed in response to that shortcoming and is focused on ensuring access and equity for all neighbors in St. Anthony Park.

The St. Anthony Park Community Council (or SAPCC, also known as District 12 or D12) acknowledges how discrimination afflicts 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. Further, SAPCC understands that communities that intentionally address existing and future disparities enjoy greater social and economic prosperity to the benefit of all.

For this reason, SAPCC has enacted this Equity Framework that serves as the lens through which every action taken by the community council must be viewed. SAPCC recognizes that simply talking about or conceptualizing equity does not foster justice; such an over-simplified framework prevents disparities from being eliminated and thus prevents equity from ever really being achieved. Instead, it is about intentionality, framing all decisions through this lens and closing the disparity gap so that a more equitable community can be achieved.

SAPCC is committed as staff, board of directors, committee members, and partners to view our work through this equity lens to understand the historical causes of disparities, current realities in our communities and institutions, and equitable outcomes that we strive for through our collective actions.

## Application of the Framework

The Equity Framework is a lens through which SAPCC views our work. Specific ways this lens can be applied to different areas of work should be constantly evolving and expanding, and the following components are examples of where to begin. Our Equity Framework is applied across the following elements:

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

**EDUCATION:** Diversity and awareness training of SAPCC participants to understand equity issues and learn how to utilize an equity framework.

**STANDARDS:** Use of tools such as the [Equitable Development Principles & Scorecard](#) in planning to hold projects accountable to equity goals.

**RESEARCH:** Ongoing collection of data and creative, open solicitation of feedback

**COMMUNITY-MAKING:** Priority on facilitating diversity to build community cohesion.

**FOCUS:** Emphasis on equity particularly in health, housing, and transportation advocacy as areas where SAPCC is currently able to have a greater impact on advancing equity.

### 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 are 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*

### STANDARDS

SAPCC uses tools for equity policy such as the Equitable Development Principles & Scorecard, which are applied to our development guidelines, and used as a screen for our planning goals to check that our goals are equitable in both the processes we use for Council activities and the outcomes we seek.

*Example - 10-year planning*

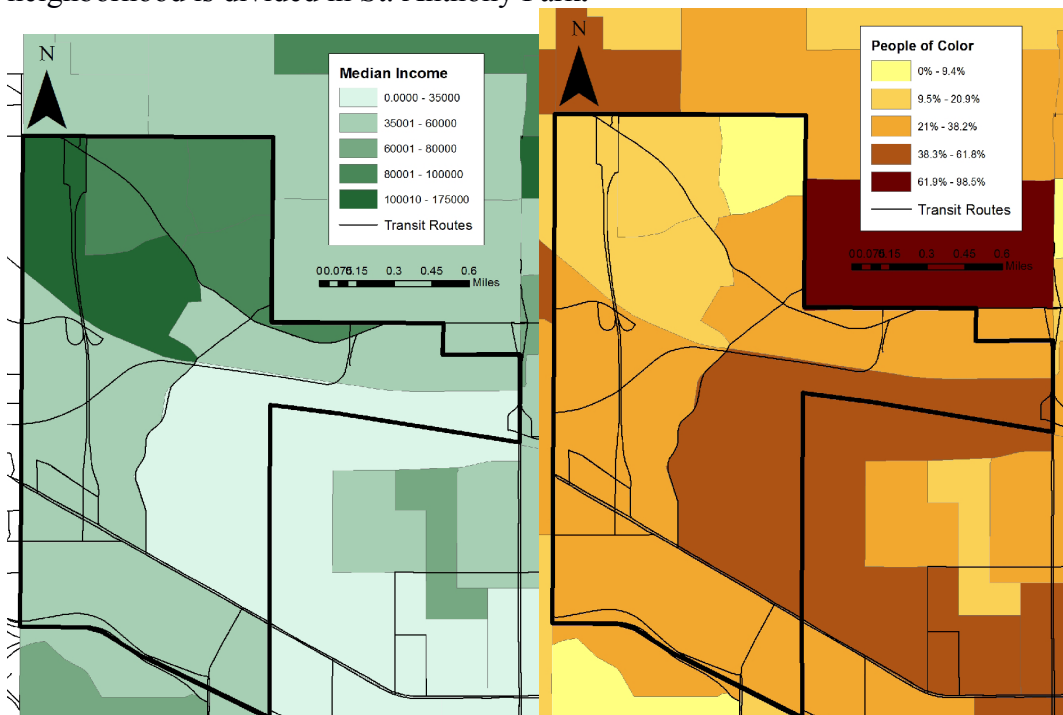
### RESEARCH

While we acknowledge the many gaps in and limitations of currently-available data, SAPCC relies on current resources for data-gathering and community ground-truthing to better understand the nature and extent of D12 inequality as steps towards establishing an equity strategy. SAPCC identifies and tracks racial, ethnic, and economic inequalities in the communities it serves. It prioritizes research that can influence local governmental support within the neighborhood, subsequently improving the lives of all community members.

*Example:*

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>1</sup>

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



## 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

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<sup>1</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.

“me.” SAPCC is working to address socioeconomic and geographic divisions through its partnerships and programming.

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

#### FOCUS

Emphasis on equity particularly in health, housing, and transportation advocacy as areas where SAPCC is currently able to have a greater impact on advancing equity.

*Example – housing equity, food equity*

## Summary of Community Input

The St. 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. 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, Neighborhood Art Fair, 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 St. 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 St. 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.

Drafts of overall goals were presented at two community forums held in November, in South St. Anthony Park on a Saturday afternoon and in North St. 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 St. 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 SAP 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 St. Anthony Park.

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 St. 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 hand rails 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 St. Anthony Park and North St. 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 St. 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.
- Improvements on infrastructure for bikers and pedestrians.
- Incorporating 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 where they can benefit from. For predominantly bikers, biking lanes seem to be too narrow on many busy streets, leaving bikers to feel uncomfortable biking on them. On these narrow streets, the traffic speeds are too high for biker safety, and roads do not stand as a safe place to bike with children. Where streets have too narrow of bike lanes, bikers move to the sidewalk, leaving pedestrians feeling unsafe. 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 St. Anthony Park. Many respondents agreed that St. 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 St. Paul and St. 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 Survey

The online survey of businesses, nonprofits, industry, and sole proprietorships provided responses from 57 organizations that employ an estimated 1123 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, supplies, 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.