

City of St. Anthony  
**Comprehensive Plan**  
2008



*Saint Anthony  
Village*



# City of St. Anthony Village Comprehensive Plan 2008



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## Introduction and Purpose

This is an update of the comprehensive plan prepared for the City of St. Anthony Village in 1998, which was preceded by a plan in 1979. This history of planning has helped make St. Anthony a desirable place to live, work and play. It has provided certainty and direction to homeowners and investors and helped the City make cost-effective investments in streets, parks and utilities.

The purpose of a comprehensive plan is to establish policy direction for those elements over which the City has jurisdiction. These include the pattern of land development and public facilities such as streets, utilities and parks. Land development is regulated through the City's zoning ordinance and map, which is prepared or amended with guidance from the comprehensive land use plan map and policies. Any change in the pattern of land use or in the development of a property is initiated by the owner, not the City. The City's role in the land development process is to administer the regulations of the zoning ordinance and to consider public comments on those aspects that are discretionary, such as amendments to the zoning ordinance or map. The City also installs or oversees the private construction of streets and utilities that serve land development.

Another purpose of this plan is to conform with the requirements of the Metropolitan Council of the Twin Cities. That regional planning agency requires that each city and county review its local plan every ten years to ensure that it is consistent with the regional plans for transportation, regional parks, water resources and aviation.

The chapters of this plan are:

- Community Profile
- Land Use Analysis and Plan
- Transportation System Analysis and Plan
- Parks System Analysis and Plan
- Water Resources Analysis and Plan
- Implementation Program.

St. Anthony is a fully-developed community and has recently witnessed the redevelopment of the Apache Plaza Shopping Center into a mixture of new shops, housing and a park. The City's largest park, Central, was also redesigned and rebuilt since the 1998 plan. Consequently, the major remaining issue that was addressed by the current plan was the potential change in land use, site development and roadway in the Kenzie Terrace District, located in the southern part of the city. That subject is presented pages 2-18 through 2-24 of the Land Use Analysis and Plan chapter of this document.

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## Community Profile

This chapter provides the basis for the following sections of the *Comprehensive Plan* through an analysis of the City's position within the Twin Cities Metropolitan Area, in terms of both geographic location and demographics. It contains the following sections:

- Regional Location and Issues
- Summary of the 1998 *Comprehensive Plan*
- Demographic and Housing Characteristics

St. Anthony Village is a first-ring suburb located just east of northeast Minneapolis, straddling the border of Hennepin and Ramsey Counties. It is a small city of 2.35 square miles, surrounded by larger cities. Roseville lies directly to the east, New Brighton to the northeast, and Columbia Heights to the northwest. Interstate Highway 35W touches the City's southern edge and County State-Aid Highway 88 (New Brighton Boulevard) separates the Gross Golf Course and Sunset Memorial Park from the rest of the community.

As a first-ring suburb, St. Anthony shares some of the common concerns of this subregion of the metro area. Chief among these is the need for housing reinvestment. Since it was incorporated in 1945, St. Anthony has gone through a complete suburban "life cycle." That is, the housing that was built rapidly in the 1950s, 60s and 70s is now beginning to need redevelopment, and the original residents are beginning to move on into retirement housing or other housing types, leaving their single-family homes for new younger families. The City has encouraged additional infill "life cycle" housing to meet these needs.

## Regional System Statement

The Metropolitan Council's *Regional Blueprint* calls for increased reinvestment in the region's Urban Area, which includes the central cities and fully developed suburbs. The strategy emphasizes jobs and economic development within the urban core and the activity centers and transportation corridors that connect to it. Within these areas, the strategy calls for:

- Medium-to-higher density housing
- High levels of transportation services
- Economic development incentives.

## Regional Park System Plan Considerations

These regional parks and trails within St. Anthony are included in the adopted 2030 *Regional Parks Policy Plan*:

- **Silverwood Special Recreation Feature:** This park has a previously established boundary. The Three Rivers Park District is working with the City and others on the process of creating a development master plan to help determine the future use of the park.
- **St. Anthony Railroad Spur Regional Trail:** This proposed regional trail would follow the existing railroad corridor. Since there is an active railroad operating on the tracks, trail planning would not take place until there is a change in the status and use of the tracks. At that time, Three Rivers Park District and Ramsey County will work with St. Anthony and others to master plan the trail. The general alignment should be acknowledged in the City's comprehensive plan.
- **Stinson Parkway:** This is an existing parkway that runs along the City's western border from its intersection with St. Anthony Parkway to Old Highway 8. St. Anthony Parkway in the City is not part of the regional parkway system.

## Transportation System Plan Considerations

These regional transportation facilities affect the City of St. Anthony:

- **Metropolitan Highway:** None.
- **Transit Routes and Facilities:** St. Anthony Village is within the Metropolitan Transit Taxing District. The southern part of St. Anthony is within Market Area II; the northern part is within Market Area III. Service options for Market Area II include regular-route local, all-day expresses, small vehicle circulators, special needs paratransit (ADA, seniors) and ridesharing. Service options for Market Area III include peak-only express, small vehicle circulators, midday circulators, special needs paratransit and ridesharing.

St. Anthony Village should identify existing transit service and desired future transit service options consistent with the Transportation Policy Plan's transit system service areas.

St. Anthony Village should identify existing transit passenger and support facilities and future improvements to and expansion of these facilities. Passenger and support facilities include bus stops, shelters, transit centers, stations, and park-and-ride lots. ADA bus stops should be located along bus routes. ADA bus stops are

currently needed along 39<sup>th</sup> Avenue North between Stinson Parkway and Silver Lake Road.

- **Aviation:** St. Anthony should include in its plan protection for potential hazards to air navigation, which includes electronic interference.

## Water Resources Considerations

These features of the regional *Water Resources Management Policy Plan* affect St. Anthony:

### Metropolitan Sewer Service

Conform with these flow forecasts:

| Year                                 | 2010  | 2020  | 2030   |
|--------------------------------------|-------|-------|--------|
| Sewered population                   | 9,100 | 9,400 | 10,000 |
| Sewered households                   | 4,000 | 4,300 | 4,600  |
| Sewered employment                   | 4,350 | 5,000 | 5,450  |
| Average annual wastewater flow (mgd) | 1.01  | 1.02  | 1.06   |
| Allowable peak hourly flow (mgd)     | 3.13  | 3.16  | 3.29   |

Please note that the City requests that the Metropolitan Council accept a revised, higher forecast of population and households (but not employment) as shown in Tables 1-4, 2-5, 3-4 and 5-1 of this plan.

Long-Term Sanitary Sewer Needs: The City of St. Anthony should verify its long-term needs for sanitary sewer service as part of its comprehensive plan update.

Inflow and Infiltration: Achieve these goals:

| Meter | Inflow and Infiltration Goal (mgd) |
|-------|------------------------------------|
| M055  | 1.1                                |
| M055A | 0.29                               |
| M104  | 1.2                                |
| M105  | 0.076                              |

### Specific Requirements for the Sewer Element of the Comprehensive Plan

- A sewer map showing the City's existing service area and proposed trunk sewer system through 2030 and ultimate sewer service area.
- A table showing the projected population, households, employment and flow forecasts by interceptor for the City for 2010, 2020 and 2030.

- A description of the city's inflow and infiltration reduction program. What efforts does the City make in the maintenance of its sanitary disposal system? Does the City prohibit the connection of sump pumps, rain leaders and passive drain tile from the sanitary sewer system?

### **Surface Water Management**

These features of the Surface Water element of the *Water Resources Management Policy Plan* affect St. Anthony:

- St. Anthony is in the Rice Creek Watershed District and the Mississippi River Watershed Management Organization. The Mississippi River WMO Watershed Plan was approved by the Board of Water and Soil resources in 2000; the Rice Creek plan in 1997. The City updated its surface water management plan in 2008, as required by statute.
- The City should update its local surface water plan to be consistent with the Mississippi River WMO plan and submit it to the Metropolitan Council for review at the same time as the WMO Plan review.

### **Water Supply Planning**

The City of St. Anthony should update its local water supply plan consistent with the guidelines released in 2005 by the Department of Natural Resources and submit the water supply plan to the Metropolitan Council for review. (The plan was updated, approved and adopted in 2008).

### **Regional Planning Area**

St. Anthony is classified by the Twin Cities Metropolitan council as a Developed Community, meaning that 85 percent of more of its land is developed.

Metropolitan Council investments in regional systems and incentives for the Developed Communities are to maintain current infrastructure; renew and improve infrastructure, buildings and land to provide for additional growth, particularly at centers along transit corridors; and support developments that integrate land uses.

Specific expectations for Developed Communities are:

#### **Accommodate growth in a flexible, connected and efficient manner**

- Plan for development that accommodates growth forecasts at appropriate densities.
- Adopt and implement a Council-approved comprehensive plan.
- Maintain, replace or expand local facilities and infrastructure to meet growth and development needs.

- Conserve natural resources—particularly water resources— and protect vital natural areas when designing and constructing local infrastructure and planning land use patterns.
- Prepare local water supply and wellhead protection plans as required by the MLPA.
- Develop and implement environmentally sound and cooperative water use practices, conservation initiatives, and joint planning and implementation efforts, including wellhead protection plans, designed to protect and ensure an adequate supply of water for the region.
- Incorporate innovative stormwater management techniques, natural resources conservation practices, and habitat restoration projects into development plans and projects.
- Adopt Individual Sewage Treatment System (ISTS) management ordinances and implement a maintenance program (consistent with Minnesota Rules Chapter 7080).

**Encourage expanded choices in housing location and types, and improved access to jobs and opportunities**

- Accommodate growth forecasts through reinvestment at appropriate densities (5 units plus in developed areas and target higher density in locations with convenient access to transportation corridors and with adequate sewer capacity).
- Approve and permit reinvestment projects that make cost effective use of infrastructure and increased density.
- Adopt ordinances to accommodate growth and use land and infrastructure efficiently (examples: innovative zoning techniques for mixed use development, transit oriented development, overlay districts, planned unit development provisions, and traditional neighborhood development overlay zones.)
- Support the conversion or reuse of underutilized lands in order to accommodate growth forecasts, ensure efficient utilization of existing infrastructure investments and meet community needs.
- Reduce infiltration and inflow into the local and regional wastewater treatment system.

**Plan and invest in multi-modal transportation choices based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs**

- Make local transportation, transit, pedestrian and bicycle investments to improve connections between workplaces, residences, retail, services and entertainment activities.
- Identify opportunities to improve transportation connections and address transportation issues such as travel demand management, access management, safety and mobility when planning infill and redevelopment projects.
- Plan land use patterns that support transit service and development.
- Adopt ordinances to support integrated land use (examples: ordinances encouraging or allowing shared parking; centers, transit oriented developments).

- Coordinate with businesses and other public agencies congestion-reduction measures such as collaboration with employers, provision of information or incentives to minimize or decrease peak-period impacts.

**Encourage expanded choices in housing location and types, and improved access to jobs and opportunities**

- Plan for and guide infill development, redevelopment, and adaptive reuse of structures to diversify housing, connect housing and jobs, and integrate new development into existing neighborhoods.
- Adopt and pursue reinvestment strategies to achieve housing goals of the Metropolitan Land Planning Act and Livable Communities Act.
- Encourage the preservation of existing neighborhoods and expansion of housing choices within the city.
- Adopt ordinances to increase lifecycle and affordable housing (examples: increased multi-family use, reduced front and interior setback requirements; cluster development ordinances).

**Work with local and regional partners to conserve, protect and enhance the region's vital natural resources**

- Approve and permit projects designed to reclaim contaminated lands and restore natural resources where appropriate.
- Implement best management practices to control and treat stormwater as redevelopment opportunities arise.

**Standards and Programs for Implementing the Plan**

As described in greater detail elsewhere in the document, St. Anthony Village expects to use these methods for implementing this plan:

- Zoning ordinance and map
- Municipal improvements program
- Redevelopment powers granted to it by the State
- Housing assistance programs administered by the Counties or the State

**Previous Comprehensive Plan**

The 1998 *Comprehensive Plan* included several policy recommendations and physical plans that would help the community address the challenges associated with aging population, deteriorating infrastructure, changes in housing preferences and shifting retail business patterns. Those included:

**Land Use and Urban Design**

- Enable St. Anthony to evolve into a “suburban village.”
- Improve the City’s physical image and appearance



- Link and integrate the City's diverse districts and land uses through physical planning and design
- Work toward redevelopment or revitalization of the City's older commercial and industrial areas and adjacent neighborhoods.
- Protect stable neighborhoods.
- Improve sidewalks, streets, parks, street trees and street lighting.
- Eliminate or mitigate incompatible land uses.
- Redevelop Apache Plaza shopping center
- Revitalize St. Anthony Shopping Center by reducing the amount of retail space, improving the exterior appearance of the buildings, changing the mixture of tenants and organizing the traffic flow and parking.
- Consider the long-term redevelopment of the Lowry Grove Mobile Home Park into new housing at a medium density.

### **Parks**

- Improve Central Park

### **Roadways**

- Improve Silver Lake Road with trees, lights, sidewalks, parking bays, turn lanes at certain intersections, a roundabout at 29<sup>th</sup> Avenue and, north of 37<sup>th</sup> Avenue, a planted median.
- Improve Kenzie Terrace with additional landscaping.
- Improve 37<sup>th</sup> Avenue with trees and a sidewalk on the south side.
- Improve 33<sup>rd</sup> Avenue with parking bays, a sidewalk on one side, trees and lighting.
- Improve 29<sup>th</sup> Avenue with a sidewalk on one side.
- Improve CSAH 88 with landscaping.
- Improve St. Anthony Boulevard with striped bicycling lanes from the City's southern boundary to Kenzie Terrace.
- Install "gateway treatments" at several perimeter intersections: Silver Lake Road at Silver Lane, 37<sup>th</sup> Avenue NE at the City's eastern border, and Kenzie Terrace at Lowry Avenue NE.
- Install a traffic signal at Stinson and 39<sup>th</sup> Avenue.

### **Housing**

- Continue to assist home ownership, housing rehabilitation and rent affordability through programs administered by Hennepin County and the Minnesota Housing Finance Agency.
- Continue to assist in selective redevelopment of substandard or nonconforming sites into new housing.

### **Utilities**

- Continue to reduce unwanted inflow and infiltration of clean water into the sanitary sewer system.

## Demographic and Housing Characteristics

This section provides a snapshot of the St. Anthony community in April, 2000, and compares it to the entire Twin Cities metropolitan area. The data were obtained from the US Census, which is taken once every ten years.

Appendix A includes many of the same statistics prepared in 1990 and 2000 that indicate the progression of the following conclusions over time.

In comparison to the entire metropolitan area, the people of St. Anthony tend to be much older, with fewer children at home, much more likely to be in households headed by a woman or in a one-person household, and have approximately the same individual income but lower household or family income.

### **In comparison to the entire metropolitan area, St. Anthony is:**

#### **Race**

- Slightly more likely to be White.
  - Asians are the second-largest racial group.

#### **Households**

- Less likely to have children under age 18 at home
- More likely to be headed by a woman.
  - Less likely for those households to have children under age 18 at home
- Much more likely to have one or more people age 65 or older.
- More likely to be one-person households
  - Less likely to have two or more members.
- Less likely to be family households
- Much smaller average size.

#### **Families**

- Less likely to have children under age 18 at home.
- Somewhat less likely to be headed by a woman (no husband)
  - Those are less likely to have children under age 18 at home.
- Smaller average size

#### **Children**

- Are a much smaller percentage of the total population

#### **Age**

- A much higher median age.

### **Education**

- Slightly less likely to have a bachelor's degree.

### **Income and Poverty Status**

- Lower median household or family income
- Lower median non-family income
- Lower per capita income
- Lower percentage of families or individuals below the federally-defined poverty level

### **Housing**

- Equal percentage of vacant (or occupied) housing units
- Slightly lower rate of the total housing stock being owner-occupied.
- Higher percentage of the housing stock in multi-family buildings
- Slightly lower percentage of owner-occupied housing units
  - Higher percentage of rental housing.
- Older housing stock, on average (median year built 1966 vs. 1971)
- Approximately equal median value of owner-occupied housing
  - Median mobile home value is lower.

**Table 1-1**  
**Population and Households Data**

|  | St. Anthony<br>Village | Percent | Mpls-St.Paul<br>Metro | Percent |
|--|------------------------|---------|-----------------------|---------|
| <b>Population and Households</b>         |                        |         |                       |         |
| Total population                         | 8,012                  |         | 2,968,806             |         |
| Race                                     |                        |         |                       |         |
| White                                    | 7,228                  | 90%     | 2,557,586             | 86%     |
| Black                                    | 176                    | 2%      | 154,317               | 5%      |
| Asian                                    | 317                    | 4%      | 119,977               | 4%      |
| Number of households                     | 3,697                  |         | 1,136,615             |         |
| with children under 18 years             | 771                    | 21%     | 294,213               | 26%     |
| with no children under 18                | 2,926                  | 79%     | 298,924               | 26%     |
| female householder, no husband           | 1,105                  | 30%     | 110,149               | 10%     |
| with children under 18 years             | 126                    | 3%      | 71,798                | 6%      |
| with one or more persons 65+             | 1,386                  | 37%     | 182,733               | 16%     |
| unmarried-partner households             | 13                     | 0.2%    | 61,330                | 5%      |
| male and male                            | -                      | 0.0%    | 3,523                 | 0.3%    |
| female and female                        | 13                     | 0.2%    | 3,840                 | 0.3%    |
| 1-person households                      | 1,411                  | 38%     | 303,050               | 27%     |
| 2- or more person households             | 2,286                  | 62%     | 833,565               | 73%     |
| non-family households                    | 1,664                  | 45%     | 388,012               | 34%     |
| male, living alone, 65 years +           | 141                    | 4%      | 18,864                | 2%      |
| female, living alone, 65 years +         | 174                    | 5%      | 36,348                | 3%      |
| People in households                     | 7,816                  |         | 2,905,626             |         |
| Family households                        | 5,790                  | 74%     | 2,408,730             | 83%     |
| Female heads                             | 404                    | 5%      | 171,544               | 6%      |
| Children                                 | 1,760                  | 23%     | 912,449               | 31%     |
| 1-person household                       | 972                    | 12%     | 170,805               | 6%      |
| Female head with children                | 239                    | 3%      | 105,597               | 4%      |
| Non-family households, 65 years +        | 794                    | 10%     | 91,418                | 3%      |
| Male, living alone                       | 141                    | 2%      | 18,864                | 1%      |
| Female, living alone                     | 578                    | 7%      | 66,578                | 2%      |
| Average household size                   | 2.1                    |         | 2.6                   |         |
| Number of families (% of h-holds)        | 2,006                  | 54%     | 744,303               | 65%     |
| with children under 18 years             | 576                    | 29%     | 294,213               | 40%     |
| with no children under 18 years          | 1,181                  | 59%     | 318,826               | 43%     |
| female householder, no husband           | 257                    | 13%     | 110,149               | 15%     |
| with children under 18 years             | 126                    | 6%      | 71,798                | 10%     |
| People in families                       | 5,678                  | 71%     | 2,342,127             | 79%     |
| Average family size                      | 2.8                    |         | 3.2                   |         |
| Children under 18 years                  | 1,439                  |         | 793,402               |         |
| % of total population                    |                        | 18%     |                       | 27%     |
| Median age                               | 43.0                   |         | 34.2                  |         |
| Education - Population 25 years +        | 5,852                  |         | 1,903,346             |         |
| High school graduate (25 years +)        | 1,506                  | 26%     | 483,905               | 25%     |
| Bachelor's degree or higher (25 years +) | 1,377                  | 24%     | 658,309               | 35%     |
| Median household income (1999)           | \$ 46,883              |         | \$ 54,304             |         |
| Median family income (1999)              | \$ 62,500              |         | \$ 65,450             |         |
| Median nonfamily household income ('99)  | \$ 30,794              |         | \$ 32,944             |         |
| Per capita income (1999)                 | \$ 26,290              |         | \$ 26,219             |         |
| Families below poverty level             | 57                     | 3%      | 31,734                | 4%      |
| Individuals below poverty level          | 402                    | 5%      | 195,253               | 7%      |

**Table 1-2**  
**Housing Data**

|                      |       |     |           |     |
|----------------------|-------|-----|-----------|-----|
| Total housing units  | 3,812 |     | 1,169,775 |     |
| Occupied             | 3,657 | 96% | 1,136,615 | 97% |
| Owner-occupied       | 2,481 | 65% | 823,289   | 70% |
| Vacant housing units | 115   | 3%  | 33,160    | 3%  |

|                              |       |     |  |  |
|------------------------------|-------|-----|--|--|
| Single-family owner-occupied | 1,995 | 52% |  |  |
|------------------------------|-------|-----|--|--|

|                    |       |     |           |     |
|--------------------|-------|-----|-----------|-----|
| Units in Structure | 3,778 |     | 1,169,775 |     |
| 1, detached        | 1,876 | 50% | 728,293   | 62% |
| 1, attached        | 268   | 7%  | 91,358    | 8%  |
| 2                  | 44    | 1%  | 39,994    | 3%  |
| 3 or 4             | 16    | 0%  | 27,733    | 2%  |
| 5 to 9             | 89    | 2%  | 30,185    | 3%  |
| 10 to 19           | 269   | 7%  | 55,089    | 5%  |
| 20 to 49           | 528   | 14% | 71,345    | 6%  |
| 50 or more         | 505   | 13% | 101,827   | 9%  |
| Mobile home        | 140   | 4%  | 23,513    | 2%  |

|                              |       |     |           |     |
|------------------------------|-------|-----|-----------|-----|
| Tenure by Units in Structure | 3,657 |     | 1,136,645 |     |
| Owner-Occupied:              | 2,481 | 68% | 823,328   | 72% |
| 1, detached                  | 1,798 | 49% | 688,256   | 61% |
| 1, attached                  | 244   | 7%  | 69,729    | 6%  |
| 2                            | 17    | 0%  | 11,640    | 1%  |
| 3 or 4                       | 5     | 0%  | 6,269     | 1%  |
| 5 to 9                       | 83    | 2%  | 5,526     | 0%  |
| 10 to 19                     | 17    | 0%  | 3,066     | 0%  |
| 20 to 49                     | 55    | 2%  | 5,414     | 0%  |
| 50 or more                   | 162   | 4%  | 12,578    | 1%  |
| Mobile home                  | 100   | 3%  | 20,651    | 2%  |

|                  |       |     |         |     |
|------------------|-------|-----|---------|-----|
| Renter occupied: | 1,176 | 32% | 313,287 | 28% |
| 1, detached      | 64    | 2%  | 26,102  | 2%  |
| 1, attached      | 24    | 1%  | 18,318  | 2%  |
| 2                | 26    | 1%  | 25,794  | 2%  |
| 3 or 4           | 11    | 0%  | 20,375  | 2%  |
| 5 to 9           | 6     | 0%  | 23,516  | 2%  |
| 10 to 19         | 249   | 7%  | 50,247  | 4%  |
| 20 to 49         | 473   | 13% | 63,073  | 6%  |
| 50 or more       | 317   | 9%  | 83,885  | 7%  |
| Mobile home      | 6     | 0%  | 1,918   | 0%  |

|                                     |      |  |      |  |
|-------------------------------------|------|--|------|--|
| Median year housing structure built | 1966 |  | 1971 |  |
|-------------------------------------|------|--|------|--|

|                                       |            |  |            |  |
|---------------------------------------|------------|--|------------|--|
| Median value for owner-occupied units | \$ 137,500 |  | \$ 139,200 |  |
| Median price asked                    | \$ 162,500 |  | \$ 144,300 |  |
| Median value for mobile homes         | \$ 10,000  |  | \$ 17,900  |  |

## Forecast of Population, Households and Employment

The Twin Cities Metropolitan Council predicts steady and strong growth of population, households and employment in St. Anthony between 2000 and 2030. See Table 1-3.

**Table 1-3**

### **2006 Forecast of Population and Households by the Metropolitan Council**

| Year       | 2010  | 2020  | 2030   |
|------------|-------|-------|--------|
| Population | 9,100 | 9,400 | 10,000 |
| Households | 4,000 | 4,300 | 4,600  |
| Employment | 4,350 | 5,000 | 5,450  |

Source: Metropolitan Council of the Twin Cities, 2006.

The Metropolitan Council's forecast was created by working down from national to state to regional to sector and, finally, to local forecasts. The allocation of forecast growth at the county and local levels was also driven in part by policy considerations. That is, the Metropolitan Council wishes to see greater density in previously-developed areas, in central locations, and near major highways or transit lines. Thus, St. Anthony is the type of community in which the metropolitan planning body feels growth should be accommodated for the sake of transportation, environmental protection, farmland preservation and other regional goals.

### **Forecast Proposed by the City of St. Anthony**

The City of St. Anthony has prepared a forecast that is slightly higher for population and households than that of the Metropolitan Council. The City of St. Anthony Village requests that the Metropolitan Council accept a revised, higher forecast of population and households (but not employment) as shown in Tables 1-4, 2-5, 3-4 and 5-1.

Table 1-4 (on the next page) presents a 37 percent increase in population, a similar increase in households and a 61 percent increase in jobs from year 2000 to year 2030. The forecast growth of the metropolitan area is 40 percent for population, 48 percent for households and 37 percent for jobs. The Metropolitan Council had previously predicted 4,600 households and 10,000 people in St. Anthony by 2030 while the City now predicts 5,100 households and 11,000 people.

The City's forecast was prepared using figures for the number of housing units approved in Silver Lake Village since 2000 (a total of 798) plus an estimate of additional net new housing units gained through redevelopment of St. Anthony Shopping Center and Lowry Grove Mobile Home Park (790).

Similar communities that may have appeared to be fully developed have managed to accommodate more growth without harming their quality of life. These changes have



occurred through carefully designed redevelopment and infill. The creation of Silver Lake Village at the former Apache Plaza Shopping Center is a good local example of this approach. In fact, that project alone will account for approximately 700 to 800 more residents and 513 more households. This project alone would put St. Anthony about 57 percent of the way toward the 2030 forecast levels.

**Table 1-4**  
**Forecast of Population, Households and Employment**

|                            | POPULATION   |              |               |               | 2000 -        | 2000 -          |
|----------------------------|--------------|--------------|---------------|---------------|---------------|-----------------|
|                            | 2000         | 2010         | 2020          | 2030          | 2030<br>Total | 2030<br>Percent |
| St. Anthony (Hennepin Co.) | 5,664        | 5,717        | 7,629         | 7,565         |               |                 |
| St. Anthony (Ramsey Co.)   | 2,348        | 3,383        | 3,371         | 3,435         |               |                 |
| <b>St. Anthony Total</b>   | <b>8,012</b> | <b>9,100</b> | <b>11,000</b> | <b>11,000</b> | 2,988         | 37%             |
| Hennepin County Total      | 1,116,206    | 1,213,950    | 1,310,030     | 1,384,800     | 268,594       | 24%             |
| Ramsey County Total        | 511,035      | 547,700      | 570,860       | 598,900       | 87,865        | 17%             |
| Metro Total                | 2,642,062    | 3,056,100    | 3,430,100     | 3,692,600     | 1,050,538     | 40%             |

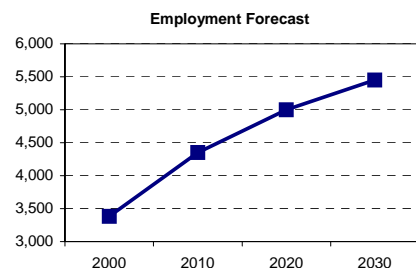
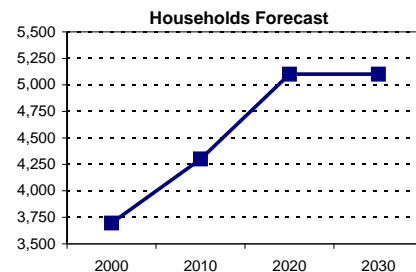
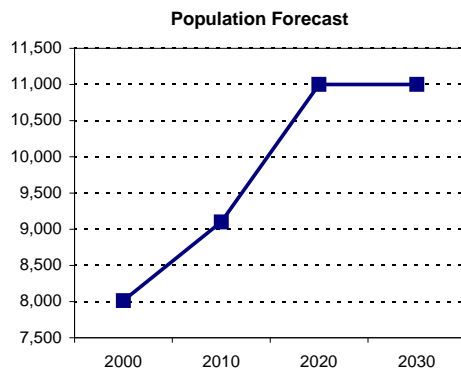
  

|                            | HOUSEHOLDS   |              |              |              |         |     |
|----------------------------|--------------|--------------|--------------|--------------|---------|-----|
|                            | 2000         | 2010         | 2020         | 2030         |         |     |
| St. Anthony (Hennepin Co.) | 2,402        | 2,402        | 3,192        | 3,192        | 790     |     |
| St. Anthony (Ramsey Co.)   | 1,295        | 1,898        | 1,908        | 1,908        | 613     |     |
| <b>St. Anthony Total</b>   | <b>3,697</b> | <b>4,300</b> | <b>5,100</b> | <b>5,100</b> | 1,403   | 38% |
| Hennepin County Total      | 456,131      | 504,900      | 550,480      | 585,440      | 129,309 | 28% |
| Ramsey County Total        | 201,236      | 219,170      | 231,670      | 246,290      | 45,054  | 22% |
| Metro Total                | 1,021,456    | 1,213,800    | 1,386,200    | 1,513,100    | 491,644 | 48% |

|                            | EMPLOYMENT   |              |              |              |         |     |
|----------------------------|--------------|--------------|--------------|--------------|---------|-----|
|                            | 2000         | 2010         | 2020         | 2030         |         |     |
| St. Anthony (Hennepin Co.) | 1,999        | 2,650        | 3,100        | 3,400        |         |     |
| St. Anthony (Ramsey Co.)   | 1,383        | 1,700        | 1,900        | 2,050        |         |     |
| <b>St. Anthony Total</b>   | <b>3,382</b> | <b>4,350</b> | <b>5,000</b> | <b>5,450</b> | 2,068   | 61% |
| Hennepin County Total      | 856,838      | 969,890      | 1,045,610    | 1,105,230    | 248,392 | 29% |
| Ramsey County Total        | 329,145      | 372,030      | 404,380      | 429,440      | 100,295 | 30% |
| Metro Total                | 1,563,245    | 1,819,600    | 2,002,100    | 2,146,200    | 582,955 | 37% |

Source: Twin Cities Metropolitan Council July 2008 and City of St. Anthony Village.  
Note: These forecasts reflect anticipated housing infill, redevelopment and loss.



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## Appendix A: Demographic Profile, 1990 and 2000

### Community Housing Profiles for St. Anthony

Data from 1990 and 2000 U.S. Census except as noted.

**Table 1: Demographics**

| Demographic information | 1990  | 2000  | Change | % change |
|-------------------------|-------|-------|--------|----------|
| Total population        | 7,727 | 8,012 | 285    | 3.7%     |
| Number of households    | 3,453 | 3,697 | 244    | 7.1%     |
| Persons per household   | 2.20  | 2.12  | -0.08  | -3.6%    |
| Number of families      | 2,143 | 2,006 | -137   | -6.4%    |
| Persons per family      | 2.79  | 2.83  | 0.04   | 1.4%     |

**Table 2: Population by age**

| Age                     | 1990         |               | 2000         |               | Change     |             |
|-------------------------|--------------|---------------|--------------|---------------|------------|-------------|
|                         | Number       | % of total    | Number       | % of total    | Number     | Percent     |
| Under 5 years           | 391          | 5.1%          | 343          | 4.3%          | -48        | -12.3%      |
| 5 to 9                  | 346          | 4.5%          | 380          | 4.7%          | 34         | 9.8%        |
| 10 to 14                | 327          | 4.2%          | 476          | 5.9%          | 149        | 45.6%       |
| 15 to 17                | 209          | 2.7%          | 240          | 3.0%          | 31         | 14.8%       |
| 18 to 21                | 316          | 4.1%          | 317          | 4.0%          | 1          | 0.3%        |
| 22 to 24                | 341          | 4.4%          | 393          | 4.9%          | 52         | 15.2%       |
| 25 to 34                | 1,196        | 15.5%         | 957          | 11.9%         | -239       | -20.0%      |
| 35 to 44                | 966          | 12.5%         | 1,143        | 14.3%         | 177        | 18.3%       |
| 45 to 54                | 798          | 10.3%         | 1,019        | 12.7%         | 221        | 27.7%       |
| 55 to 64                | 1,039        | 13.4%         | 735          | 9.2%          | -304       | -29.3%      |
| 65 to 74                | 1,028        | 13.3%         | 811          | 10.1%         | -217       | -21.1%      |
| 75 to 84                | 556          | 7.2%          | 836          | 10.4%         | 280        | 50.4%       |
| 85 and older            | 214          | 2.8%          | 362          | 4.5%          | 148        | 69.2%       |
| <b>Total population</b> | <b>7,727</b> | <b>100.0%</b> | <b>8,012</b> | <b>100.0%</b> | <b>285</b> | <b>3.7%</b> |

**Table 3: Race/ethnicity by age, 2000**

| Age                     | White        | Black or African American | American Indian | Asian or Pacific Islander | Other race | Two or more races | Hispanic or Latino |
|-------------------------|--------------|---------------------------|-----------------|---------------------------|------------|-------------------|--------------------|
| Under 5 years           | 277          | 12                        | 4               | 25                        | 6          | 19                | 20                 |
| 5 to 17                 | 935          | 33                        | 10              | 72                        | 10         | 36                | 20                 |
| 18 to 24                | 621          | 30                        | 4               | 29                        | 15         | 11                | 19                 |
| 25 to 44                | 1,781        | 66                        | 22              | 178                       | 23         | 30                | 47                 |
| 45 to 54                | 958          | 15                        | 5               | 27                        | 6          | 8                 | 12                 |
| 55 to 64                | 704          | 3                         | 4               | 19                        | 2          | 3                 | 10                 |
| 65 to 74                | 790          | 2                         | 1               | 12                        | 0          | 6                 | 4                  |
| 75 and older            | 1,191        | 4                         | 1               | 1                         | 1          | 0                 | 0                  |
| <b>Total population</b> | <b>7,257</b> | <b>165</b>                | <b>51</b>       | <b>363</b>                | <b>63</b>  | <b>113</b>        | <b>132</b>         |

**Table 4: Households by type**

| Household type                         | 1990         | 2000         | Change     | % Change    |
|--|--------------|--------------|------------|-------------|
| Family households                      | 2,143        | 2,006        | -137       | -6.4%       |
| Married couples                        | 1,810        | 1,651        | -159       | -8.8%       |
| - With related children under age 18   | 572          | 587          | 15         | 2.6%        |
| - No related children under age 18     | 1,238        | 1,064        | -174       | -14.1%      |
| Other families                         | 333          | 355          | 22         | 6.6%        |
| Male householder, no wife present      | 71           | 98           | 27         | 38.0%       |
| - With related children under age 18   | 19           | 42           | 23         | 121.1%      |
| - No related children under age 18     | 52           | 56           | 4          | 7.7%        |
| Female householder, no husband present | 262          | 257          | -5         | -1.9%       |
| - With related children under age 18   | 120          | 140          | 20         | 16.7%       |
| - No related children under age 18     | 142          | 117          | -25        | -17.6%      |
| Non-family households                  | 1,310        | 1,691        | 381        | 29.1%       |
| 1-person                               | 1,129        | 1,411        | 282        | 25.0%       |
| 2 or more persons                      | 181          | 280          | 99         | 54.7%       |
| <b>Total</b>                           | <b>3,453</b> | <b>3,697</b> | <b>244</b> | <b>7.1%</b> |

**Table 5: Household type by age of householder, 2000**

| Age of owner householder       | Family household | 1-person household | Other non-family household |
|--------------------------------|------------------|--------------------|----------------------------|
| Young adults (15-24 years)     | 0                | 8                  | 0                          |
| Working-age population (25-64) | 1,039            | 347                | 95                         |
| Elderly (65 and older)         | 503              | 459                | 30                         |

| Age of renter householder      | Family household | 1-person household | Other non-family household |
|--------------------------------|------------------|--------------------|----------------------------|
| Young adults (15-24 years)     | 47               | 17                 | 83                         |
| Working-age population (25-64) | 296              | 330                | 60                         |
| Elderly (65 and older)         | 86               | 245                | 12                         |

**Table 6: Tenure by age of householder**

| Age of householder      | 1990         |              | 2000         |              | Change     |          |
|-------------------------|--------------|--------------|--------------|--------------|------------|----------|
|                         | Owners       | Renters      | Owners       | Renters      | Owners     | Renters  |
| 15-24 years             | 13           | 110          | 20           | 191          | 7          | 81       |
| 25-34                   | 214          | 357          | 181          | 291          | -33        | -66      |
| 35-44                   | 390          | 153          | 471          | 185          | 81         | 32       |
| 45-54                   | 371          | 93           | 462          | 119          | 91         | 26       |
| 55-64                   | 491          | 109          | 379          | 80           | -112       | -29      |
| 65-74                   | 523          | 157          | 442          | 80           | -81        | -77      |
| 75 and over             | 251          | 221          | 535          | 261          | 284        | 40       |
| <b>Total households</b> | <b>2,253</b> | <b>1,200</b> | <b>2,490</b> | <b>1,207</b> | <b>237</b> | <b>7</b> |

**Table 7: Race/ethnicity by tenure and age of householder, 2000**

| Age of householder      | Owner-occupied units |           |                    | Renter-occupied units |            |                    |
|-------------------------|----------------------|-----------|--------------------|-----------------------|------------|--------------------|
|                         | White                | Non-white | Hispanic or Latino | White                 | Non-white  | Hispanic or Latino |
| 15-24 years             | 17                   | 3         | 1                  | 173                   | 18         | 4                  |
| 25-34                   | 169                  | 12        | 2                  | 219                   | 72         | 9                  |
| 35-44                   | 438                  | 33        | 3                  | 136                   | 49         | 7                  |
| 45-54                   | 440                  | 22        | 5                  | 108                   | 11         | 2                  |
| 55-64                   | 363                  | 16        | 5                  | 77                    | 3          | 1                  |
| 65-74                   | 433                  | 9         | 2                  | 78                    | 2          | 0                  |
| 75 and over             | 533                  | 2         | 0                  | 261                   | 0          | 0                  |
| <b>Total households</b> | <b>2,393</b>         | <b>97</b> | <b>18</b>          | <b>1,052</b>          | <b>155</b> | <b>23</b>          |

**Table 8: Occupied housing units by type and tenure**

| Type of housing and units in structure | 1990         |              | 2000         |              |
|--|--------------|--------------|--------------|--------------|
|  | Owners       | Renters      | Owners       | Renters      |
| Single family, detached                | 1,822        | 40           | 1,798        | 64           |
| Single family, attached                | 142          | 36           | 244          | 24           |
| Duplexes                               | 13           | 28           | 17           | 26           |
| Buildings with 3 or 4 units            | 10           | 10           | 5            | 11           |
| Buildings with 5 to 19 units           | 91           | 344          | 100          | 255          |
| Buildings with 20 or more units        | 77           | 712          | 217          | 790          |
| Mobile homes                           | 81           | 13           | 100          | 6            |
| Other units                            | 17           | 17           | 0            | 0            |
| <b>Total occupied housing units</b>    | <b>2,253</b> | <b>1,200</b> | <b>2,481</b> | <b>1,176</b> |

**Table 9: Measures of crowding by tenure, 2000**

| Measures of crowding          | Owner households | Renter households |
|-------------------------------|------------------|-------------------|
| 1.0 person per room or fewer  | 2,446            | 1,160             |
| More than 1.0 person per room | 35               | 16                |

**Table 10: Value of owner-occupied units, county assessors' data**

| Value:                    | Number of units in 2000 | Number of units in 2002 |
|---------------------------|-------------------------|-------------------------|
| Under \$50,000            | 186                     | 145                     |
| \$50,000-\$74,999         | 253                     | 120                     |
| \$75,000-\$99,999         | 101                     | 70                      |
| \$100,000-\$124,999       | 537                     | 134                     |
| \$125,000-\$149,999       | 853                     | 235                     |
| \$150,000-\$174,999       | 388                     | 570                     |
| \$175,000-\$199,999       | 140                     | 646                     |
| \$200,000-\$249,999       | 61                      | 487                     |
| \$250,000-\$299,999       | 22                      | 96                      |
| \$300,000-\$399,999       | 10                      | 43                      |
| \$400,000-\$499,999       | 1                       | 4                       |
| \$500,000 or more         | 1                       | 2                       |
| <b>Total owner units:</b> | <b>2,553</b>            | <b>2,552</b>            |

Source: County Assessors' database.

**Table 11: Value of owner-occupied units, 2000**

| Value of owner-occupied units: | Number of units |
|--------------------------------|-----------------|
| Under \$100,000                | 512             |
| \$100,000-\$149,999            | 1,067           |
| \$150,000-\$174,999            | 466             |
| \$175,000-\$199,999            | 215             |
| \$200,000-\$299,999            | 180             |
| \$300,000-\$399,999            | 16              |
| \$400,000-\$499,999            | 5               |
| \$500,000 or higher            | 20              |
| <b>Total owner units:</b>      | <b>2,481</b>    |

**Table 12: Median value of owner-occupied units**

|                         |           |
|-------------------------|-----------|
| 1990 value              | \$97,800  |
| 1990 value in 2000 \$'s | \$124,953 |
| 2000 value              | \$145,100 |

**Table 13: Monthly housing costs by mortgage status, 2000**

| Owner-occupied units with a mortgage |              |
|--------------------------------------|--------------|
| Monthly housing costs                | Owner units  |
| Less than \$300                      | 0            |
| \$300-\$399                          | 5            |
| \$400-\$499                          | 24           |
| \$500-\$599                          | 62           |
| \$600-\$699                          | 35           |
| \$700-\$799                          | 50           |
| \$800-\$899                          | 112          |
| \$900-\$999                          | 157          |
| \$1,000-\$1,249                      | 238          |
| \$1,250-\$1,499                      | 172          |
| \$1,500 or more                      | 326          |
| <b>Total</b>                         | <b>1,181</b> |

| Owner-occupied units with no mortgage |             |
|---------------------------------------|-------------|
| Monthly housing costs                 | Owner units |
| Less than \$200                       | 0           |
| \$200-\$299                           | 207         |
| \$300-\$499                           | 537         |
| \$500-\$799                           | 70          |
| \$800 or more                         | 0           |
| <b>Total</b>                          | <b>814</b>  |

**Table 14: Median housing costs for owner-occupied units**

| Median monthly housing costs by mortgage status | 1990  | 1990 cost in 2000 \$'s | 2000    |
|---|-------|------------------------|---------|
| With a mortgage                                 | \$828 | \$1,058                | \$1,153 |
| Without a mortgage                              | \$263 | \$336                  | \$347   |

**Table 15: Gross monthly rent paid, 2000**

| Gross rent      | Number of units |
|-----------------|-----------------|
| Less than \$200 | 43              |
| \$200-\$299     | 25              |
| \$300-\$399     | 13              |
| \$400-\$499     | 17              |
| \$500-\$599     | 161             |
| \$600-\$699     | 299             |
| \$700-\$799     | 233             |
| \$800-\$899     | 58              |
| \$900-\$999     | 121             |
| \$1,000-\$1,249 | 50              |
| \$1,250 or more | 119             |

**Table 16: Median gross rent**

|                   |       |
|-------------------|-------|
| 1990              | \$496 |
| 1990 in 2000 \$'s | \$634 |
| 2000              | \$703 |



**Table 17: Gross rents paid by number of bedrooms, 2000**

| Rent categories | Number of bedrooms |            |            |               |
|-----------------|--------------------|------------|------------|---------------|
|                 | None               | One        | Two        | Three or more |
| With cash rent  | 35                 | 510        | 531        | 63            |
| Less than \$200 | 0                  | 43         | 0          | 0             |
| \$200-\$299     | 0                  | 18         | 7          | 0             |
| \$300-\$499     | 0                  | 12         | 0          | 18            |
| \$500-\$749     | 29                 | 266        | 325        | 16            |
| \$750-\$999     | 0                  | 61         | 157        | 18            |
| \$1,000 or more | 6                  | 110        | 42         | 11            |
| No cash rent    | 0                  | 0          | 15         | 22            |
| <b>Total</b>    | <b>35</b>          | <b>510</b> | <b>546</b> | <b>85</b>     |

**Table 18: Household income by age of householder, 1999**

| Income                  | Age of householder |            |            |            |            |            |             |
|-------------------------|--------------------|------------|------------|------------|------------|------------|-------------|
|                         | Under 25           | 25-34      | 35-44      | 45-54      | 55-64      | 65-74      | 75 and over |
| Less than \$10,000      | 19                 | 16         | 18         | 25         | 14         | 6          | 55          |
| \$10,000-\$14,999       | 35                 | 5          | 5          | 12         | 18         | 35         | 112         |
| \$15,000-\$19,999       | 11                 | 9          | 37         | 0          | 0          | 87         | 111         |
| \$20,000-\$24,999       | 4                  | 0          | 19         | 6          | 6          | 28         | 125         |
| \$25,000-\$29,999       | 5                  | 33         | 49         | 13         | 20         | 73         | 91          |
| \$30,000-\$34,999       | 7                  | 34         | 44         | 43         | 43         | 39         | 29          |
| \$35,000-\$39,999       | 21                 | 10         | 46         | 29         | 38         | 7          | 44          |
| \$40,000-\$44,999       | 0                  | 23         | 20         | 31         | 42         | 16         | 53          |
| \$45,000-\$49,999       | 30                 | 56         | 30         | 11         | 28         | 40         | 54          |
| \$50,000-\$59,999       | 23                 | 50         | 90         | 46         | 61         | 32         | 60          |
| \$60,000-\$74,999       | 8                  | 76         | 148        | 67         | 42         | 57         | 56          |
| \$75,000-\$99,999       | 24                 | 62         | 112        | 139        | 68         | 59         | 53          |
| \$100,000-\$124,999     | 0                  | 18         | 56         | 59         | 40         | 19         | 7           |
| \$125,000-\$149,999     | 0                  | 15         | 6          | 11         | 18         | 7          | 0           |
| \$150,000-\$199,999     | 0                  | 0          | 18         | 21         | 6          | 5          | 6           |
| \$200,000 or more       | 0                  | 0          | 18         | 10         | 5          | 7          | 13          |
| <b>Total households</b> | <b>187</b>         | <b>407</b> | <b>716</b> | <b>523</b> | <b>449</b> | <b>517</b> | <b>869</b>  |

**Table 19: Median household income by age, 1999**

| Age of householder    | Median household income |
|-----------------------|-------------------------|
| Under 25 years        | \$36,736                |
| 25-34                 | \$55,313                |
| 35-44                 | \$60,000                |
| 45-54                 | \$67,001                |
| 55-64                 | \$53,580                |
| 65-74                 | \$33,869                |
| 75 and older          | \$26,486                |
| <b>All households</b> | <b>\$46,883</b>         |

**Table 20: Housing costs as a percent of household income, 2000**

| 1999 income        | Households paying less than 30%<br>of income for housing |         | Households paying 30% or more<br>of income for housing |         |
|--------------------|--|---------|--|---------|
|                    | Owners   | Renters | Owners   | Renters |
| Less than \$10,000 | 0  | 12      | 25   | 48      |
| \$10,000-\$19,999  | 80   | 50      | 84   | 135     |
| \$20,000-\$34,999  | 198  | 118     | 49   | 173     |
| \$35,000-\$49,999  | 247  | 233     | 13   | 17      |
| \$50,000-\$74,999  | 447  | 232     | 63   | 12      |
| \$75,000-\$99,999  | 426  | 72      | 0  | 0       |
| \$100,000 or more  | 357  | 18      | 0  | 0       |

**Table 21: Households paying 35% or more of income for housing costs, 2000**

| Tenure  | Households paying _____% of household income<br>for housing |             |             |
|---------|---|-------------|-------------|
|         | 35% - 39.9%   | 40% - 49.9% | 50% or more |
| Owners  | 38  | 44          | 62          |
| Renters | 41  | 68          | 213         |

**Table 22: Households paying 30% or more of income for housing  
by age of householder, 2000**

| Age of householder | Owner | Renter |
|--------------------|-------|--------|
| Under 25 years     | 0     | 57     |
| 25-34              | 7     | 43     |
| 35-44              | 68    | 47     |
| 45-54              | 25    | 14     |
| 55-64              | 21    | 12     |
| 65-74              | 57    | 38     |
| 75 and older       | 56    | 174    |

**Table 23: Poverty rates**

| Poverty rates | Below poverty level in 1989 |         | Below poverty level in 1999 |         |
|---------------|-----------------------------|---------|-----------------------------|---------|
|               | Number                      | Percent | Number                      | Percent |
| Individuals   | 240                         | 3.2%    | 402                         | 5.0%    |
| Families      | 17                          | 0.8%    | 57                          | 2.8%    |
| Households    | 141                         | 4.2%    | 186                         | 5.0%    |

**Table 24: Poverty status by age**

| Age group   | Persons below poverty level in 1989 |         | Persons below poverty level in 1999 |         |
|-------------|-------------------------------------|---------|-------------------------------------|---------|
|             | Number                              | Percent | Number                              | Percent |
| Under 5     | 0                                   | 0.0%    | 13                                  | 4.4%    |
| 5           | 0                                   | 0.0%    | 7                                   | 6.9%    |
| 6-11        | 12                                  | 2.8%    | 30                                  | 5.3%    |
| 12-17       | 17                                  | 4.1%    | 20                                  | 4.5%    |
| 18-64       | 126                                 | 2.7%    | 275                                 | 6.1%    |
| 65-74       | 54                                  | 5.5%    | 20                                  | 2.5%    |
| 75 and over | 31                                  | 4.8%    | 37                                  | 3.3%    |

**Table 25: Poverty status by family type, 1999**

| Family type                            | Number below poverty level | Percent below poverty level |
|--|----------------------------|-----------------------------|
| Married-couple family                  | 35                         | 2.1%                        |
| - With related children under age 18   | 28                         | 4.6%                        |
| - No related children under age 18     | 7                          | 0.7%                        |
| Male householder, no wife present      | 0                          | 0.0%                        |
| - With related children under age 18   | 0                          | 0.0%                        |
| - No related children under age 18     | 0                          | 0.0%                        |
| Female householder, no husband present | 22                         | 9.2%                        |
| - With related children under age 18   | 12                         | 15.2%                       |
| - No related children under age 18     | 10                         | 6.3%                        |

**Table 26: Homeless population by county**

| Year | Anoka | Dakota | Hennepin | Ramsey | Scott and Carver | Washington | Total |
|------|-------|--------|----------|--------|------------------|------------|-------|
| 2000 | 259   | 175    | 3,592    | 981    | 100              | 176        | 5,383 |
| 2002 | 289   | 238    | 3,659    | 1,429  | 53               | 103        | 5,824 |

Source: MN Dept. of Children, Families and Learning Quarterly Shelter Survey.

**Table 27: Year structure was built**

| Year structure was built | 1939 or earlier | 1940-1949 | 1950-1959 | 1960-1969 | 1970-1979 | 1980-1989 | 1990-1994 | 1995-1998 | 1999-March 2000 | Totals |
|--------------------------|-----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------------|--------|
| Owner-occupied           | 90              | 127       | 840       | 769       | 197       | 326       | 64        | 68        | 0               | 2,481  |
| Renter-occupied          | 37              | 38        | 92        | 319       | 382       | 204       | 92        | 12        | 0               | 1,176  |

**Table 28: Residential permits issued, 1970 through 2001**

| Type of residential permits issued | Number of units permitted in: |            |            |           |          |          |
|------------------------------------|-------------------------------|------------|------------|-----------|----------|----------|
|                                    | 1970-1979                     | 1980-1989  | 1990-1994  | 1995-1999 | 2000     | 2001     |
| Single family, detached            | 83                            | 53         | 197        | 9         | 4        | 0        |
| Townhouse                          | 54                            | 80         | 46         | 12        | 2        | 0        |
| Duplex                             | 12                            | 2          | 2          | 4         | 0        | 0        |
| Multifamily                        | 376                           | 546        | 0          | 25        | 0        | 0        |
| <b>Total permits</b>               | <b>525</b>                    | <b>681</b> | <b>245</b> | <b>50</b> | <b>6</b> | <b>0</b> |

Source: Metropolitan Council Annual Building Permit Survey.

**Table 29: Residential demolitions, 1990 through 2001**

| Type of unit demolished | Number of demolitions |
|-------------------------|-----------------------|
| Single-family, detached | 25                    |
| Other residential       | 0                     |
| <b>Total</b>            | <b>25</b>             |

Source: Metropolitan Council Annual Building Permit Survey.

Community Housing Profiles for St. Anthony  
Page 8 of 8

**Table 30: Job growth**

|            | 1990  | 2000  | Change | % change |
|------------|-------|-------|--------|----------|
| Employment | 3,650 | 3,382 | -268   | -7.3%    |

Source: Minnesota Department of Employment and Economic Development  
(formerly Minnesota Department of Economic Security) and Metropolitan Council.

**Table 31: Wage information, 2002**

| Wage group                     | Jobs*        |
|--------------------------------|--------------|
| Jobs paying \$5.15 or less/hr  | 100          |
| Paying \$5.16 to \$11.04/hr    | 779          |
| Paying \$11.05 to \$18.44/hr   | 922          |
| Paying \$18.45 to \$29.49/hr   | 497          |
| Paying \$29.50 to \$36.87/hr   | 93           |
| Paying over \$36.87/hr         | 158          |
| <b>Total jobs in community</b> | <b>2,549</b> |

\*Numbers may not add to total due to rounding.

Source: Minnesota Department of Employment and Economic Development  
(formerly Minnesota Department of Economic Security) and Metropolitan Council.

# Land Use Analysis and Plan

## Existing Land Use, 2006

The pattern of existing land use in St. Anthony is shown by Figure 2-1. It can be broadly described as a central core of medium-density single-family detached housing grouped around a “town center” – the municipal, park and school complex – with a more diverse pattern of commercial, industrial and multi-family land uses to the north and south. Beyond these areas, the north and south “ends” of the city are occupied by protected public open space. To the east, a small industrial area adjoins similar industrial development in neighboring Roseville. Table 2-1 quantifies existing land use by the acreage in each land use category.

**Table 2-1**  
**Existing Land Use, 2006**

| Land Use                         | Acres        | Percent    |
|----------------------------------|--------------|------------|
| Low-Density Residential          | 638          | 42         |
| Medium-Density Residential       | 57           | 4          |
| High-Density Residential         | 93           | 6          |
| Commercial                       | 100          | 7          |
| Industrial, utility and railroad | 58           | 4          |
| Office                           | 7            | 0          |
| Mixed Use                        | 15           | 1          |
| Institutional                    | 174          | 12         |
| Parks                            | 119          | 8          |
| Golf course                      | 157          | 10         |
| Highway                          | 1            | 0          |
| Undeveloped                      | 4            | 0          |
| Water and Wetlands               | 83           | 6          |
| <b>Total</b>                     | <b>1,506</b> | <b>100</b> |

Source: McCombs Frank Roos Associates, Inc., 2006

The major land use change that has occurred in St. Anthony since the 1997 plan was the complete redevelopment of the Apache Plaza Shopping Center and adjacent properties. Formerly an enclosed retail mall (one of the first in the Twin Cities), competition from the Rosedale mall and other nearby locations forced the owners to rethink the use of this major site. The result is Silver Lake Village, a combination of small shops with a “Main Street” environment,” a large discount store, a grocery store, several hundred condominium apartments and a City park.

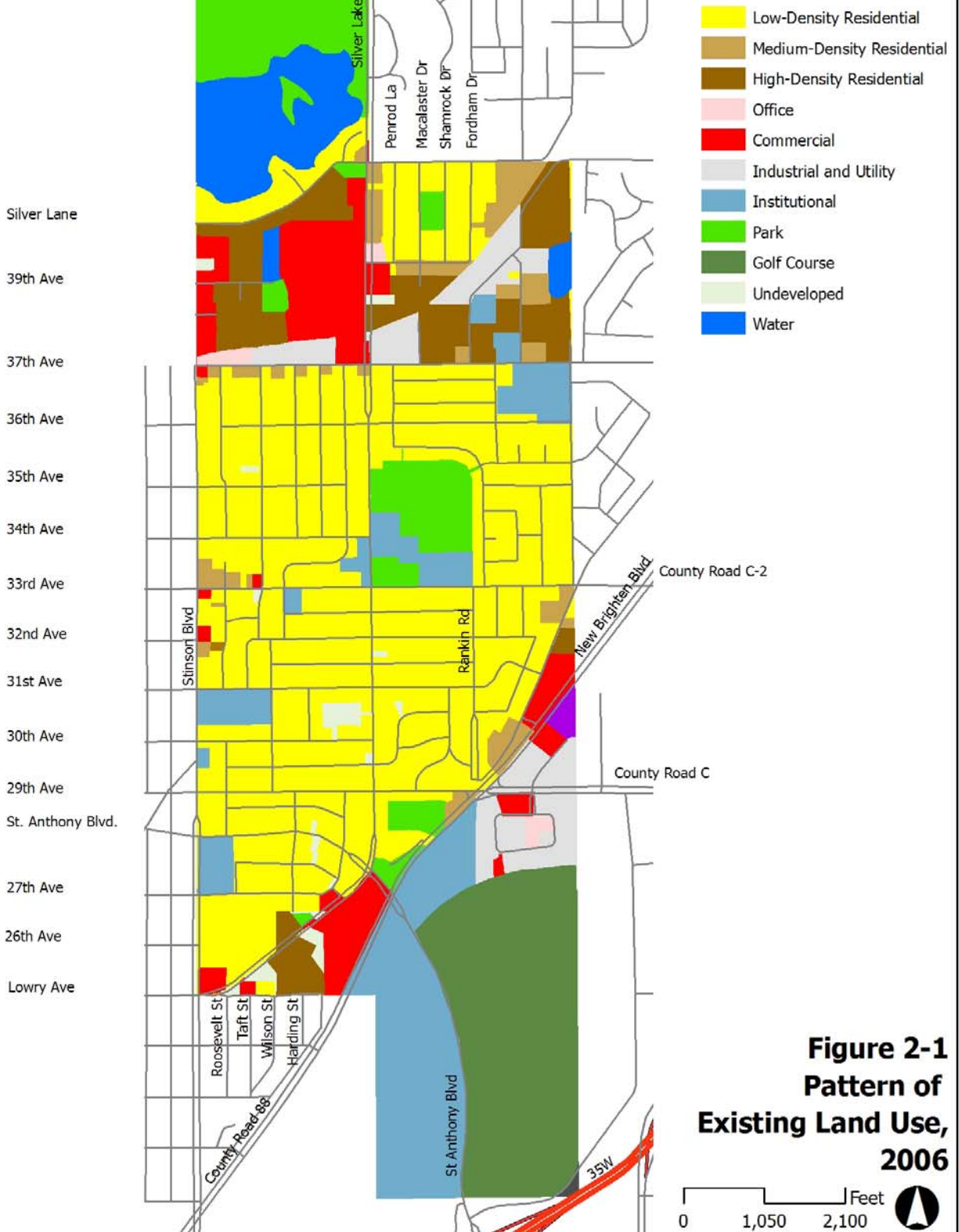
A much smaller change involved redevelopment of the eastern end of the St. Anthony Shopping Center (located at Kenzie Terrace and St. Anthony Boulevard) into a new retail building and a restaurant-pub.

In addition, the former Salvation Army Silver Lake Camp and Conference Center (operated from 1921 to 2004) was purchased by Three Rivers Park District, which is working with local representatives to determine future plans for the park, which is now named Silverwood Park.

The pattern of zoning closely follows the pattern of current land use. Refer to Figure 2-3.



# Saint Anthony Village Comprehensive Plan



**Figure 2-1  
Pattern of  
Existing Land Use,  
2006**

August 4, 2008

## Silver Lake Village

The major change in St. Anthony land use since the prior comprehensive plan was the redevelopment of the Apache Plaza shopping center into Silver Lake Village.

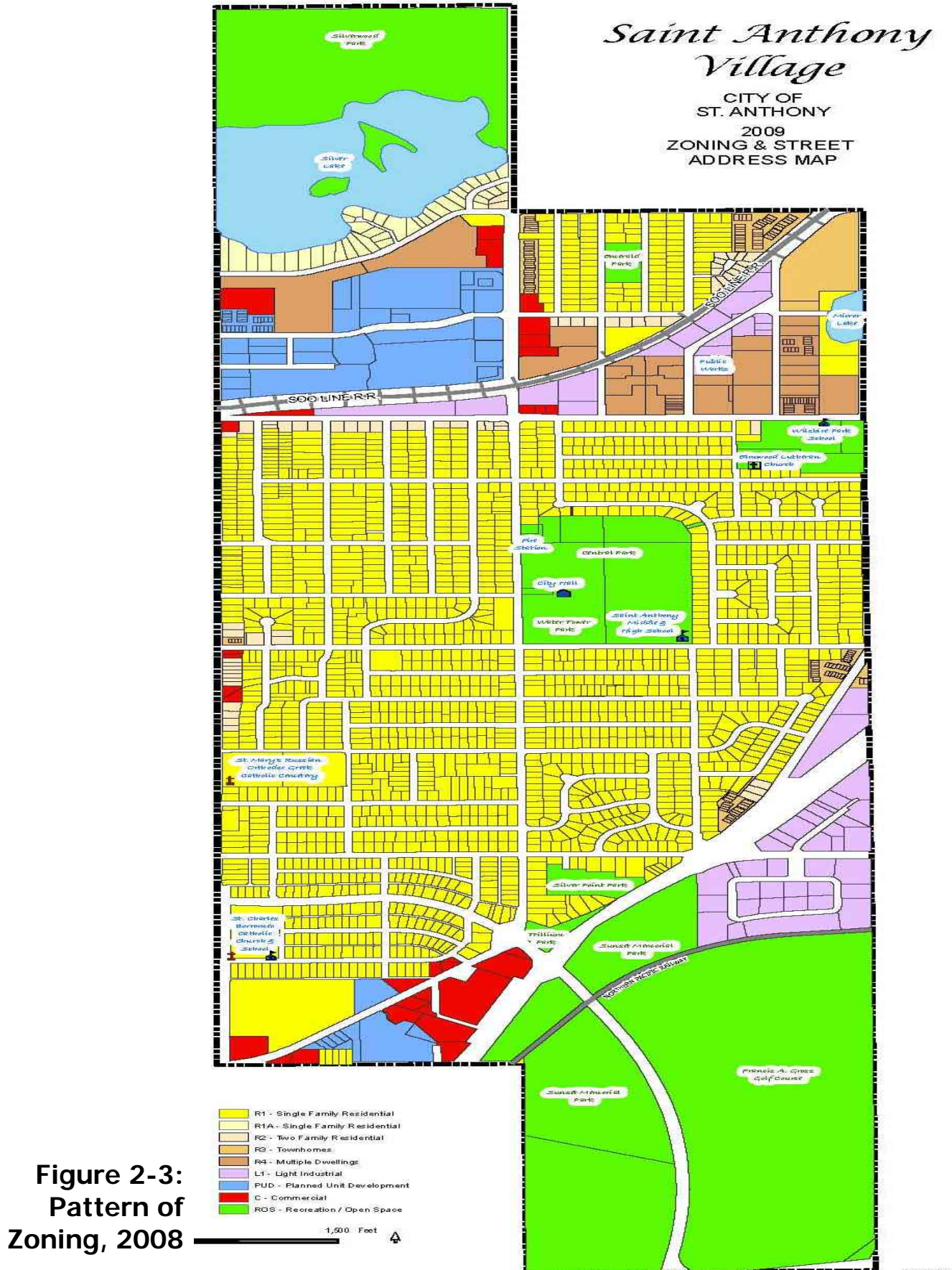
Apache Plaza was an early suburban shopping center that had shop doors facing onto internal sidewalks, all in a climate-controlled building. Changes in retail competition and the regional highway system eventually rendered Apache Plaza less viable.

Silver Lake Village occupies the Apache Plaza site plus adjacent property to the west. The new district is a more-walkable mixture of small shops in a “Main Street” setting, a large discount store and a grocery store, 250 condominium apartments, 263 rental apartments and a City park with an amphitheatre. (See Figure 2-1). The housing is also designed in an urban fashion with the parking underneath and the brick buildings close to the perimeter sidewalks. Courtyards are located in the center of the housing blocks.



**Figure 2-2**  
**Silver Lake Village Plan**





## **Major Natural Features**

St. Anthony is a fully developed community that was largely built during an era when there were lesser protections on wetlands and other natural features than there are today. Consequently, there are only a few remaining wetlands, and most of them have been degraded from their original conditions.

However, there are two major natural features that will be considered in this plan:

### **Silverwood Park**

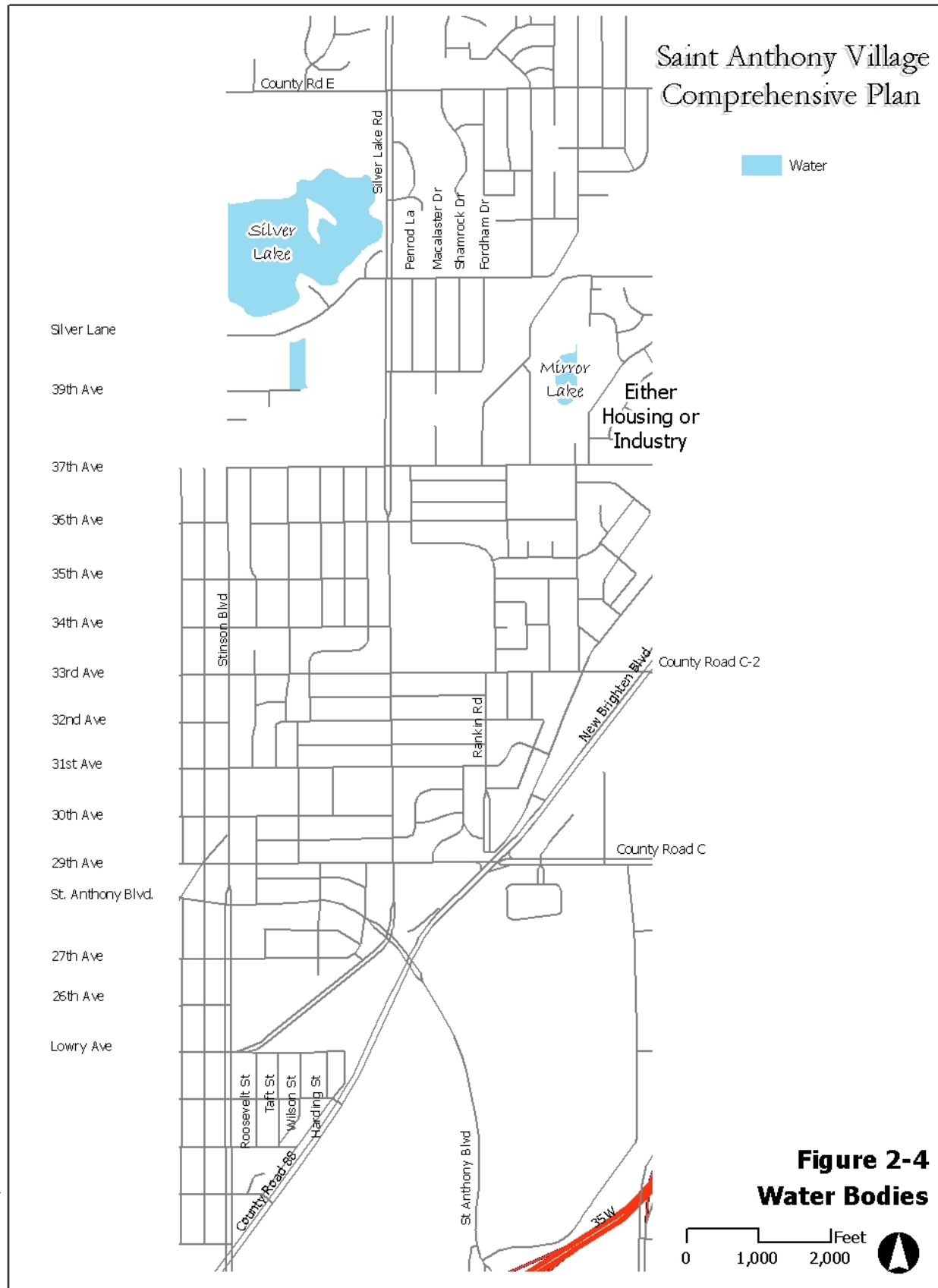
This 115-acre park, located at the northern end of the City, was recently acquired by the Three Rivers Park District, which is working with local representatives to determine future plans for the property. Silverwood boasts 2,300 feet of shoreline on Silver Lake and a 20-acre mature upland oak forest that features mainly white oaks, but also contains red oak, bur oak, cherry and aspen. The woods also provide habitat for wildlife such as sharp-shinned hawks, white-breasted nuthatches and cedar waxwings. Figure 2-4 shows the location of Silver Lake and the only other lake in the city, Mirror Lake.

### **Gross Golf Course and Sunset Memorial Park**

Gross Golf Course is owned by the Minneapolis Park and Recreation Board, and Sunset Memorial Park is a private cemetery. While both are highly managed for turf grass and trees rather than ecological integrity, their combined area totals approximately 250 acres.

### **Other Features**

There are several low areas in the city used for ponding surface water that are dry during parts of the year. Also, Mirror Lake exists on the municipal boundary shared with New Brighton.



November 27, 2006

## **Land Use, Development and Urban Design Issues**

The following land use, development and urban design issues were raised near the outset of the planning process. These questions were used to crystallize the analysis of conditions and guide the preparation of the plan.

- What should be done to distinguish St. Anthony from other suburban cities?
- What should be done to more clearly define the City's boundaries and entrances?
- What should the City do, if anything, to continue to improve conditions and appearances in the Kenzie Terrace corridor, including the Lowry Grove Mobile Home Park, the St. Anthony Shopping Center and the road itself.
- Is the Lowry Grove Mobile Home Park an appropriate land use for the long-term future? If redevelopment of that site occurs, what should the City do, if anything, to help ensure that the residents are resettled into housing that is affordable and decent?
- What should be done, if anything, to ensure that the residential neighborhood north of 37th Avenue remains stable and attractive?
- Should the City work with Hennepin County to landscape its portion of the County Road 88 (New Brighton Boulevard) corridor and identify it more strongly with St. Anthony?
- Should there be additional land use changes in the vicinity of Silver Lake Village to take advantage of that successful transformation?
- What should be the City's role in redevelopment activities?

## **Housing Analysis**

This section of the analysis describes St. Anthony's existing housing stock, its current and future housing needs, and actions the City will take to address those needs. Elements of this section are:

- Profile of existing housing
- Current and future housing needs

### **Profile of Current Housing**

#### **Housing Composition**

The city's mixture of housing types has grown more diverse since 1980, and since 1990. While most existing single-family homes remained, few new ones were built, resulting in a decline in numbers relative to other housing types. New construction of townhouses and apartments has reduced St. Anthony percentage of single-family detached housing to 50 percent, which is substantially lower than the metropolitan figure of 62 percent. New housing in Silver Lake Village has further increased the percentage of attached housing, although those units did not exist to be counted in the 2000 Census.

In parallel fashion the percentage of owner-occupied houses is lower in St. Anthony than across the region.

St. Anthony has a relatively low percentage of townhouse units but a fairly high percentage of apartments, either rented or owned.

Somewhat surprisingly, the median age of the housing stock in St. Anthony is older than that of the region, and the median value is somewhat lower. The 1960s was the decade in which the greatest number of housing units were built in St. Anthony, followed closely by the 1950s.

These and other statistics are presented by Table 2-2.

**Table 2-2  
Housing Composition**

|                                       | St. Anthony<br>Village | Percent | Mpls-St.Paul<br>Metro | Percent |
|---------------------------------------|------------------------|---------|-----------------------|---------|
| Total housing units                   | 3,812                  |         | 1,169,775             |         |
| Occupied                              | 3,697                  | 97%     | 1,136,615             | 97%     |
| Owner-occupied                        | 2,490                  | 65%     | 823,289               | 70%     |
| Vacant housing units                  | 115                    | 3%      | 33,160                | 3%      |
| Single-family owner-occupied          | 1,995                  | 52%     |                       |         |
| Units in Structure                    | 3,778                  |         | 1,169,775             |         |
| 1, detached                           | 1,876                  | 50%     | 728,293               | 62%     |
| 1, attached                           | 268                    | 7%      | 91,358                | 8%      |
| 2                                     | 44                     | 1%      | 39,994                | 3%      |
| 3 or 4                                | 16                     | 0%      | 27,733                | 2%      |
| 5 to 9                                | 89                     | 2%      | 30,185                | 3%      |
| 10 to 19                              | 269                    | 7%      | 55,089                | 5%      |
| 20 to 49                              | 528                    | 14%     | 71,345                | 6%      |
| 50 or more                            | 505                    | 13%     | 101,827               | 9%      |
| Mobile home                           | 140                    | 4%      | 23,513                | 2%      |
| Tenure by Units in Structure          | 3,657                  |         | 1,136,645             |         |
| Owner-Occupied:                       | 2,481                  | 68%     | 823,328               | 72%     |
| 1, detached                           | 1,798                  | 49%     | 688,256               | 61%     |
| 1, attached                           | 244                    | 7%      | 69,729                | 6%      |
| 2                                     | 17                     | 0%      | 11,640                | 1%      |
| 3 or 4                                | 5                      | 0%      | 6,269                 | 1%      |
| 5 to 9                                | 83                     | 2%      | 5,526                 | 0%      |
| 10 to 19                              | 17                     | 0%      | 3,066                 | 0%      |
| 20 to 49                              | 55                     | 2%      | 5,414                 | 0%      |
| 50 or more                            | 162                    | 4%      | 12,578                | 1%      |
| Mobile home                           | 100                    | 3%      | 20,651                | 2%      |
| Renter occupied:                      | 1,176                  | 32%     | 313,287               | 28%     |
| 1, detached                           | 64                     | 2%      | 26,102                | 2%      |
| 1, attached                           | 24                     | 1%      | 18,318                | 2%      |
| 2                                     | 26                     | 1%      | 25,794                | 2%      |
| 3 or 4                                | 11                     | 0%      | 20,375                | 2%      |
| 5 to 9                                | 6                      | 0%      | 23,516                | 2%      |
| 10 to 19                              | 249                    | 7%      | 50,247                | 4%      |
| 20 to 49                              | 473                    | 13%     | 63,073                | 6%      |
| 50 or more                            | 317                    | 9%      | 83,885                | 7%      |
| Mobile home                           | 6                      | 0%      | 1,918                 | 0%      |
| Median year housing structure built   | 1966                   |         | 1971                  |         |
| Median value for owner-occupied units | \$ 137,500             |         | \$ 139,200            |         |
| Median price asked                    | \$ 162,500             |         | \$ 144,300            |         |
| Median value for mobile homes         | \$ 10,000              |         | \$ 17,900             |         |



## **Age Distribution of Householders**

A major consideration for the housing stock is the age distribution of the population. St. Anthony is an aging society. Fully 38 percent of the population is older than 64 years, compared to 16 percent for the metropolitan area. This is the population that moved the community when it was settled as a suburb in the 1950 to 1970 time period, and many of them have aged in their single-family homes.

Consequently, there are many unused bedrooms that could soon be reoccupied by young couples with children when the original inhabitants move out. That turnover might be the advent of a new era for the community, with effects on schools, parks, traffic, shopping, civic organizations and social services.

## **Housing Conditions**

Physical housing conditions in St. Anthony are generally good, with minor amounts of deferred maintenance and very little severe deterioration. The housing stock is an average of 50 years old and, thus, has not reached the point where major renovation is needed. Household incomes in the community has been generally moderate to high, which has enabled owners to maintain their properties adequately. The private market has been generally very effective at remedying problems related to physical conditions. Also, there have been few instances of incompatible land use relationships that might lead to disinvestment.

The Lowry Grove mobile home park is the one major instance of aged and deteriorated housing in St. Anthony. However, it is also the major source of affordable housing for population with incomes less than 50 percent of the community median.

It is anticipated that there may be a wave of major housing expansions and renovations as the housing stock passes from the older to a younger generation. These investments will address some of the problems with deferred maintenance.

## **Housing Assistance Programs**

The City of St. Anthony does not administer any housing assistance programs itself. Rather, it advertises to its property owners and renters the programs available through Hennepin County, Ramsey County, the Twin Cities Metropolitan Council and private non-profit housing development corporations. Those programs address:

- Rent assistance
- Housing rehabilitation
- First-time homebuyer assistance
- Rental housing development.

## Current and Future Housing Needs

### Housing Affordability

St. Anthony Village is doing more than its fair share to provide housing that is affordable and suited to people in all stages of the life cycle, according to data compiled and goals established by the Twin Cities Metropolitan Council. (See Table 2-3).

It is within the regional benchmark range for a fully-developed city in terms of affordability (both ownership and rental), above the benchmark range for life-cycle housing (both detached housing and rental housing), and above the benchmark for average housing density (both detached and attached housing).

**Table 2-3**  
**Benchmarks and Goals for Housing Affordability and Diversity**

|                        |                                   | City Index <sup>1</sup> | Benchmark <sup>2</sup> | Goal <sup>3</sup>   |
|------------------------|-----------------------------------|-------------------------|------------------------|---------------------|
| <b>Affordability</b>   | Ownership                         | 77 %                    | 77 – 87 %              | 77 – 87 %           |
|                        | Rental                            | 45 %                    | 45 – 50 %              | 45 – 50 %           |
| <b>Life-Cycle Hsg.</b> | Type (non-single-family detached) | 49 %                    | 33 -41 %               | 33 41 %             |
|                        | Owner / renter mix                | 61 / 39 %               | (64-75) / (25-36) %    | (64-75) / (25-36) % |
| <b>Density</b>         | Single-family detached            | 3.2 / acre              | 2.3 to 2.9 / acre      | 2.3 to 3.2 / acre   |
|                        | Multi-family                      | 16 / acre               | 13 -15 acre            | 13 – 16 / acre      |

Source: “Report to the Legislature on Affordable and Life-Cycle Housing,” Twin Cities Metropolitan Council, December 2005.

As determined by the Metropolitan Council, 77 percent of St. Anthony owner-occupied housing and 45 percent of its rental units are considered affordable – in other words, monthly housing costs for these units would be 30 percent or less of a household’s income. When housing affordability is defined as costing no more than 60 percent of a household’s Adjusted Monthly Income (defined by the US Department of Housing and Urban Development), 34 percent of St. Anthony’s housing stock is considered affordable.

In comparison to the regional benchmarks, St. Anthony is within but at the low end of the desired range on housing affordability, a little high on the proportion of rental housing, and higher than the benchmark on housing density.

<sup>1</sup> City Index: A snapshot of the community’s affordable housing, life-cycle housing and housing density taken from the data available in 1995.

<sup>2</sup> Benchmark: A range for each community that represents the 2004 average for communities within similar planning sectors and the 2004 average of the existing situation for all communities of the same planning area.

<sup>3</sup> Goal: The affordable and life-cycle housing percent, and the densities negotiated between the community and the Metropolitan Council, in which the community would adopt goals that would maintain or increase their percent of such housing and their residential development densities through 2010.

In 2004, St. Anthony ranked third among all cities in the metropolitan area in the production of new affordable rental housing, with 67 units out of a total of 261 new housing units that year. The top two cities that year were Minneapolis (334) and St. Paul (100). That same year, St. Anthony realized 31 new affordable for-sale units out of a total of 150 new for-sale units. Only four affordable housing units were removed that year.

St. Anthony has taken the following actions to promote the development of new affordable housing units:

- Approved variances for lot width and lot area
- Proposed ordinances to allow egress windows in side yard setbacks so owners may use additional living space in the lower level of their homes
- Provided homeowners with information to upgrade the homes
- Provide or participated in programs administered by GMMHC and Housing Resource Center
- Approved the rezoning of the former Apache Plaza shopping center to mixed-use planned-unit development to include affordable family housing and housing for senior citizens. Previously, this site was mostly commercial and office sites.

Moreover, 49 percent of the city's housing stock is considered "life cycle housing" – units other than single-family detached (including manufactured) housing. By fostering the development of single-family attached and multi-family housing, the City has helped to meet residents' needs as their circumstances change.

### **Employment Opportunities and Housing Available to the Work Force**

Employment in St. Anthony is forecast to increase by 61 percent (approximately 2,000 jobs in the city) between the years 2000 and 2030. Once again, the fully developed nature of the community indicates that such growth must occur through redevelopment and more intensive use of current offices, shops and plants.

Opportunities for employees to find housing in St. Anthony are good because of the diversity of the housing stock and the potential for housing growth through redevelopment. Existing multi-family housing tends to have a low vacancy rate, but new units are being built in Silver Lake Village (in 2006-2007).

Owner-occupied houses tend to sell quickly in St. Anthony because of its convenient access to Minneapolis and other employment centers and the quality of the city's schools and services.

### **Concentrations of Lower-Cost or Substandard Housing**

The portion of the community north of 37<sup>th</sup> Avenue NE, east of Silver Lake Road and south of the railroad line has a concentration of lower-cost housing units as well as mid-range apartments and townhouses. None of these complexes could be considered “substandard,” however. The only areas of housing in the city that might be considered substandard are the Lowry Grove mobile home park and a pocket of townhouses along the north side of 39<sup>th</sup> Avenue east of Silver Lake Road.

The City has a regular inspection program for both multi-family and single-family housing, and enforces compliance with its building maintenance code.

## **Land Use Plan**

Because St. Anthony is essentially fully developed, this plan focuses on opportunities for redevelopment, selective infill and enhancement of the City's image through public improvements and private site design. Recommendations are divided into three sections:

- The land use plan
- The urban design plan
- The housing plan.

### **Enable St. Anthony to continue to evolve into a "suburban village."**

As discussed in the Introduction to this plan, St. Anthony's self-image is already that of a "village" -- an identifiable locale with a commercial and civic center and a central green or square, pleasant and intimate neighborhoods, safe, quiet street, and a strong community spirit.

These elements are exemplified by St. Anthony's recently-improved Central Park, City Hall and school complex surrounded by strong residential neighborhoods, and in its contiguous school district.

At the northern end of the city, a declining shopping center has been transformed into a new multi-use center of shops, housing and a park, all set in a walkable environment.

Silver Lake Road, the spine of the community, is about to be improved with better landscaping, lighting and traffic design. This remade road will help link the neighborhoods and districts as well as identify the city.

At the south end of the community, Kenzie Terrace Avenue and nearby land development have potential for renewal to complement the work done at Silver Lake Village. The "front door" to the city, New Brighton Boulevard, would benefit from a comprehensive landscaping program coordinated with plantings on the adjacent private properties.

In the neighborhoods, owners will continue to enlarge and remodel their properties as those houses are reaching 50 years of age and a new wave of young families will be moving into the community.

These and other improvements will help the City of St. Anthony Village live up to its name.

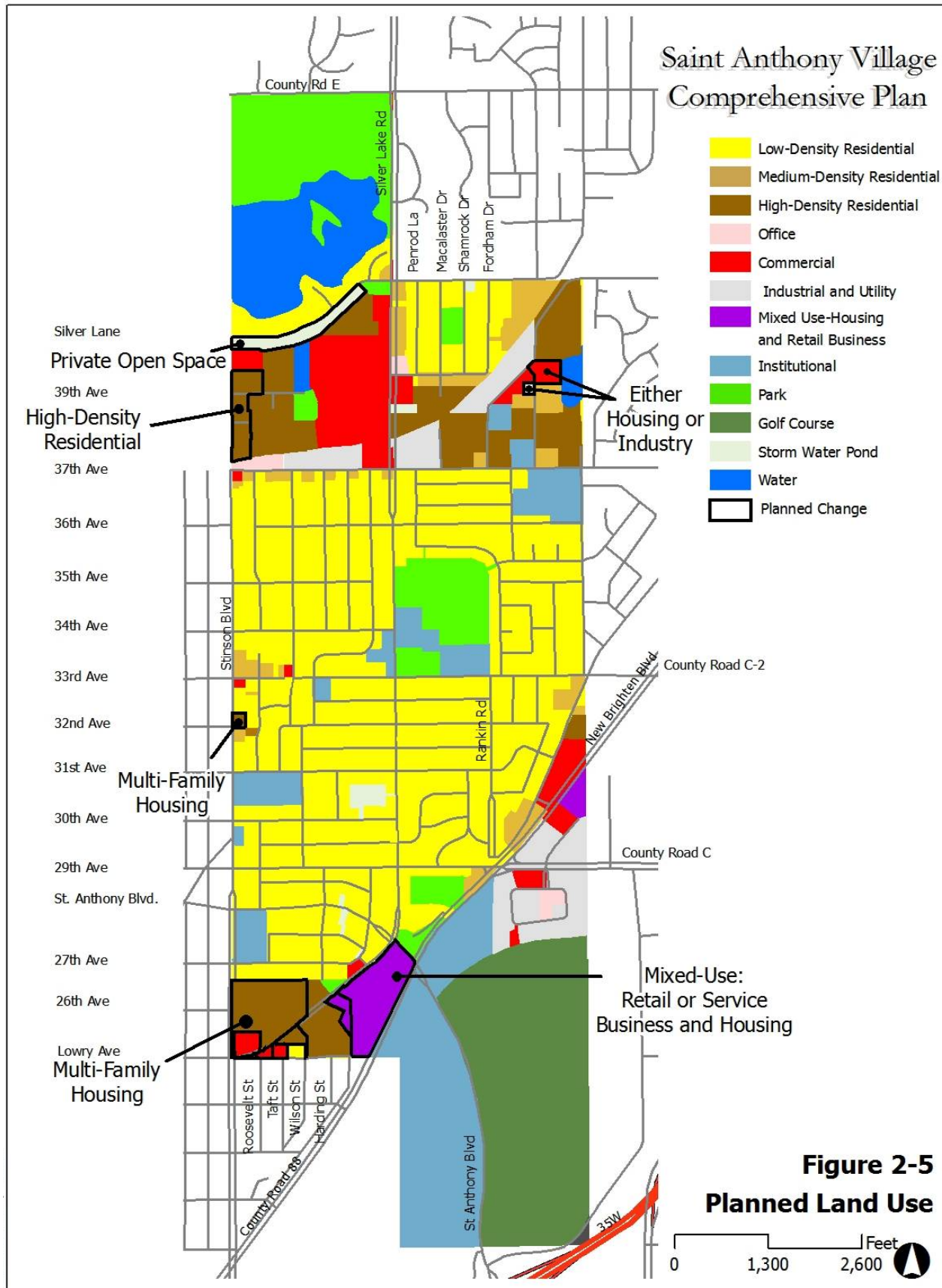
## Land Use Plan Map

The City will officially adopt and follow the land use pattern shown by Figure 2-5. The categories of the land use plan map are described below. Only a few minor changes from the prior land use plan map are proposed.

The land use plan map is a guide for the City’s zoning ordinance and map, which is the official regulating document for land use. The land use plan map should be used in conjunction with the policies from this chapter, the Transportation, Water Resources and Parks Plans, and good judgment. Any land use changes will be initiated by the property owner, not the City. Table 2-4 describes each category and the potential zoning district(s) to be used.

**Table 2-4:  
Land Use Plan Categories and Corresponding Zoning Map Categories**

| <b>Land Use Plan Map Category</b>       | <b>Land Uses</b>  | <b>Corresponding Zoning Districts</b>                |
|---|---|--|
| Low-Density Residential                 | Detached housing units. The corresponding zoning district allows lots as small as 9,000 square feet.  | R-1, Single-Family<br>R-1A, Lakeshore                |
| Mid-Density Residential                 | Two-unit buildings and attached housing units with individual exterior entrances.   | R-2, Two-Family<br>R-3, Townhouse                    |
| High-Density Residential                | Two-family dwellings, townhouses. 4-, 6- and 8-unit buildings with individual exterior entrances, and all forms of attached housing with central corridors and interior entrances.  | R-4, Multiple-Family                                 |
| Office                                  | Office buildings.   | LI, Light Industrial District                        |
| Commercial Retail                       | Businesses providing retail trade or services for individuals or businesses. Includes hospitals.  | C, Commercial District                               |
| Industrial and Utility                  | Office buildings, office-showroom, light industrial buildings and manufacturing-related warehousing. .  | LI, Light Industrial District                        |
| Mixed-Use – Housing and Retail Business | Retail or service businesses; high-density housing at 8 to 30 dwelling units per acre. May include vertical mixtures of land uses. The proportion of land use mixture is not mandated but will be determined upon application review. | Planned-Unit District or a combination of C and R-4. |
| Institutional                           | City offices or facilities; cemeteries.   | R / O, Recreation and Open Space District            |
| Park                                    | City or County parks  | R / O, Recreation and Open Space District            |
| Golf Course                             | Public golf courses.  | R / O, Recreation and Open Space District            |
| Storm Water Pond                        | Public or private land dedicated for surface water ponding.   | Any zoning district.                                 |
| Private open space                      | Private property that is held undeveloped, usually for ponding or as steep slope.   | Any zoning district.                                 |
| Water                                   | Silver Lake or Mirror Lake  | Any zoning district                                  |





## Forecast of Population, Households and Employment by Traffic Analysis Zone

St. Anthony Village expects to grow through redevelopment to exceed the demographic levels forecast in 2006 by the Metropolitan Council by approximately 10 percent (960 people and 471 households) because of planned redevelopment in the Kenzie Terrace district and the Silver Lake Village district. A revised (higher) forecast, which has been preliminarily accepted by the Metropolitan Council, is shown in Table 2-5.

The total population, households and employment forecast by county in Table 1-4 have been distributed by Traffic Analysis Zone in Table 3-4 of the Transportation Plan chapter of this plan (see page 3-11). These figures are the basis for the City's comprehensive plan chapters on Transportation and Water Resources.

**Table 2-5**  
**2008 (Revised) Forecast of Population, Households and Employment by the Metropolitan Council for 2010, 2020 and 2030**

| Year       | 2010  | 2020   | 2030   |
|------------|-------|--------|--------|
| Population | 9,100 | 11,000 | 11,000 |
| Households | 4,300 | 5,100  | 5,100  |
| Employment | 4,350 | 5,000  | 5,450  |

Source: Twin Cities Metropolitan Council letter to City dated June 24, 2008.

Table 2-6 presents a forecast of acreage by land use category for the year 2030.

**Table 2-6**  
**Forecast of Acreage by Land Use Plan Category**

| Within the Urban Service Area            | Units / Net Acre |      | 2006  | 2010  | 2015  | 2020  | 2025  | 2030  | 2006 - 2030 |
|--|------------------|------|-------|-------|-------|-------|-------|-------|-------------|
|  | Min.             | Max. |       |       |       |       |       |       |             |
| Low-Density Residential                  | 2                | 4    | 638   | 638   | 637   | 637   | 637   | 637   | (1)         |
| Medium-Density Residential               | 3                | 8    | 57    | 57    | 57    | 40    | 40    | 40    | (17)        |
| High-Density Residential                 | 8                | 40   | 93    | 93    | 98    | 115   | 115   | 116   | 23          |
|  | Emp. / Net Acre  |      |       |       |       |       |       |       |             |
| Office                                   | 15               | 50   | 7     | 7     | 8     | 8     | 8     | 8     | 1           |
| Commercial Retail                        | 5                | 12   | 100   | 100   | 99    | 96    | 95    | 93    | (7)         |
| Industrial and Utility                   | 6                | 20   | 58    | 58    | 58    | 58    | 58    | 58    | -           |
| Mixed Commercial and Residential *       |                  |      | 15    | 15    | 15    | 18    | 20    | 22    | 7           |
| Extractive                               |                  |      | -     | -     | -     | -     | -     | -     | -           |
| Institutional                            |                  |      | 174   | 174   | 174   | 174   | 173   | 172   | (2)         |
| Parks                                    |                  |      | 119   | 119   | 119   | 119   | 119   | 119   | -           |
| Golf Course                              |                  |      | 157   | 157   | 157   | 157   | 157   | 157   | -           |
| Highway                                  |                  |      | 1     | 1     | 1     | 1     | 1     | 1     | -           |
| Undeveloped                              |                  |      | 4     | 4     | -     | -     | -     | -     | (4)         |
| Water and Wetlands                       |                  |      | 83    | 83    | 83    | 83    | 83    | 83    | -           |
| Total Acreage within St. Anthony Village |                  |      | 1,506 | 1,506 | 1,506 | 1,506 | 1,506 | 1,506 | -           |
| Outside the Urban Service Area           |                  |      | -     | -     | -     | -     | -     | -     | -           |

\* Horizontal and/or vertical mixture of commercial and high-density residential land uses.  
The proportion of commercial to residential land uses occurring through redevelopment is unknown at this time.  
For regional planning purposes, it may be assumed that the land use mix will be 25:75 C:R by floor area.  
Employees per acre: 5 to 12. Housing units per acre: 25 to 40.



## The Kenzie Terrace District

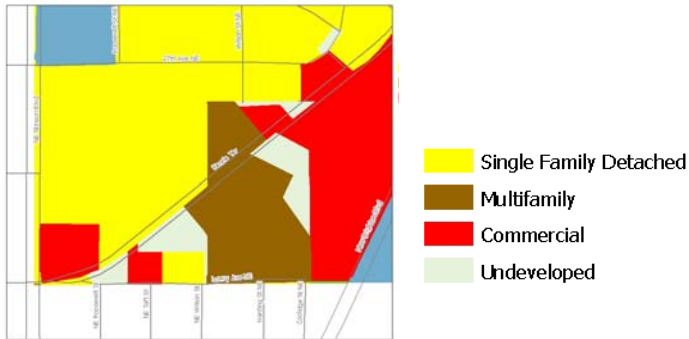
The Kenzie District is the name given to the part of the city that abuts the Kenzie Terrace, which runs between Stinson Boulevard and St. Anthony Boulevard in the southernmost part of St. Anthony. The district is bounded on the south by Lowry Avenue and New Brighton Boulevard (Highway 88).

### Current Conditions

The district is a combination of commercial, residential and institutional land uses, as illustrated by Figures 2-5 and 2-6. The 2006 zoning of the properties in the district reflects its present use, and is illustrated by Figure 2-7.



Figure 2-6  
Kenzie District  
Aerial Photograph



**Figure 2-7**  
**Kenzie District**  
**Pattern of Existing Land Use, 2006**



**Figure 2-8**  
**Kenzie District**  
**Pattern of Zoning, 2006**

The commercial component of the district includes:

- The St. Anthony Shopping Center (approximately 132,000 square feet of retail commercial space in four buildings)
- An office building facing New Brighton Boulevard that was once a motel (approximately 18,500 square feet of floor area)
- Several small businesses on the north side of Kenzie Terrace opposite the rear of the shopping center
- A bank and two small commercial buildings near the intersection of Stinson Boulevard and Lowry Avenue.

The residential land uses of the district include:

- A large rental apartment complex adjacent to the shopping center
- A condominium apartment building on the north side of Kenzie Terrace
- Neighborhoods of single-family housing to the north, south and west.

The institutional component consists of St. Charles Borromeo Catholic Church, a prominent community landmark for many decades.

**St. Anthony Shopping Center.** The St. Anthony Shopping Center was once a major commercial destination serving the growing wave of post-War suburban residents, but changes in the regional highway system and competitive shifts have taken their toll. The anchor stores and the comparison merchants departed long ago, and the center's layout, appearance and relatively small size place it at a competitive disadvantage relative to centers such as The Quarry (in Minneapolis), Silver Lake Village or Rosedale and its ancillary centers. Nonetheless, the merchants in the shopping center provide needed goods and services to the residents of St. Anthony and contribute to the quality of life of the community.

The building that was once a grocery store now houses a boat dealer; the drug store is relocated; there are no shops for hardware, clothes or household goods. However, the vacancy rate is presently low. The parking and circulation patterns are confusing and there is no landscaping. The appearance of the Kenzie Terrace side of the center consists mainly of blank walls, trash receptacles and asphalt paving.

At the northeast end of the center, a building was replaced in 2005 with a set of new shops (including a small drug store), a bar and restaurant, and a municipal liquor store, all of which are clad in a pleasing traditional brick façade. A Hennepin County Library exists in a storefront space, serving as a valuable amenity and convenience to the community.

**Lowry Grove Mobile Home Park.** The mobile home park was opened in the 1940s and now has nearly 100 mobile homes and several seasonal recreational vehicles. The mature trees give it an established and comfortable appearance. The mobile homes themselves are a component of the city's stock of affordable housing, and many of the residents have lived in this location for decades; some are elderly. Unfortunately, most the mobile homes are equally old and most would not meet current federal standards. There is no central amenity such as a swimming pool and only a rudimentary and dilapidated meeting center and severe weather shelter. Given the value of residential properties in the vicinity, mobile homes on the site represent an underutilization of the land.

**Kenzie Terrace.** Kenzie Terrace was apparently intended to be a grand entrance into St. Anthony, judging by its width and alignment. It has been retrofitted with a raised median and turn lanes, and a paltry amount of median plantings; there are no plantings or decorative lighting on the sides of the street. Kenzie Terrace acts as an extension of Lowry Avenue, which runs the width of Minneapolis and is now (in 2006) being rebuilt with trees, special lighting and parking bays. At its northern end, Kenzie links to Silver Lake Road, which will also soon receive a makeover. At that point, Kenzie will appear

as an unimproved link between Silver Lake Road (or St. Anthony Boulevard) and Lowry Avenue in Minneapolis (or Stinson Boulevard).

Finally, is it difficult and uncomfortable to walk along or across Kenzie Terrace. Better sidewalks, lighting and landscaping would improve that. Two or more clearly marked and textured (possible raised) pedestrian crossings with an attractive link into the neighborhood to the north would be helpful.

**Other Elements.** There are two small commercial buildings between Kenzie Terrace and 27<sup>th</sup> Avenue that are well past their prime but serve the nearby neighborhoods. The bank building near Stinson Boulevard is attractive and sound. The apartment buildings all appear to be in good condition with low vacancy rates.

### **The Kenzie District Plan**

In the future, the Kenzie District could evolve into a southern hub for the St. Anthony “suburban village.” To some extent, the district already plays that role, but the problems noted above with the shopping center, the mobile home park and Kenzie Terrace itself detract somewhat. While protecting the stable and attractive residential neighborhoods to the north and south, the older commercial, office and mobile home land uses could undergo redevelopment and/or remodeling.

Any changes in the Kenzie District (or elsewhere in St. Anthony) would be initiated by the landowner, not the City. The *Comprehensive Plan* is a guide to the general future use of land, which is regulated by the City’s zoning ordinance and zoning map. However, it is the role of the property owner to propose any changes, to design a new plan for the property, to finance the redevelopment or remodeling and to address the subject of tenant relocation. (Tenant relocation at the Lowry Grove Mobile Home Park is regulated by City ordinance 2006-005 and State law 327C.095.) It is highly unlikely that the City would wish to – or even be legally able to – use eminent domain powers to buy the property for redevelopment. Redevelopment design would be regulated by the City’s zoning ordinance subject to public comment through the City’s established review process.

There are many options available to landowners if they wish to redevelop their property. In the case of the shopping center, those options include using the site for retail and service businesses, or using the site for a combination of retail and service businesses plus housing. Alternatively, the current buildings could be remodeled – once again, based on the choice of the property owner. The *Comprehensive Plan* does not take a narrow view of what form any potential redevelopment might take. It provides flexibility and creativity.

Figure 2-5, Land Use Plan (above), indicates the general pattern of land use desired by the City.



## The Shopping Center

All of the buildings in the shopping center except those recently constructed could be replaced with a vertically and horizontally mixed combination of shops, housing and possibly small offices, perhaps including a stand-alone specialty retailer such as a small grocery (20,000 to 40,000 square feet of floor area).

There could be a “Main Street” environment running north-south between New Brighton Boulevard and Kenzie Terrace with a two-lane public or private street and on-street parking. That street should be lined with small shops over which are condominium apartments and/or offices. Many configurations of a vertically mixed-use building are possible, but the concept of a north-south pedestrian-oriented street should be studied. The photos below illustrate that concept.



Examples of mixed-use development with housing above shops and a pedestrian-oriented “Main Street” environment.

The stand-alone retailer mentioned above could be located between the Main Street building(s) and the recent new shops. Structured and surface parking could serve all the retail and residential components. Residents’ structured parking could be separated from general public parking by a card key device or separate entrance.

The walkable public environment could include some form of “town square” or public plaza consisting possibly of lawn and/or decorative paving that could accommodate seating, sun shelter, plantings, private outdoor dining, small performances, a water feature or similar elements.

If redeveloped, the entire perimeter of the site could be landscaped in conjunction with a comprehensive planting plan for New Brighton Boulevard from Minneapolis to New Brighton and beyond.

## The Mobile Home Site

The Lowry Grove Mobile Home Park could be privately redeveloped into townhouses and condominium apartments. Examples of these types of housing are illustrated by the photos below. The bank building on the corner of Kenzie Terrace and Stinson Boulevard is sound and should probably remain.



Examples of the types of potential replacement housing for the mobile home site.

If redevelopment of this site occurs, the City of St. Anthony will ensure that the residents of the mobile home park are assisted in their relocation to other housing that meets their needs in terms of cost, location, handicap access and other provisions as required by State law (M.S. 327C.095). That law requires, among other provisions, that:

- There be a public notice of the owner's intent to convert the mobile home park to another use.
- There be a public hearing before the City Council on any needed zoning change.
- That a displaced resident be paid reasonable relocation costs if he/she cannot relocate his/her mobile home to another manufactured home park within 25 miles.
- That residents be given the opportunity to collectively purchase the mobile home park for the same cash price as the seller would have received from the actual prospective buyer (the redeveloper).

To ensure that adequate and affordable replacement housing is found for the park residents, the City may work on its own or in cooperation with the redevelopment company and/or the Hennepin County Housing and Redevelopment Authority or a private non-profit housing corporation. The relocation housing would ideally be located in St. Anthony, either in the form of existing or newly-constructed units. Potentially, some of the new housing for displaced residents could be located on the site of the redeveloped St. Anthony Shopping Center.

## Kenzie Terrace Improvements

Kenzie Terrace could be rebuilt so that is more functional and attractive. Left-turn lanes and driveway curb-cuts could be repositioned in coordination with land use changes. The driving surface could be rebuilt in coordination with any needed underground utility improvements, including burying overhead wires. Five-foot concrete sidewalks could be added on both sides of the road along with trees and decorative lights. If space allows, the raised medians could also receive plantings. Plantings, lighting and signs could be used to announce entry to the City at both ends of this street and also to trumpet the new district, whatever it may be named. Visually, Kenzie Terrace could function as a link between the Silver Lake Road and Lowry Avenue, both of which will be rebuilt in coming years.

The City Council will determine the sources and uses of funding for this project at a later time. The City will attempt to gain participation from the Hennepin County as an extension of their work on both Silver Lake Road and Lowry Avenue.

## Other District Plan Considerations

There could be a small public park along the northern side of Kenzie Terrace that acts as a walking connection between the neighborhoods to the north and the redeveloped shopping center site.

## **Natural Features Protection**

### **Silverwood Park**

The most significant natural feature in St. Anthony, Silverwood Park, will be carefully managed and protected by the Three River Park District, which has substantial expertise in the ecological stewardship of similar properties. The park includes a 20-acre mature upland oak forest that features mainly white oaks, but also contains red oak, bur oak, cherry and aspen. Low-density housing exists to the north and east of the park in the City of New Brighton, and to the west in Columbia Heights, but those land uses are not expected to directly affect the natural conditions of the park.

### **Wetland and Groundwater Recharge Areas**

Water resources will be managed in conformance with the guidelines and regulations of the Mississippi River Watershed Management Organization and the Rice Creek Watershed District. None of the wetlands existing in St. Anthony is expected to be lost in the foreseeable future. Any wetlands lost through redevelopment will be replaced either on-site or elsewhere in the watershed. As redevelopment occurs, the City will seek opportunities to increase the number of water-cleansing ponds, to increase surface water infiltration, and to create new wetlands. The Gross Golf Course and Sunset Memorial Park, are expected to continue as open space in perpetuity.

## **Energy Conservation and Solar Access**

### **Solar Access**

State legislation requires that local comprehensive plans include a solar access protection element. Solar energy can supply a significant portion of the space heating and cooling and water heating requirements of the individual home or business, through the use of active or passive solar energy systems. St. Anthony is well-suited for solar energy utilization, since over half of its streets run east-west, giving many houses a southern orientation. However, the City's extensive mature tree cover partially shades the typical house. The City can protect solar access on individual properties by:

- Requiring that builders of buildings of two or more stories requiring setback variances or requesting Planned Unit Development designation demonstrate that their proposals will not reduce winter solar access to the second story or roof of the adjacent building to the north. Solar access should be explicitly reviewed in each variance case, and in all PUD proposals.
- Exempting solar collectors from height restrictions if necessary, provided that they do not block solar access to the adjacent building's roof.



## **LEED-Certified Buildings**

In addition, the City endorses the use of building design techniques that conform with the Leadership in Energy and Environmental Design (LEED) Green Building Rating System,(tm) or the Minnesota Sustainable Design Guide (MSDG), which provide tools for the design, construction, and operation of high performance and environmentally sustainable buildings and sites. These systems give building owners and operators the tools they need to have an immediate and measurable impact on their buildings' performance. LEED and MSDG promote a whole-building approach to sustainability by recognizing performance in five key areas of human and environmental health: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality. These systems provide a roadmap for measuring and documenting success for every building type and phase of a building's lifecycle.

## **Historic Resource Protection**

St. Anthony currently has no historic buildings or sites listed on the National Register of Historic Places or determined eligible for listing. This is because St. Anthony is a relatively young city, where most buildings were built within the past 50 years. A 1988 reconnaissance-level National Register survey of suburban Hennepin County found a few areas likely to become eligible for listing in the late 1990s. These include the oldest residential areas in the City, along St. Anthony Boulevard and the southern end of Stinson Boulevard, which display concentrations of Colonial Revival housing built in the 1940s and early 1950s, along with a few older homes.

One site that should be considered for possible National Register listing is the St. Charles Borromeo Church, School and Rectory on 27th Avenue and Stinson Boulevard.

By developing an awareness of these resources, the City will be better able to encourage their preservation or sensitive re-use in the future.

## **Urban Design Plan**

The urban design element of the Land Use Plan addresses public improvements to major road corridors, “gateways” and focal points.

### **Road Corridor Improvements**

An important element in this plan to enhance selected major roads through landscaping, lighting, pedestrian crosswalks, traffic flow improvements, bicycling lanes and pedestrian benches.

#### **Road Corridor Improvements**

A critical element in the proposed plan is enhancement of selected major road corridors through landscaping, streetscape improvements and pedestrian amenities such as sidewalks and intersection improvements. The corridors recommended for improvements are listed below. Specific transportation-related elements such as traffic management, transit and bicycle improvements are also discussed in the Transportation Plan.

#### **Silver Lake Road**

Silver Lake Road is in the process of being comprehensively rebuilt by Hennepin County and the City and is expected to be completed before 2010. The improved road will feature additional turning lanes plus additional public landscaping, better lighting, new sidewalks on both sides, benches at bus stops and underground wires.

#### **Kenzie Terrace**

As described above, Kenzie Terrace should be rebuilt in coordination with land redevelopment to include median and edge landscaping, decorative lighting, revised turn lanes and new pavement.

#### **37th Avenue NE (County Road D)**

This street currently carries four fast-moving lanes of traffic and serves as an important regional "augmenter" in the arterial system. Obviously, any narrowing of the roadway is impossible. The sidewalk along the north side is important for pedestrian circulation and safety in the northeast residential and industrial area discussed above. One streetscape improvement that could easily be implemented to improve this area's appearance would be to plant street trees in the boulevard strip from the City's eastern boundary to Silver Lake Road. The boulevard in this area is seven feet wide, offering ample room for street trees. West of Silver Lake Road, the boulevard narrows to three or four feet, but the industrial and service land uses in this area are adequately landscaped.

The lack of a sidewalk on the south side of 37th Avenue presents a safety problem for children living north of this street traveling to Wilshire Park Elementary School on the south side.. This stretch is bordered mainly by the rear yards of single-family homes (fronting Edgemere), and there appears to be enough right-of-way to add a sidewalk on the south side between Silver Lake Road and the school.

### **33rd Avenue NE**

This street carries two lanes of traffic with two parking lanes next to the curb and sidewalk along the north side. The roadway is 40 feet wide, with only two traffic lanes. Therefore it may be feasible to narrow the roadway enough to add a sidewalk and boulevard on one side, allowing for the addition of shade trees and light standards. The disadvantage would be the loss of parking on that side. However, since the street is bordered almost entirely by single-family and institutional uses, with adequate on-site parking, there may not be a need for parking on both sides.

### **St. Anthony Boulevard**

The residential section of this street, west of Silver Lake Road, is one of the most attractive in the City, with ample sidewalks, boulevards and shade trees. The section south of CSAH 88 is equally attractive, with sidewalks and protected open space on both sides. This road is an important link in the "Grand Rounds" of the Minneapolis parkway system, and has been identified in both the Hennepin County Bicycle Transportation Plan and the Minneapolis Bike Routes Five Year Plan as part of a secondary bikeway system composed largely of recreational routes.

The road segment that runs between the Gross Golf Course and Sunset Memorial. Park is 32 feet wide yet carries only two traffic lanes and no parking, offering adequate room for a striped five-foot bike lane on either side. In the residential area north of Kenzie Terrace the road width is the same but parking is permitted. In this area, a "formal" bike lane or route would not meet MnDOT standards for a State-Aid street unless the road was widened (or parking eliminated) to provide an exclusive five-foot bike lane. Therefore, providing a shared, signed bicycle route is recommended, allowing bicyclists to share the parking and/ or travel lanes. Traffic volumes in this area are low and the amount of on-street parking is minimal.

## **29th Avenue NE**

This largely residential street becomes County Road C east of CSAH 88, and is an important connector between the industrial area and Stinson Boulevard. It is one of the few streets that provide a direct east-west route across the City. Consequently, it was reconstructed west of Silver Lake Road in 2000 to include pedestrian-crossing bump-outs, parking bays, sidewalks and new lighting.

## **Stinson Boulevard**

This street is designed as a parkway, with a landscaped median, south of the City and continuing as far north as St. Anthony Boulevard. A sidewalk is located on both sides of this section, and then continues north on the Minneapolis side. It has also been identified as a future bikeway by both Minneapolis and the University of Minnesota, since it provides an important link to the campus and from there to the river pathway system.

The City should discuss with Hennepin County and Minneapolis the feasibility of striping Stinson Boulevard with a pair of bicycling lanes, as the road appears to be sufficiently wide. In the "parkway section" of Stinson, the road would have to be rebuilt to accommodate bicycling lanes. Bicycling improvements to Stinson Boulevard might be implemented as part of a solution by Minneapolis to complete the "missing link" in the Grand Rounds parkway system, which was under study in 2008.

## **CSAH 88 (New Brighton Boulevard)**

New Brighton Boulevard acts as a major entry to St. Anthony Village. The addition of landscaping along this frontage in conjunction with the redevelopment of St. Anthony Shopping Center, would do much to improve the City's image as seen from the road.

## **Gateways and Focal Points**

Several locations would be appropriate "gateways" locations for signs, lighting, landscaping, and possibly some architectural or structural feature identifying the entrance to the City. The City already has one attractive entrance at Trillium Park, where a monument sign faces traffic on St. Anthony Boulevard.

The majority of these sites are most suitable for treatment as "minor gateways," containing an identification sign and possibly some landscape or lighting elements. A few should be considered as "major gateways," which might include a larger ground sign, more extensive landscaping and lighting, and possibly some architectural elements (such as columns or archways). Potential major gateways

include:

- 37<sup>th</sup> Avenue NE at the City's eastern boundary
- Kenzie Terrace and Lowry Avenue NE

The following sites should be considered “minor gateways”:

- 37th Avenue NE at the City's western boundary
- 33rd Avenue NE near the eastern and western boundaries
- 29th Avenue NE and CSAH 88, to indicate the route into the City
- St. Anthony Boulevard at Stinson Boulevard.

At least two locations should be considered “focal points” – places that identify the City or mark one's arrival into the City:

- **Central Park** serves as the physical and psychological center of the community, and the recent major improvements have reinforced that role.
- **The intersection of St. Anthony Boulevard, Silver Lake Road and Kenzie Terrace** at Highway 88 is a major entry point into the City. The sign and landscaping at Trillium Park already create an attractive image on the east side. Additional improvements to the western side of the intersection may be possible in coordination with the planned evolution of the shopping center and the related reconstruction of Kenzie Terrace.

## Housing Plan

### Total New Housing

The Metropolitan Council has forecast an increase of approximately 900 housing units between the years 2000 and 2030. The 798 housing units constructed or approved at Silver Lake Village will, when complete by 2010, have moved the City most of the way toward that number.

As discussed above, the current mix of housing includes a relatively high number of rental apartments across the city. However, the community could probably absorb a more owner-occupied townhouses and luxury condominium apartments. These should be in small, well-designed projects that complement nearby single-family homes and create walkable districts. The city's fine image and convenient location support the demand for new, upscale housing units.

Because the city is fully developed, additional housing would have to occur through redevelopment. Potential locations for such change may include the vicinity of Silver Lake Village (6.5 acres planned for higher density housing), the Kenzie Terrace corridor (22.5 acres for higher density housing), the northeast industrial area (3 acres of higher density housing), and smaller sites along arterial roads such as Stinson Boulevard, 37<sup>th</sup> Avenue or 39<sup>th</sup> Avenue east of Silver Lake Road (approximately one acre for higher density housing). As noted in Table 2-6, the anticipated density for this higher density housing development is 25 to 40 units per acre.

### New Affordable Housing

**Objective:** The Twin Cities Metropolitan Council has set a numeric objective of 312 new affordable housing units for St. Anthony between the years 2011 and 2020.<sup>4</sup> This objective was based on three factors:

- Proximity of low-wage jobs compared to the number of low-income workers
- The community's percentage of affordable housing units
- The community's level of transit service.

All of the additional housing units forecast by the City are expected to be attached units, which may aid affordability.

The City of St. Anthony acknowledges its share of the regional need for low- and moderate-income housing. And, as a participant in the Metropolitan Livable

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<sup>4</sup> Source: "2011 – 2020 Allocation of Affordable Housing Need by City," Twin Cities Metropolitan Council, July 2006.

Communities Act program, the City of St. Anthony is committed to achieving the objective stated above.

**Tools:** The City of St. Anthony Village will seek to achieve that objective by watching for redevelopment opportunities in which investors may use local, county, regional, state agency or private non-profit corporate assistance to reduce the cost of some new units, or to rehabilitate existing rental housing units and regulate their rental rates to affordable levels. Applicable fiscal tools or incentives may include but are not limited to:

- **Zoning** and land use plan incentives such as higher allowable densities or the use of flexible design mechanism such as the planned-unit development provisions of the zoning ordinance.
- **Site redevelopment assistance** through tax increment financing, local tax abatement or general obligation bonds.
- **Rent assistance** through the federal Section 8 program available through either the Hennepin County HRA or the Metropolitan Council HRA.
- **Housing rehabilitation loans** funded by local Community Development Block Grant funds, the Hennepin County HRA, the Greater Metropolitan Housing Corporation, the Minnesota Housing Finance Agency or the Housing Resource Center Northeast.
- **First-time homebuyer assistance** funded by the Hennepin County HRA, the Greater Metropolitan Housing Corporation or the Minnesota Housing Finance Agency.
- **Rental housing development** programs sponsored by the Minnesota Housing Finance Agency, the Greater Metropolitan Housing Corporation or the Hennepin County HRA, or local housing development revenue bonds.
- Cooperating with a **non-profit housing development corporation** to develop or preserve affordable housing opportunities.
- A variety of indirect assistance through the **Hennepin Community Works** program such as site assembly, site preparation, or streetscape and park improvements. Extending along Kenzie Terrace the design concepts employed for the Lowry Avenue Corridor Project (which presently terminates at Stinson Boulevard) could support redevelopment activities in that district, which could include affordable housing units, market-rate housing and retail or office buildings.

As in the example of Silver Lake Village, the City will strive to ensure that new affordable housing units be blended into market-rate housing so there is no major or apparent exterior difference in appearance.

# Transportation System Analysis and Plan

St. Anthony is a fully developed suburban community with a well-established roadway network. No major new roads will be required as part of the Transportation Plan. The plan will examine ways to upgrade the existing transportation system including transit, bicycling and walking.

The Transportation Plan should function as a guide to:

- Identify the City's existing and proposed transportation network
- Rank in priority its major investments to meet transportation needs
- Support the City's land use goals and objectives.

## Analysis of Conditions

### Road System

#### Functional Classification System, 2006

Functional classification is a tool used in transportation planning to categorize streets by the type of transportation service provided and the roadway's relationship to surrounding land uses. The purpose of a functional classification system is to create a hierarchy of roads that collects and distributes traffic from neighborhoods to the metropolitan highway system in as efficient a manner as possible given the topography and other physical constraints of the area.

The Metropolitan Council in its Transportation Policy Plan, presents a functional classification system applicable to the metropolitan area. The major classification are:

- Principal Arterial
- "A-Minor" Arterial
- "B-Minor" Arterial or "Other Minor" Arterial
- Collector
- Local



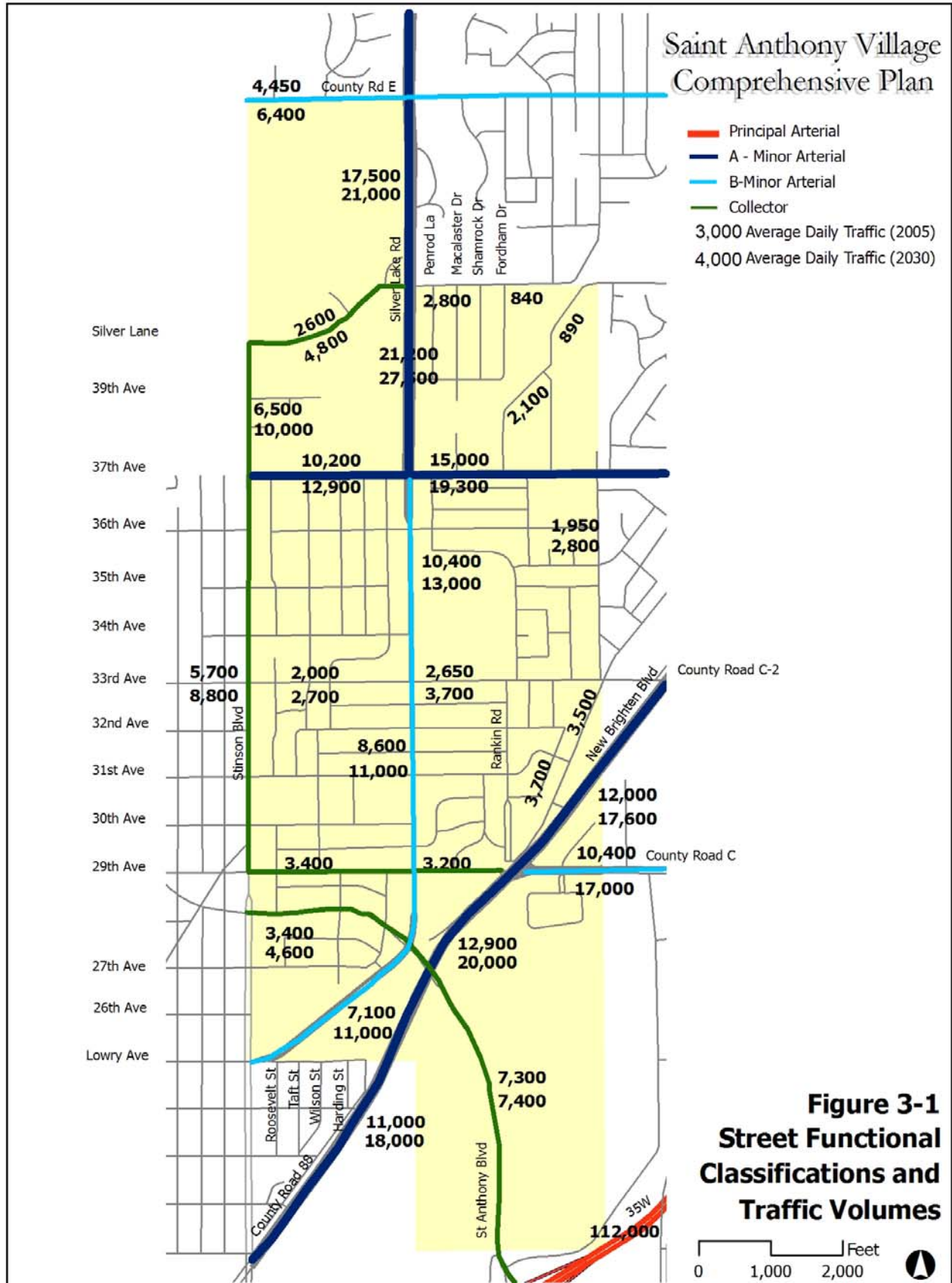
The classifications provide for freeway, urban and rural standards; of these, only the urban standards are applicable to St. Anthony. The local street system is not included in the Metropolitan Council's transportation system. Figure 3-1 shows the 2006 pattern of road functional classification, and Table 3-1 lists roads by functional class, number of lanes, jurisdictional class and sub-class.

**Table 3-1**  
**Functional Classification and Jurisdiction by Street**

| Classification  | Jurisdiction                 | Subclass            | Lanes |
|---|------------------------------|---------------------|-------|
| <b>Minor Arterials</b>  |                              |                     |       |
| CSAH 88 (New Brighton blvd.)  | Hennepin and Ramsey Counties | A-Minor (Reliever)  | 4     |
| County Road D (37 <sup>th</sup> Avenue)   | Hennepin and Ramsey Counties | A-Minor (Augmenter) | 4     |
| Silver Lake Road (north of 38 <sup>th</sup> Ave.)   | Ramsey County                | A-Minor (Augmenter) | 4     |
| Silver Lake Road (south of 37 <sup>th</sup> Avenue)   | Hennepin County              | B-Minor             | 2     |
| County Road C   | Hennepin County              | B-Minor             | 2     |
| County Road E (45 <sup>th</sup> Ave.)   | Ramsey County                | B-Minor             | 2     |
| <b>Collectors</b>   |                              |                     |       |
| Stinson Blvd. (37th Ave. to St. Anthony Blvd.)  | Hennepin County              |                     | 2     |
| Stinson Blvd. (37th Ave. to Silver Lane)  | City                         |                     | 2     |
| 29 <sup>th</sup> Avenue NE from New Brighton Boulevard west to Stinson Boulevard *              | City                         |                     | 2     |
| St. Anthony Boulevard from the southern City limits near I-35W northwest to Stinson Boulevard * | City                         |                     | 2     |
| Silver Lane (west of Silver Lake Rd.)   | City                         |                     | 2     |

\* The City of St. Anthony village requests that the Metropolitan Council add these two road segments to the regional roadway functional classification map.

**Principal arterials** are the highest roadway classification and are considered part of the metropolitan highway system. These roads are intended to connect metropolitan centers with one another and connect major business concentrations, important transportation terminals and large institutional facilities. St. Anthony is surrounded by principal arterials, including I-35W and I-694.



**Minor arterials** are intended to connect important locations within the City with access points on the metropolitan highway system and with important locations outside the City. These arterials are also intended to carry short to medium trips that would otherwise use the regional system.

Minor arterials are further classified as A-Minor and B-Minor arterials. The A-Minor arterials are those which have been identified by the Metro Council as reliever or augmentor routes. Relievers provide direct relief and support for congested principal arterials. Augmentors, literally, augment the capacity of these principal arterials in carrying traffic outward from the core of the metro area (toward I-694, for example). Within St. Anthony, County State-Aid Highway (CSAH) 88 is a reliever for I-35W. This former state highway (formerly designated U.S. 8) was turned back to Hennepin and Ramsey Counties in the 1990s. County Road D and Silver Lake Road north of 37th Avenue are considered augmentors.

According to Hennepin County's classification system, both Silver Lake Road south of 37th Avenue and Kenzie Terrace are B-minor arterials; they connect with Lowry Avenue, an important east-west minor arterial that crosses northeast Minneapolis. Other B-minor arterials include County Road C between CSAH 88 and the I-35W interchange in Roseville, and County Road E, which follows the City's northern boundary.

**Collector roadways** are designed to serve shorter trips that occur entirely within the City, and to collect and distribute traffic from neighborhoods and commercial industrial areas to the arterial system. The most important collector within the City is Stinson Boulevard, which runs north-south along the City's western boundary, connecting with Lowry Avenue and eventually with CSAH 88. Jurisdictional responsibility for this road has been a source of controversy in the past. North of 37th Avenue NE Stinson forms the boundary between St. Anthony and Columbia Heights, and between Anoka and Ramsey Counties. This segment is under City jurisdiction. South of 37th Avenue, Stinson is still owned by Hennepin County, which classifies it as a major collector only as far south as St. Anthony Boulevard (the segment to the south was removed from the county road system due to a legal dispute). The County designation for this segment is CSAH 27. The segment south of St. Anthony Boulevard is designed as part of the Minneapolis parkway system, with a wide planted median.

Silver Lane, west of Silver Lake Road, is also classified as a collector. This road was formerly under Ramsey County's jurisdiction, but was turned back to the City in 1996. To the west, it connects to 40th Avenue in Columbia Heights; to the east and north, it connects to County Road E in New Brighton.

**Local streets** connect blocks and land parcels; their function is primarily to provide access to adjacent properties. Local streets can also serve as important components of bicycle and pedestrian circulation systems. In most cases, local streets will connect to

other local streets and collectors, although in some cases they may connect to minor arterials. All other streets within the City are classified as local streets.

Among these streets, however, St. Anthony Boulevard, which becomes St. Anthony Parkway in Minneapolis, is part of the "Grand Round" park and parkway system, and eventually connects to the Mississippi River. The Minneapolis parkways essentially function as low-speed collector streets, and it may be that St. Anthony Boulevard should be considered a collector.

### **Jurisdictional Classification**

Jurisdiction over the City's roadway system is shared among three levels of government: the state of Minnesota; Ramsey and Hennepin Counties, and the City. The Minnesota Department of Transportation (Mn/DOT) maintains the interstate and state trunk highway systems. Ramsey and Hennepin Counties maintain the County State Aid Highway (CSAH) and County Road Systems. The City maintains the remaining streets, some of which are designated as Municipal State Aid (MSA) Streets, and receive MSA funding. The current MSA system in St. Anthony includes the major east-west connectors -- Silver Lane, 33rd Avenue, 29th Avenue and St. Anthony Boulevard - as well as Highcrest Road, the segment of Stinson Boulevard north of Silver Lane, and part of Old Highway 8.

### **Current Traffic Volumes**

The most recent (2005) traffic counts are shown in Figure 3-1. Existing traffic volumes are compared to the size and capacity of each roadway in order to determine where capacity problems exist or are expected to occur in the future.

Roadway capacity problems arise when the roadway cannot efficiently handle the traffic using it, particularly at intersections. Efficient traffic movement is described in terms of "level of service" (LOS), categorized using the letters "A" through "F."

Levels of service for a fully developed area such as St. Anthony are described in Table 3-2.

**Table 3-2**  
**Traffic Level of Service Characteristics**

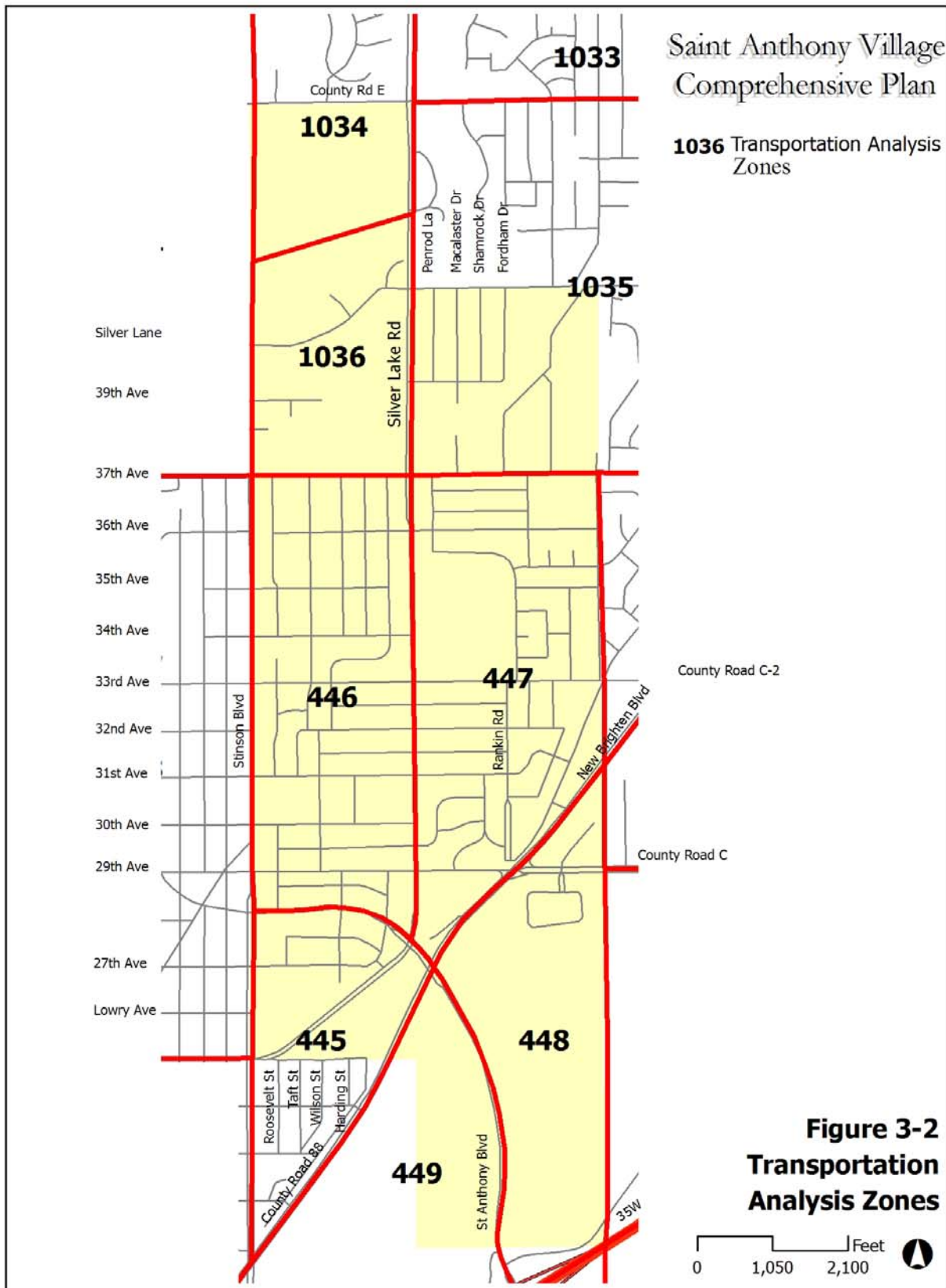
| Level of Service (LOS) | Characteristics   |
|------------------------|---|
| A                      | <ul style="list-style-type: none"> <li>▪ Most Vehicles Do Not Stop At All</li> <li>▪ Most Vehicles Arrive During Green Phase</li> <li>▪ Progression Is Extremely Favorable</li> </ul> |
| B                      | <ul style="list-style-type: none"> <li>▪ More Vehicles Stop Than LOS "A"</li> <li>▪ Good Progression</li> </ul>   |
| C                      | <ul style="list-style-type: none"> <li>▪ Number of Vehicles Stopping Is Significant</li> <li>▪ Fair Progression</li> <li>▪ Individual Cycle Failures</li> </ul>                       |
| D                      | <ul style="list-style-type: none"> <li>▪ Many Vehicles Stop</li> <li>▪ Unfavorable Progression</li> <li>▪ Individual Cycle Failures Are Noticeable</li> </ul>                         |
| E                      | <ul style="list-style-type: none"> <li>▪ Limit of Acceptable Delay</li> <li>▪ Poor Progression</li> <li>▪ Frequent Cycle Failures</li> </ul>  |

In a comparison of current traffic counts, numbers of lanes per roadway and the level of service for St. Anthony's arterial and collector streets, the only one with serious capacity problems is Silver Lake Road south of 37th Avenue NE. However, the County and City approved a project in 2006 that would retain two through lanes while adding turn lanes and traffic controls at the major intersections to improve traffic flow and safety. On-street parking will be provided in sheltered bays, and new sidewalks, lighting and boulevard trees were also included.

All other roads operate at LOS "C" or higher.

### **Traffic Analysis Zones**

For purposes of regional transportation planning, the Metropolitan Council and the counties divide the region into Transportation Analysis Zones (TAZ's). Figure 3-2 shows the Council's TAZ boundaries. Regional population, households and employment forecasts are allocated to the TAZs as a means of calculating traffic volumes.



**Figure 3-2  
Transportation  
Analysis Zones**

## Transit System

St. Anthony Village is within the Metropolitan Transit Taxing District. The southern part of St. Anthony is in Market Area II and the northern part in Market Area III. St. Anthony Village is in the Sector 1 transit planning zone.

**Table 3-3**  
**Transit Service Options in St. Anthony**

| Market Area II                           | Market Area III                          |
|--|--|
| Regular-route local                      | Peak-only express                        |
| All-day expresses                        | Small vehicle circulators                |
| Small vehicle circulators                | Mid-day circulators                      |
| Special needs paratransit (ADA, seniors) | Special needs paratransit (ADA, seniors) |
| Ridesharing                              | Ridesharing                              |

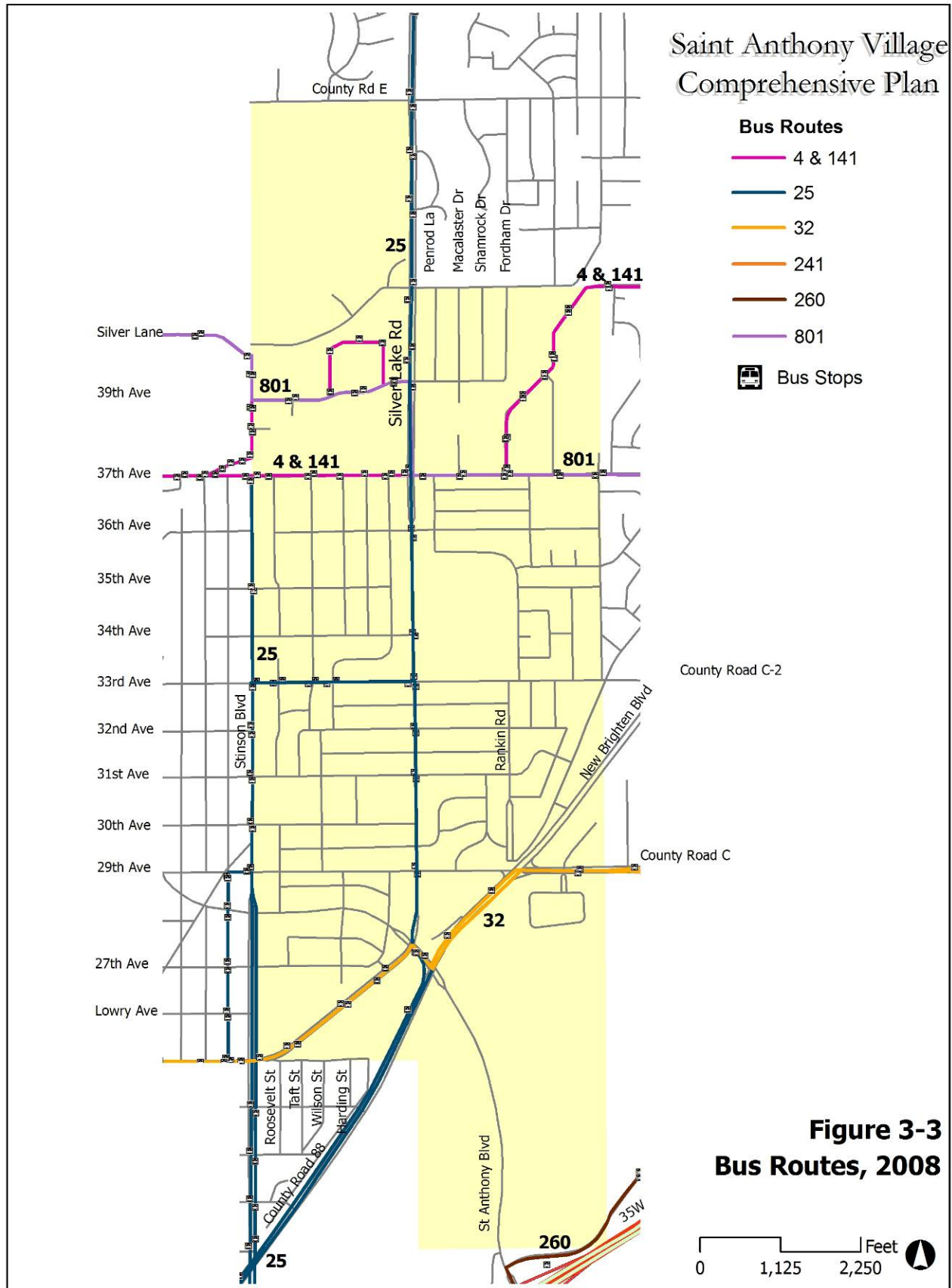
Source: Twin Cities Metropolitan Council, 2005

Most of the transit routes that serve St. Anthony, shown in Figure 3-3, link it to downtown Minneapolis; several also link it to regional facilities such as the Rosedale Mall:

- **Route 25:** Service between downtown Minneapolis and the Northtown Transit Center in Coon Rapids via Silver Lake Road or Stinson Boulevard.
- **Route 4:** Service between New Brighton and Richfield via 37<sup>th</sup> Avenue and Silver Lake Village.
- **Route 32:** Service between the Rosedale Transit Center and the Robbinsdale Transit Center via County Road C and New Brighton Boulevard (CSAH 88).
- **Route 141:** Service between New Brighton and downtown Minneapolis via 37<sup>th</sup> Street and Chandler Drive in St. Anthony.
- **Route 801:** Service between the Rosedale Transit Center and the Brooklyn Center Transit Center via Silver Lake Village.

Paratransit services such as Metro Mobility are also available in St. Anthony Village.





## Pedestrian and Bicycle Systems

### Existing Sidewalks

The lack of sidewalks in most of St. Anthony is a hindrance to pedestrian circulation.

Sidewalks are only found along:

- St. Anthony Boulevard
- Kenzie Terrace (poor condition)
- 29<sup>th</sup> Avenue (discontinuous)
- 33<sup>rd</sup> Avenue (one side only)
- 37<sup>th</sup> Avenue NE (south side only)
- 39<sup>th</sup> Avenue (west of Silver Lake Road)
- Silver Lake Road (except between 33<sup>rd</sup> and 37<sup>th</sup> and south of 29<sup>th</sup>)
- Stinson Boulevard (from St. Anthony Boulevard to Kenzie Terrace, and on the Minneapolis side)

The Silver Lake Village retail and residential neighborhood was designed to encourage walking by having compact development, tree-lined sidewalks along every street, and windows and doors facing the sidewalks. There is also a public park in the center that promotes strolling and community gatherings.

**Northeast Diagonal Bicycling Trail:** A paved path for bicyclists, skaters and pedestrians was constructed in 2007 by the City of Minneapolis in the Hennepin County Regional Rail Authority right-of-way.

That trail, now known as the Northeast Diagonal Trail, runs along the south side of New Brighton Boulevard from Broadway Street NE to the boundary of the City of Roseville, where it connects to the County Road B-2 Trail in Roseville. To the south, it links to a ten-foot wide multi-use path along the east side of Stinson Boulevard. The project will include a ramp connection to the existing sidewalk along the north side of St. Anthony Boulevard. The path eventually will be extended through the communities of Little Canada, Vadnais Heights and White Bear Township.

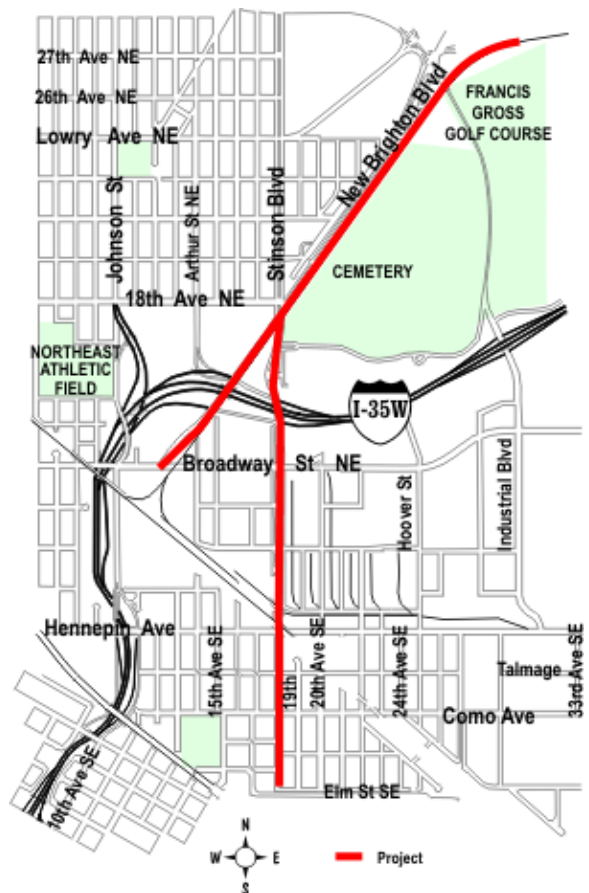


Figure 3-4:  
Northeast Diagonal  
Trail Alignment

## **Planned Bicycling Routes**

The *Hennepin County Bicycle Transportation Plan* (1996) identifies two bicycle routes that pass through or along the border of St. Anthony:

St. Anthony Boulevard may assume greater importance as a bicycle route in the future. It is identified as part of the "Grand Round" of the Minneapolis parkway system, and the Hennepin County Bicycle Transportation Plan identifies this route as part of a "Secondary System" geared primarily to recreational travel. Although the Grand Round system is still not complete in this vicinity, a 1996 plan for the Southeast Minneapolis Industrial Area proposed a parkway from East River Road to 29th Avenue SE, Industrial Boulevard and St. Anthony Boulevard. Bicycle lanes and/ or a signed-only route would be part of this proposed parkway improvement, which would complete the Grand Round.

Stinson Boulevard, south of 31st Avenue NE, is identified as a Primary Route in the County plan, connecting eventually to 15th Avenue SE and - the University of Minnesota area. From there, it would also link to East River Road and the Grand Round system. This segment of Stinson is designed as a parkway with a wide planted median. Its current configuration is not wide enough for a separate bicycle lane.

Several local streets in the City have been signed as "bikeways."

## **Transportation System Issues**

The following transportation and transit issues were raised near the outset of the planning process. These questions were used to crystallize the analysis of conditions and guide the preparation of the plan.

- Residents in part of the “Northeast Neighborhood” – the area east of Silver Lake Road and north of the Soo Line Tracks – have identified cut-through traffic on 39<sup>th</sup> Avenue, Fordham Drive and other north-south streets as a nuisance. How can this problem be alleviated? Has it been made worse by the development of Silver Lake Village?
- What actions can the City take to increase transit ridership by becoming more "transit-friendly" - that is, by providing facilities and developing land use patterns that will encourage transit use?
- What actions can the City take to encourage increased bicycle and pedestrian movement to both local and regional destinations?

## **Transportation System Plan**

St. Anthony is a fully developed city and its road system is in place. No new roads are expected to be constructed. However, existing roads can be improved to address capacity problems, and both functional and jurisdictional classifications are subject to some changes.

### **Street and Road System Plan**

#### **Proposed Road Improvements**

The only near-term major road improvement planned for St. Anthony is the upgrading of Silver Lake Road between St. Anthony Boulevard and 37th Avenue in conjunction with Hennepin County. This project, scheduled for 2008, will retain two through lanes while adding turn lanes and traffic controls at the major intersections to improve traffic flow and safety. On-street parking will be provided in sheltered bays, and new sidewalks, lighting, boulevard trees and underground wiring were also included.

#### **Functional Classification**

The existing functional classification system (shown on Figure 3-3) is adequate to meet the City's needs.

#### **Jurisdictional Classification**

Under the current system of road jurisdiction, the state (Mn/DOT) is gradually assuming responsibility for principal arterials, while counties assume responsibility for minor arterials. Major collectors that are now a county responsibility are gradually being "turned back" to the cities.

Hennepin County recently turned back to St. Anthony and Minneapolis the segment of Stinson Boulevard just north of Lowry Avenue (the "parkway" segment). The county is interested in turning back the remaining segment of Stinson. If so, jurisdiction would again be shared between St. Anthony and Minneapolis. Presently that portion of County Road 27 does not connect to another County or State road either in Minneapolis or Anoka County.

#### **Local System Maintenance**

St. Anthony's Public Works Department has been gradually reconstructing or overlaying its local streets, focusing on one area of the City at a time. This program is expected to continue indefinitely in order to maintain acceptable surface conditions.

## Traffic Safety Improvements

There are few serious traffic safety problems in St. Anthony caused primarily by street design. The planned improvements to Silver Lake Road are expected to reduce the number of accidents along that street; the future left- and right-turn lanes will reduce the incidence of rear-end crashes.

## Forecast of Population, Households and Employment by TAZ

The City of St. Anthony Village expects to grow through redevelopment to reach to demographic levels forecast by the Metropolitan Council. Under the most optimistic (high) scenario, St. Anthony Village may exceed the 2030 population and household forecast of the because of redevelopment that increases the number of housing units at Silver Lake Village (already completed), the Lowry Grove mobile home park (planned by this document) and St. Anthony Village Shopping Center (planned by this document). A net increase of 1,403 households between year 2000 and year 2030 would result under the highest forecast.

Table 3-4 presents those forecasts by Traffic Analysis Zone. Figure 3-3 presents the boundaries of the Traffic Analysis Zones.

**Table 3-4**  
**Forecast of Population, Households and Employment by TAZ, 2000 to 2030**

| TAZ           | Population   |              |               |               | Households   |              |              |              | Employment   |              |              |              |
|---------------|--------------|--------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|               | 2000         | 2010         | 2020          | 2030          | 2000         | 2010         | 2020         | 2030         | 2000         | 2010         | 2020         | 2030         |
| 445           | 931          | 966          | 2,663         | 2,683         | 604          | 604          | 1,394        | 1,394        | 1,113        | 1,485        | 1,550        | 1,585        |
| 446           | 2,331        | 2,344        | 2,467         | 2,420         | 930          | 930          | 930          | 930          | 63           | 100          | 120          | 220          |
| 447           | 2,402        | 2,404        | 2,396         | 2,352         | 868          | 868          | 868          | 868          | 497          | 700          | 1,055        | 1,100        |
| Hennepin      | 5,664        | 5,714        | 7,525         | 7,456         | 2,402        | 2,402        | 3,192        | 3,192        | 1,673        | 2,285        | 2,725        | 2,905        |
| 448           | -            | -            | -             | -             | -            | -            | -            | -            | 313          | 345          | 355          | 475          |
| 449           | -            | -            | -             | -             | -            | -            | -            | -            | 13           | 20           | 20           | 20           |
| 1034          | -            | -            | -             | -             | -            | -            | -            | -            | 5            | 5            | 5            | 5            |
| 1035          | 1,752        | 1,754        | 1,790         | 1,859         | 991          | 991          | 1,001        | 1,001        | 320          | 395          | 440          | 475          |
| 1036          | 596          | 1,632        | 1,685         | 1,685         | 304          | 907          | 907          | 907          | 1,058        | 1,300        | 1,455        | 1,570        |
| Ramsey        | 2,348        | 3,386        | 3,475         | 3,544         | 1,295        | 1,898        | 1,908        | 1,908        | 1,378        | 1,695        | 1,895        | 2,045        |
| <b>Totals</b> | <b>8,012</b> | <b>9,100</b> | <b>11,000</b> | <b>11,000</b> | <b>3,697</b> | <b>4,300</b> | <b>5,100</b> | <b>5,100</b> | <b>3,382</b> | <b>4,350</b> | <b>5,000</b> | <b>5,450</b> |

| TAZ           | Retail Employment |            |              |              | Non-Retail Employment |              |              |              |
|---------------|-------------------|------------|--------------|--------------|-----------------------|--------------|--------------|--------------|
|               | 2000              | 2010       | 2020         | 2030         | 2000                  | 2010         | 2020         | 2030         |
| 445           | 60                | 100        | 180          | 200          | 1,053                 | 1385         | 1370         | 1385         |
| 446           | 23                | 25         | 45           | 50           | 40                    | 75           | 75           | 170          |
| 447           | 15                | 35         | 175          | 330          | 482                   | 665          | 880          | 770          |
| 448           | 78                | 90         | 100          | 120          | 235                   | 255          | 255          | 355          |
| 449           | 0                 | 0          | 0            | 0            | 13                    | 20           | 20           | 20           |
| 1034          | 0                 | 0          | 0            | 0            | 5                     | 5            | 5            | 5            |
| 1035          | 12                | 20         | 20           | 50           | 308                   | 375          | 420          | 425          |
| 1036          | 450               | 480        | 480          | 550          | 608                   | 820          | 975          | 1020         |
| <b>Totals</b> | <b>638</b>        | <b>750</b> | <b>1,000</b> | <b>1,300</b> | <b>2,744</b>          | <b>3,600</b> | <b>4,000</b> | <b>4,150</b> |

Source: Twin Cities Metropolitan Council July 2008, and City of St. Anthony Village.

## **Traffic Forecasts**

Traffic projections for St. Anthony, shown in Figure 3-1, were prepared by the Metropolitan Council and the Minnesota Department of Transportation. A computerized regional traffic model was used for forecasts on the arterial roads such as I-35W or County State-Aid Highway 88 while a trend line method was used to forecast traffic on other roads. However, the 2030 forecasts have been adjusted to account for the City's 2030 forecast of households and population, which is higher than that of the Metropolitan Council because of redevelopment and intensification (see the previous page).

## **Comparison of Travel Demand and Regional Highway System Capacity**

The City of St. Anthony believes that its land use plan is in conformance with the Metropolitan Council's *Transportation Policy Plan*.

Traffic generation may increase in two ways: through increased per-capita trip making or through intensified land use. St. Anthony is a nearly fully developed community. Redevelopment and infill will be pursued as opportunities become available. The trend has been for redevelopment to occur at the northern and southern ends of the city (e.g., Apache Plaza becoming Silver Lake Village) while its central single-family neighborhoods remain largely unchanged. Additional redevelopment supported by this *Comprehensive Plan* may add housing units in the southern part of the city near Kenzie Terrace at the Lowry Grove mobile home park and the St. Anthony Shopping Center.

It will not be difficult to achieve the 2030 goals for households and employment that the Metropolitan Council has established for St. Anthony and which are the basis for the regional travel model. In fact, the creation of Silver Lake Village has moved the city's household and population totals to within 57 percent of the Metropolitan Council's goals for the community.

However, the City expects that its land use plan will result in a non-significant additional number of auto trips on the regional highway system beyond those forecast by the Metropolitan Council.

The City also feels that its land use plan will further the Council's objectives of increased transit ridership, travel demand management and efficient use of past regional highway and sewer investments.



## Changes in Land Use that May Affect Transportation

St. Anthony is essentially a fully developed community. The land use changes proposed in the Land Use Plan are fairly local in nature. Changes that may occur as the plan is realized include:

- Redevelopment of the Lowry Grove mobile home park to higher density housing.
- Completion of the housing planned at Silver Lake Village.

These changes may increase the volume of vehicular traffic in portions of the community and nearby locations. Specifically, the following changes in year 2030 Average Daily Traffic are estimated:

**Table 3-5**  
**Estimated Changes in 2030 Average Daily Traffic**

| <b>Roadway</b>   | <b>Previously Forecast<br/>Average Daily Traffic</b> | <b>New Forecast of 2030<br/>Average Daily Traffic</b> |
|--|--|---|
| Stinson Boulevard between Silver Lane and 37 <sup>th</sup> Avenue  | 8,100  | 9,000   |
| Stinson Boulevard between 29 <sup>th</sup> Avenue and Lowry Avenue | 4,500  | 4,800   |
| Silver Lake Road between Silver Lane and 37 <sup>th</sup> Avenue   | 27,100   | 27,400  |
| Kenzie Terrace   | 10,000   | 11,000  |

It is estimated that the effect of redevelopment in St. Anthony on the level of service on the nearby regional highway system will be negligible. It is not expected that additional Regional Systems capacity will be needed to accommodate the redevelopment that the City expects.

## Transit and Paratransit

**Transit-Supportive Land Use for the Kenzie Terrace District:** In order to support transit ridership, the City will adopt a land use plan and zoning amendments that allow redevelopment of the St. Anthony Shopping Center to a more intensive, vertically mixed-use residential and commercial configuration, along with redeveloping the Lowry Grove mobile home park to higher density housing. This second mixed-use center in St. Anthony should include a bus shelter for Route 32, which runs along New Brighton Boulevard.

Metropolitan Transit should install bus shelters that comply with the American with Disabilities Act along 39<sup>th</sup> Avenue North between Stinson Boulevard and Silver Lake Road.

## **Pedestrians and Bicycles**

In order to promote walking and bicycling, the City will:

- **Sidewalks:** Build sidewalks along key streets that do not presently have them. (See the list of planned sidewalk locations below.) Include seating benches at bus stops.
- **Bicycling Routes:** Continue to support the concept of off-road bicycling paths or on-street striped lanes along Stinson Boulevard and along St. Anthony Boulevard south of New Brighton Boulevard as an element of the Grand Rounds Parkway system.
- **Macalaster Drive Railroad Track Crossing:** The City will investigate the feasibility of building either a bridge or a tunnel for pedestrians and bicyclists over or under the Soo Line railroad tracks at Macalaster Drive to reduce the barrier created in that northern neighborhood by the tracks.

### **Planned Sidewalks**

Sidewalk construction or reconstruction is planned along these streets by 2011:

- Silver Lane
- 39<sup>th</sup> Avenue (east of Stinson Boulevard)
- 37<sup>th</sup> Avenue
- St. Anthony Boulevard (repair; Kenzie Terrace to southern City limits)
- Kenzie Terrace (in conjunction with street reconstruction)
- Stinson Boulevard (north of St. Anthony Boulevard)
- Silver Lake Road (in conjunction with street reconstruction)
- New Brighton Boulevard
- Highcrest Road

## **Goods Movement and Rail Lines**

St. Anthony is close to the major CP Railroad rail / truck terminal in northeast Minneapolis (just west of Central Avenue) but does not contain any major freight facilities.

There is rail line in St. Anthony. The Canadian-Pacific Railroad (formerly the Soo Line Railroad) runs east to west from the City's northwestern corner, crossing Silver Lake Road south of Apache Plaza and crossing Stinson Boulevard into Minneapolis at 37<sup>th</sup>

Avenue. This is a major east-west line that crosses the entire metro area and is considered part of the Metropolitan rail system.

The former Burlington Northern Railroad, which ran diagonally across the southern corner of the city, along the boundaries of the Gross Golf Course and Sunset Memorial Park, was purchased by the Hennepin County Railroad Authority and developed into the Northeast Diagonal bicycle Trail.

## **Aviation**

There are no existing or planned aviation facilities in St. Anthony Village. However, the airspace over St. Anthony is used by aircraft operating from metropolitan airports and other airports. St. Anthony is located approximately five miles south of the Anoka County-Blaine Airport, identified in the *Aviation Policy Plan* as a reliever airport for Minneapolis-St. Paul International Airport. Anoka County-Blaine is one of the few reliever airports with sufficient land "area to allow for expansion." It is expected to reach 80 percent of its existing operational capacity by 2008, and is currently developing a long-term comprehensive plan future expansion.

Structures which are 200 feet or higher above ground level may pose hazards to air navigation. St. Anthony has no existing structures of this height; does not permit such structures under its zoning ordinance, and has no plans to permit such structures in the future. Any applicant who proposes to construct such a structure shall notify the city and the Commissioner of the Minnesota Department of Transportation at least 30 days in advance as required by law.

There are no heliports in St. Anthony. Future proposals for heliports should only be considered in areas where they would not disrupt adjoining land uses.

The St. Anthony zoning ordinance regulates the height of structures so they will not pose a hazard to air navigation including electronic interference. If needed, the City will notify the FAA as defined under code of federal regulations CFR – Part 77, using the FAA Form 7460-1, "Notice of Proposed Construction or Alternation."

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## Park System Analysis and Plan

This chapter of the *Comprehensive Plan* examines St. Anthony's park and recreation system, analyzes how well it meets the City's needs on both a neighborhood and a citywide basis, and makes recommendations for changes and additions to park facilities. It also discusses specific proposals for redesign of Central Park. This chapter includes the following sections:

### Analysis of Conditions

- Park Classification System
- Park Service Areas
- Park Facilities
- Adequacy of Park and Recreation Facilities
- Park and Recreation Issue

### Park System Plan

- Parks Goals
- Park Improvements

## Analysis of Conditions

### Park Classification System

In order to properly review the adequacy of the local park system and to plan for its improvement or change, one needs to understand how the system itself is structured. Different types of parks are located and designed to serve different needs and populations. For example, there should be a park in each neighborhood that is safely accessible to pedestrians, especially children, within a reasonable walking radius of one-quarter to one-half mile. At the other end of the spectrum, specialized and community-wide recreation needs can be met by one or two larger parks.

Park and recreation professionals across the United States have developed and tested general guidelines for the types of parks and the acreage of each type that a community should ideally possess. These guidelines also address the approximate number of specialized facilities such as tennis courts or hockey rinks that seem to be needed to meet the public's needs.

The following park classifications seem to work well for a small community such as St. Anthony. Their intent is to provide guidelines or standards for the number and location of parks and specialized recreation facilities. These guidelines can then be used to measure the adequacy of the parks and facilities in each neighborhood and citywide. National standards, however, do not consider factors which may be unique to a particular service area or neighborhood, such as age distribution, income, type of housing, density, and so on. Therefore, the standards should not be applied too strictly. Rather, they should be treated as flexible guidelines, to be modified based on the needs and preferences of the City's residents.

### **Play Lot**

The smallest unit of the park system both in terms of size and area that it serves; it is generally considered as a substitute for a backyard, and is provided mainly in high density areas where private open space is minimal. Intended primarily for use by children up to early elementary grades. May include play equipment sandboxes, paved areas for wheeled toys, basketball courts, wading pools, and grass area.

|                             |  |
|-----------------------------|--|
| Service Area:               | The sub-neighborhood level of 500 to 2,000 persons with a 1/4 mile radius.   |
| Desirable Size:             | ¼ to 2 acres   |
| Acres per 1,000 population: | No set standard -- desirable in higher-density areas.  |
| Site Characteristics:       | Should be located so that children do not have to cross major streets. Should include or be combined with an adult seating or gathering area; can be combined with a school. |

### **Neighborhood Park or Playground**

The basic unit of the park system, serving a residential area with approximately a ~ mile radius. Often coincides with the service area for an elementary school, and may adjoin and complement the school facility if intended to serve the same age group.

Facilities and programs of a neighborhood playground should be designed to meet the particular requirements of each individual neighborhood. May include a preschool play area; equipment for older children; an area for free play and organized games; multi-purpose hard surface *courts*; shelter buildings and restrooms; picnic and seating areas.

|                             |   |
|-----------------------------|---|
| Service Area:               | A population of up to 4,000 with a 1/4 to 1/2 mile radius.  |
| Desirable Size:             | 5 to 10 acres.  |
| Acres per 1,000 population: | 2.0   |
| Site Characteristics:       | Geographically centered in neighborhood with safe walking and bike access. Suited for intense development. Helpful if located adjacent to a school. |

### **Community Athletic Field**

A special-purpose site for field games and/ or court games.

|                             |   |
|-----------------------------|---|
| Service Area:               | Citywide; serves entire population with special emphasis on preteens, youth and young adults; ideally within a 1 ~ to 2 miles biking distance.  |
| Desirable Size:             | 20 acres or more.   |
| Acres per 1,000 population: | 1.0 to 2.0  |
| Site Characteristics:       | Direct access from all parts of the community. Level terrain with few water bodies or other environmental constraints. Easily accessible by large numbers of vehicles. Physically separate from homes so as to minimize light and noise problems. |

### **Community Park**

A facility designed to provide a combination of passive and active recreational activities for the entire community. May include areas suited for intense recreational facilities, such as athletic complexes, large swimming pools. May include areas of natural quality for outdoor recreation, such as walking, biking, picnicking, nature study.

|                             |  |
|-----------------------------|--|
| Service Area:               | Several neighborhoods or the entire city.  |
| Desirable Size:             | 25 acres or more.  |
| Acres per 1,000 population: | 5.0  |
| Site Characteristics:       | Easily accessible from all parts of community. Should be located on collector or arterial streets to provide adequate access for residents, and should be well-buffered from adjacent residential areas. |



### Trails or Linear Parks

An area within a natural or manmade corridor (Le., a stream valley or a power line right-of-way) for one or more modes of recreational travel, such as walking, jogging, biking, horseback riding, cross-country skiing, canoeing, etc. May include active play areas.

|                       |   |
|-----------------------|---|
| Service Area:         | No applicable standard.   |
| Desirable Size:       | Sufficient width to protect the resource and meet user needs.                                       |
| Acres per person:     | Variable.   |
| Site Characteristics: | Provides links to other components of the recreation system, community facilities or neighborhoods. |

### Park Service Areas

Park service areas are usually determined not only by population but by the boundaries, both natural and artificial, that separate them from other areas and restrict residents' access to parks. Thus, in St. Anthony, 37th Avenue NE forms a boundary for residents to the north. Even within this northern section of the City, additional barriers are created by Silver Lake Road and by the 500 Line railroad tracks. Each sub-area should be viewed in terms of residents' access to the parks.

South of 37th Avenue NE, fewer streets form barriers to movement, with the exceptions of Silver Lake Road and Kenzie Terrace. All of the City's parks are located east of Silver Lake Road. Stop signs and traffic signals do permit pedestrians and bicyclists to cross Silver Lake Road at several locations, although it may present a barrier to children on bicycles. Highway 88 is certainly a barrier to circulation, but there are no residential uses located east of the highway.

For the purpose of this analysis, two generalized park service areas are considered, divided by 37th Avenue NE, along with barriers to circulation within each area.

## Municipal Park Facilities

The City's park system consists of three primarily "active" parks and one "passive" or non-athletic park. Park locations are shown on Figure 2-1, Existing Land Use. The parks' functions, sizes and facilities are as follows:

### Central Park

The City's only community-sized park, the aptly-named Central Park is located almost exactly at the City's geographic center, at 33rd Avenue NE and Silver Lake Road, bordered on the north and west by Skycroft Drive. It is a true park-school complex, adjoining and sharing the St. Anthony High School's outdoor athletic facilities, for a total area of about 30 acres. Facilities include:

- Baseball fields (1)
- Softball fields (3)
- Soccer fields
- Scorer's building with concession stand.
- Picnic pavilion with restrooms
- Sledding hill
- 
- Batting cages
- Horseshoe courts
- Skating rinks for general purpose skating and for hockey
- Walking paths
- Off-street parking.

The adjacent school facilities include:

- 1 high school baseball field with backstop
- 3 soccer/football fields (one with bleachers) .
- Track and field facilities (a quarter-mile running track)

### Water Tower Park

Water Tower Park, located just south of Central Park and City Hall, has children's play equipment, picnic area and six tennis courts.

### Emerald Park

This neighborhood park is located between Macalester and Shamrock Drives in the northeast section of the City. About three acres in size, its facilities consist of:

- One multipurpose ball field
- Play equipment
- A small wading pool
- A seasonal ice hockey rink
- One basketball hoop (non-regulation)
- Picnic tables and benches
- A small maintenance building
- Parking for about 10 cars.



### Silver Point Park

This neighborhood park is located between 29th Avenue NE and Highway 88. About 5 acres in size, it contains:

- 2 multipurpose ballfields
- 2 soccer fields (contiguous with ballfields)
- Play equipment
- A seasonal ice hockey rink
- One basketball court
- Parking for about 15 cars
- Picnic tables and benches
- A small maintenance building with restrooms (usually closed)
- A stormwater detention basin.

### Trillium Park

This unique and attractive small park is located at one of the City's major "entrances" - the north corner of the intersection of Silver Lake Road, St. Anthony Boulevard, Kenzie Terrace and Highway 88. About two acres in size, it was designed and constructed by the City's Garden Club as a primarily ornamental and passive park, with landscaping, seating, and a large monument-style city identification sign.

### Salo Park

Salo Park is located between the commercial and residential components of Silver Lake Village. It includes a pond, an amphitheater, walking paths and landscaping.



The Salo Park Amphitheater

**Table 4-1**  
**Municipal Park Facilities**

|                   | Amphitheater | Ballfields – Multi-Use | Ballfields – Soccer | Basketball courts | Batting Cages | Gymnasium | Horseshoe Courts | Multi-Purpose Rooms | Off-Street Parking | Picnic Area | Play Equipment | Shelter | Skateboard park | Skating Rink - General | Skating Rink - Hockey | Tennis courts | Walking Paths | Water Feature – Wet Deck |
|-------------------|--------------|------------------------|---------------------|-------------------|---------------|-----------|------------------|---------------------|--------------------|-------------|----------------|---------|-----------------|------------------------|-----------------------|---------------|---------------|--------------------------|
| Central           |              | ✓                      | ✓                   |                   | ✓             |           | ✓                |                     | ✓                  | ✓           | ✓              | ✓       | ✓               | ✓                      | ✓                     |               | ✓             | ✓                        |
| Community Center  |              |                        |                     |                   |               | ✓         |                  | ✓                   | ✓                  |             |                |         |                 |                        |                       |               |               |                          |
| Emerald Park      |              | ✓                      | ✓                   |                   |               |           |                  |                     | ✓                  | ✓           | ✓              | ✓       |                 | ✓                      | ✓                     |               |               |                          |
| Salo Park         | ✓            |                        |                     |                   |               |           |                  |                     | ✓                  |             |                |         |                 |                        |                       |               | ✓             |                          |
| Silver Point Park |              | ✓                      |                     | ✓                 |               |           |                  |                     | ✓                  | ✓           | ✓              | ✓       |                 | ✓                      | ✓                     |               | ✓             |                          |
| Trillium Park     |              |                        |                     |                   |               |           |                  |                     | ✓                  |             |                |         |                 |                        |                       |               |               |                          |
| Water Tower Park  |              |                        |                     | 1/2               |               |           |                  |                     | ✓                  | ✓           | ✓              |         |                 |                        |                       | ✓             | ✓             |                          |

## Other Recreational Facilities

### Silverwood Park

Silverwood Park, owned and managed by Three Rivers Park District and classified as a Special Recreation Feature of the regional parks system, features a short hiking trail, a picnic shelter, canoe and kayak access, shore fishing and picnic areas. The park provides habitat for numerous wildlife including sharp-shinned hawks, white-breasted nuthatches and cedar waxwings. Its most significant natural feature is a 20-acre mature upland oak forest that features mainly white oaks, but also contains red oak, bur oak, cherry and aspen.

Three Rivers Park District prepared a master plan and capital improvements program for the park, which was approved by the Metropolitan Council in 2006. Improvements under the plan were constructed in 2008 including floral and sculpture gardens, an interpretive visitor center for public and group use and additional hiking trails.

- **Hiking Trails** - A one-mile turf hiking trail connects to interior park roads.
- **Picnic Shelter** - A picnic shelter is located on one of the park's islands; it is accessible by a footbridge.
- **Canoeing / Kayaking** – Users may canoe or kayak and paddle Silver Lake.
- **Fishing** - Shore fishing is available. Fish in Silver Lake include crappies, sunfish, northern pike, walleye, bullheads and carp. A concrete boat launch is located outside of the park on the southwest side of the lake. Motorized and non-motorized boats may

be launched from that location. There is no boat launch available at Silverwood, but canoes and kayaks can be carried in and launched from shore.

- **Camp Buildings** - Most of the buildings in Silverwood that were established by the Salvation Army have been removed. A new visitors center, maintenance building and other structures were constructed in 2008. .
- **Wild Things** - Silverwood boasts 2,300 feet of shoreline on Silver Lake. The park provides habitat for numerous wildlife including sharp-shinned hawks, white-breasted nuthatches and cedar waxwings. The camp's most significant feature is a 20-acre mature upland oak forest that features mainly white oaks, but also contains red oak, bur oak, cherry and aspen.

### **Northeast Diagonal Trail**

The Northeast Diagonal Trail, previously known as the St. Anthony Railroad Spur Regional Trail, runs along the south side of New Brighton Boulevard (Highway 88) from Broadway Street NE to the boundary of the City of Roseville. From there, it connects to the County Road B-2 Trail in Roseville. (Refer to Figure 4-1 in this chapter and Figure 3-4 in the Transportation Plan for a map of the trail location and alignment.) The path eventually will be extended through the communities of Little Canada, Vadnais Heights and White Bear Township. To the south, links to a ten-foot wide multi-use path along the east side of Stinson Boulevard. The project includes a ramp connection to the existing sidewalk along the north side of St. Anthony Boulevard.

### **Wilshire Park Elementary School**

The Wilshire Park Elementary School, located on about 10 acres at 37th Avenue NE and Highcrest Road, also contains a large playground with modern equipment and several ballfields.

### **Gross Golf Course**

The other major recreational facility within the City is the Francis A. Gross Golf Course, about 150 acres in size. This public golf course is owned and operated by the Minneapolis Park and Recreation Board.

### **Neighboring Cities' Parks**

It should be noted that several parks in neighboring cities are close enough to St. Anthony's borders to serve its residents: Silver Lake Beach and Silver Lake Park border the lake in Columbia Heights, and Prestemon Park lies just south of Silver Lane a block from St. Anthony's boundary. In Minneapolis, Waite Park, on 33<sup>rd</sup> Avenue, and Windom Park, on Lowry Avenue, are also close to St. Anthony.

## Park System Plan

### Park Goals

- Maintain and enhance the park system for both aesthetic and recreational purposes.
- Enable the parks to play a strong role as community and neighborhood centers by improving their appearances and attractiveness as gathering places.

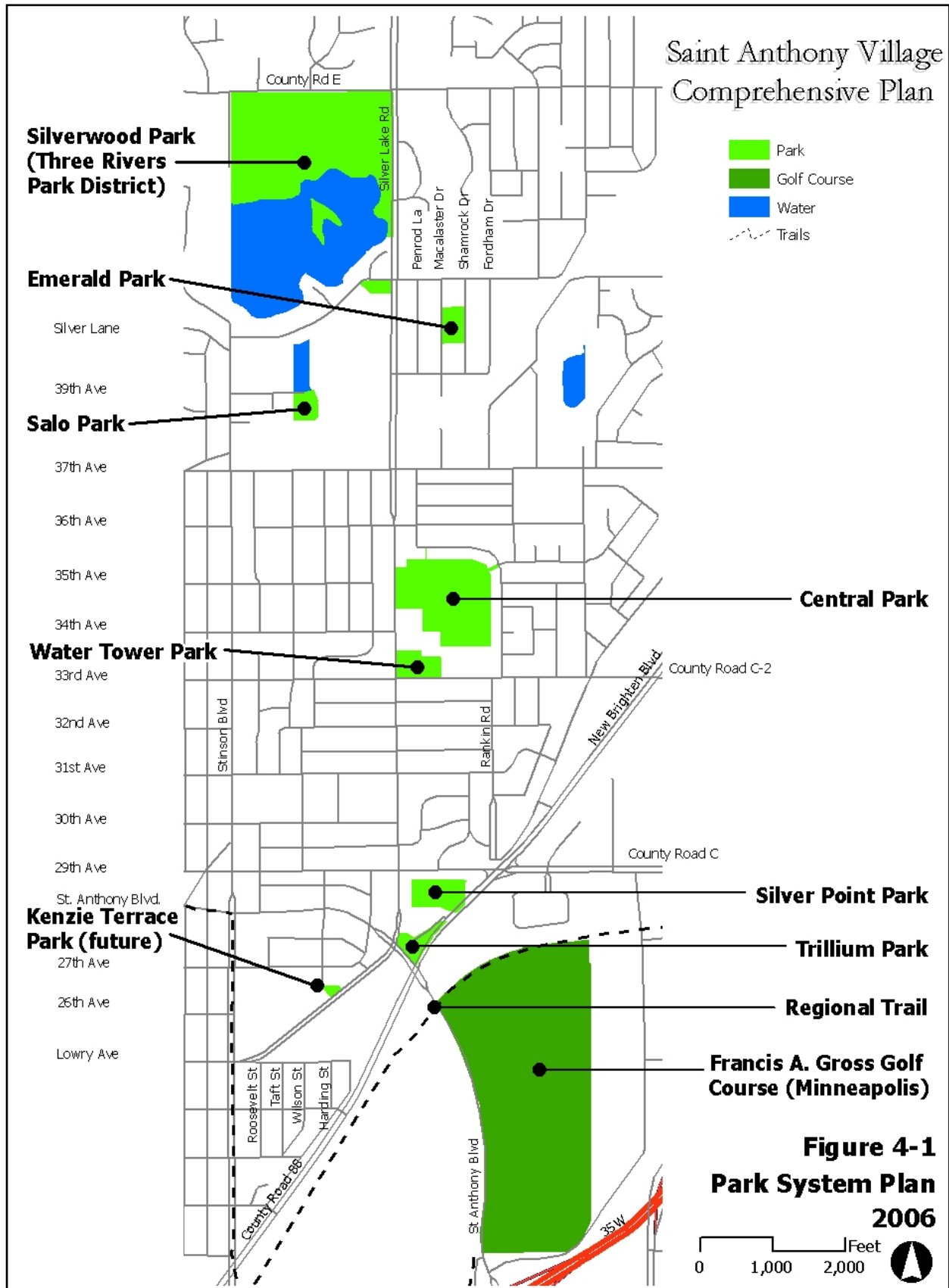
### Park Improvements

Since the 1998 *St. Anthony Comprehensive Plan* was written, several park improvements have been completed:

- **Water Tower Park:** New play equipment
- **Central Park:** Redesigned and greatly improved.
- **Emerald Park:** Redesigned; awaiting reconstruction in 2008 or later.
- **Salo Park:** Newly constructed in Silver Lake Village. Includes ponds, an amphitheater and walking paths.
- **Silverwood Park:** Acquired from the Salvation Army by Three Rivers Parks. Being planned (in 2006) for improvements and inclusion in the Regional Park System.

Thus, three improvements to the park system are on the horizon:

1. **Silverwood Park:** Continue to participate in the planning process being led by Three Rivers Parks. Continue to plan land on the opposite shore of Silver Lake for single-family housing served by the municipal sanitary sewer system (to help protect water quality in the lake).
2. **Emerald Park:** Budget funds to implement the approved design.
3. **Kenzie Terrace Park:** A new park is planned along the north side of Kenzie Terrace on a site that is presently unpaved parking. This park is expected to be created in conjunction with the redevelopment of the Kenzie Terrace District (see pages 2-21 through 2-24 of the Land Use Plan chapter) and the reconstruction of Kenzie Terrace. A pedestrian and visual link between the neighborhood to the north and the redeveloped St. Anthony Shopping Center is the purpose of this park.





# Water Resources Analysis and Plan

This chapter of the *St. Anthony Comprehensive Plan* addresses local and regional sanitary sewer service, the water supply system and surface water management.

## Sanitary Sewer Service

The entire City is served by the Metropolitan Wastewater system, administered by the Metropolitan Council Environmental Services Division. As shown in Figure 5-1, the city is divided into two service areas, the north area discharging into interceptor 1-RV-430, which flows through Roseville, and the south area discharges into interceptor 1-MN-302, which flows through Minneapolis. The north service area contains meter stations 55 and 55A. The south service area flows through meter 104. Both interceptors eventually discharge in the Metropolitan Wastewater Treatment Plant in St. Paul. The peak flow outlet structure M105, which directs high sanitary sewer discharges west into the Minneapolis system, will be abandoned and disconnected in 2009; it is no longer needed because inflow and infiltration to the St. Anthony Village system has been reduced (see below).

There is one small unmetered area along the City's western boundary with Minneapolis, between 35th and 37th Avenues. This area discharges directly into the Minneapolis system.

The City's wastewater system has changed since 1979. At that time, all of the wastewater from St. Anthony Village discharged into the southern interceptor, which connected to the Minneapolis sewer system near Coolidge Street and Lowry Avenue. Two lift stations were used to pump wastewater from the northern part of the city over the crest of the hill near 34th Avenue.

### Inflow and Infiltration

The City experienced serious problems with flow and infiltration prior to 1979, and thereafter, during periods of heavy rain or the Spring thaw. Several solutions were discussed, including:

- A long-range sewer and street replacement plan

- Diversion of flow from the northern section of the city to the Roseville system. This was accomplished in 1979, and the lift stations were eliminated.
- Diversion to the Minneapolis system at St. Anthony Boulevard rather than Coolidge Street.
- Disconnection of the tile drains.
- Inspection by mobile TV and spot rehabilitation.

The City has pursued the last two of these options: televised inspection of lines and implementation of an ordinance prohibiting any storm drainage into sanitary sewers, with enforcement at time of sale. In other words, sellers must disconnect any tile drains from the sewer system as a condition of permit approval.

By 2006, infiltration had been largely eliminated by repairing or reconstructing sewer lines but inflow continued from basement sump pumps and gravity foundation drains. The Metropolitan Council has required that the City inspect every house and business to determine whether any system inflow is occurring and to require the property owner to disconnect the source at his or her own cost. These actions will eliminate the last of the problem and reduce the amount of “clear water” entering the system and requiring treatment.

### **Wastewater Flow Forecast and Allocated Capacity**

As the number of households and jobs have increased, the City’s annual wastewater flows have increased, from 303.3 million gallons in 1978 to approximately 330 million gallons in 2005. These flows are well within the capacity of the interceptors and the treatment plant serving St. Anthony Village.

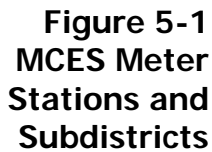
The City of St. Anthony is served by two MCES interceptor sewers.

- Sewer Service Area 1 discharges east into MCES Interceptor sewer 1-RV-430, which has a capacity of 0.59 mgd reserved for the long-term needs of the City.
- Sewer Service Area 2 discharges south into MCES Interceptor Sewer 1-MN-302, which has a capacity of 2.35 mgd reserved for the long-term needs of the City.

Both of the MCES interceptor sewers have capacity for the high range of flows projected for 2030 for the City’s sewer service areas.

The estimated wastewater flows projected in St. Anthony’s System Statement are based on the City’s requested revised, higher forecast of population, housing and employment forecasts and historical flow data. Projections for 2030 indicate an annual wastewater flow ranging from 1.26 to 1.40 million gallons per day for the City.

Tables 5-1 and 5-2 (on page 5-4) show the City’s allocation of wastewater flow to each service area using the requested revised higher demographic forecast.



**Table 5-1**  
**Wastewater Flow Projections by Service Area**

|                              | 2010       |             | 2015       |             | 2020       |             | 2025       |             | 2030       |             |
|------------------------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|------------|-------------|
| Population                   |            | 9,100       |            | 10,050      |            | 11,000      |            | 11,000      |            | 11,000      |
| Households                   |            | 4,300       |            | 4,700       |            | 5,100       |            | 5,100       |            | 5,100       |
| Employment                   |            | 4,350       |            | 4,425       |            | 5,000       |            | 5,225       |            | 5,450       |
| <b>Wastewater Flow Range</b> | <b>Low</b> | <b>High</b> | <b>Low</b> | <b>High</b> | <b>Low</b> | <b>High</b> | <b>Low</b> | <b>High</b> | <b>Low</b> | <b>High</b> |
| MGD                          | 1.04       | 1.15        | 1.14       | 1.25        | 1.25       | 1.38        | 1.26       | 1.39        | 1.26       | 1.40        |
| <b>Service Area 1</b>        | 0.49       | 0.54        | 0.50       | 0.54        | 0.51       | 0.57        | 0.52       | 0.57        | 0.52       | 0.58        |
| <b>Service Area 2</b>        | 0.55       | 0.61        | 0.65       | 0.71        | 0.74       | 0.81        | 0.74       | 0.82        | 0.74       | 0.82        |

**Methodology:** Flows for each service area were assigned proportionately based on the share of households and employment in each service area using allocations of population, households and employment to TAZs.

- Service Area 1 – North Service Area (Meter Stations 55 & 55A)
- Service Area 2 – South Service Area (Meter Station 104)
- Meter Station 105 is a high flow diversion meter that will be abandoned in 2009

**Table 5-2**  
**Allocation of Population, Households and Employment by Sewer Service Area and Traffic Analysis Zone**

**Sewer Service Area 1**

| TAZ           | Population   |              |              |              | Households   |              |              |              | Employment   |              |              |              |
|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|               | 2000         | 2010         | 2020         | 2030         | 2000         | 2010         | 2020         | 2030         | 2000         | 2010         | 2020         | 2030         |
| 446 (15%)     | 350          | 352          | 370          | 363          | 140          | 140          | 140          | 140          | 9            | 15           | 18           | 33           |
| 447 (25%)     | 601          | 601          | 599          | 588          | 217          | 217          | 217          | 217          | 124          | 175          | 264          | 275          |
| 1034          | -            | -            | -            | -            | -            | -            | -            | -            | 5            | 5            | 5            | 5            |
| 1035          | 1,752        | 1,754        | 1,790        | 1,859        | 991          | 991          | 1,001        | 1,001        | 320          | 395          | 440          | 475          |
| 1036          | 596          | 1,632        | 1,685        | 1,685        | 304          | 907          | 907          | 907          | 1,058        | 1,300        | 1,455        | 1,570        |
| <b>Totals</b> | <b>3,298</b> | <b>4,339</b> | <b>4,444</b> | <b>4,495</b> | <b>1,652</b> | <b>2,255</b> | <b>2,265</b> | <b>2,265</b> | <b>1,517</b> | <b>1,890</b> | <b>2,182</b> | <b>2,358</b> |

**Sewer Service Area 2**

| TAZ                | Population   |              |               |               | Households   |              |              |              | Employment   |              |              |              |
|--------------------|--------------|--------------|---------------|---------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|                    | 2000         | 2010         | 2020          | 2030          | 2000         | 2010         | 2020         | 2030         | 2000         | 2010         | 2020         | 2030         |
| 445                | 931          | 966          | 2,663         | 2,683         | 604          | 604          | 1,394        | 1,394        | 1,113        | 1,485        | 1,550        | 1,585        |
| 446 (85%)          | 1,981        | 1,992        | 2,097         | 2,057         | 791          | 791          | 791          | 791          | 54           | 85           | 102          | 187          |
| 447 (75%)          | 1,802        | 1,803        | 1,797         | 1,764         | 651          | 651          | 651          | 651          | 373          | 525          | 791          | 825          |
| 448                | -            | -            | -             | -             | -            | -            | -            | -            | 313          | 345          | 355          | 475          |
| 449                | -            | -            | -             | -             | -            | -            | -            | -            | 13           | 20           | 20           | 20           |
| <b>Totals</b>      | <b>4,714</b> | <b>4,762</b> | <b>6,556</b>  | <b>6,505</b>  | <b>2,046</b> | <b>2,046</b> | <b>2,836</b> | <b>2,836</b> | <b>1,865</b> | <b>2,460</b> | <b>2,818</b> | <b>3,092</b> |
| <b>City Totals</b> | <b>8,012</b> | <b>9,100</b> | <b>11,000</b> | <b>11,000</b> | <b>3,697</b> | <b>4,300</b> | <b>5,100</b> | <b>5,100</b> | <b>3,382</b> | <b>4,350</b> | <b>5,000</b> | <b>5,450</b> |



Figure 5-2  
Existing Sanitary  
Sewer Lines

## **Water Supply**

The City's water supply system consists of three deep wells, a water treatment plant, ground storage reservoir with a 2 million gallon capacity, and an elevated water tower with a 250,000 gallon capacity. The wells currently in use are #3, #4 and #5. (Wells #1 and #2 were capped in the early 1990s.) Well #3 is located adjacent to the treatment plant; well #4 is located just south of the municipal complex on Silver Lake Road; and well #5 is located at the southwest corner of Silver Lake Road and Silver Lane. Each is capable of pumping about 1,200 gallons per minute. The design capacity of the water treatment plant is 5 million gallons per day (MGD). Average daily production is approximately 1.0 million gallons.

The City has an approved Water Supply and Conservation Plan prepared in 1995, and a wellhead protection plan prepared in 2005, both contain additional information regarding its water supply system.

The City updated its Water Supply Plan and it was approved by the Minnesota Department of Natural Resources in October 2008. That plan is adopted by reference into this comprehensive plan and a copy was sent to the Metropolitan Council.



## **Surface Water Management**

In 2008, the City updated the Water Resource Management Plan that it initially prepared in 1999 to conform with the rules of the Mississippi River WMO, the Rice Creek WMD and the Metropolitan Council's *Water Resources Management Plan*. That plan has been approved by the City Council and is adopted by reference into the Comprehensive Plan. A copy has been submitted to the Metropolitan Council.

The City's Surface Water Management Plan was developed to meet watershed management planning requirements of the Metropolitan Surface Water Management Act. It was also developed to be in conformance with the requirements of the Mississippi River Watershed Management Organization, the Rice Creek Watershed District, and Hennepin and Ramsey County Conservation District's guidelines and applicable State and Federal laws. The plan and its referenced literature provide a comprehensive inventory of pertinent water resource related information that affects the St. Anthony.

The Surface Water Management Plan provides an inventory of land and water resources in St. Anthony and includes a general description and summary of data related to precipitation, geology, topography, drainage problem areas, existing flood insurance studies, water quality, shoreline ordinances, surface and groundwater appropriations, groundwater, soils, land use, public utilities services, public areas for water based recreation and access, fish and wildlife habitat, unique features, scenic areas and pollutant source locations.

The Surface Water Management Plan contains the City's water resource management related goals and policies. These goals and policies address the needs of the City and County, as well as regional, state and federal agencies. Goals and policies have been developed for managing: water quantity, water quality, recreation, fish and wildlife, public participation, information, and education, public ditch system, groundwater, wetlands, and erosion.

Goals and policies of specific importance that are identified within the plan include:

- A policy which requires treatment of stormwater runoff to Nationwide Urban Runoff Program (NURP) standards in areas that are redeveloped.
- A policy requiring streets to be swept at least five times annually.
- A policy requiring an educational program be implemented that aims at fostering responsible water quality management practices by its residents, and development of a program to ensure that solid and liquid waste in St. Anthony is disposed properly.
- A policy requiring the City to adopt a formal stormwater system maintenance plan.



- A policy designating the Rice Creek Watershed District as the local Government Unit in the management of wetlands within the City in conformance with the Wetlands Conservation Act of 1991.

The Surface Water Management Plan provides an assessment of the existing and potential water resource related problems within the City. These problems were identified based on an analysis of the land and resource data collected as part of this plan preparation and through public input. The plan discusses problems and corrective actions related to:

- Lake and stream water quality problems.
- Street ponding, drainage problems and stormwater rate control concerns that generated within and only affect areas within the City.
- Flooding and stormwater rate control concerns between the City and adjoining communities.
- The impact of water quantity or quality management practices on recreational opportunities.
- Impacts of water quantity or quality management practices on recreational opportunities.
- General impact of land use practices on water quality and water quantity.
- The adequacy of the existing regulatory controls, programs, and finances to adequately manage the City's water resources by providing protection of these resources to insure that their intended uses can adequately be managed.
- Fish and wildlife habitat, public waters management, and recreational opportunities.
- Identification of potential problems which are anticipated to occur within the next 20 years based on growth projects and planned urbanization.
- The adequacy of existing technical and background information on systems in the City that are used to management water resources.

Water resources problems which have been identified include:

- The need to actively manage and maintain Silver Lake so that it may continue to provide water resource related benefits.

- Concerns regarding the quantity and quality of stormwater discharges which enter and leave the City.
- Concerns regarding erosion associated with redevelopment within the City.

Corrective actions have been identified in response to these concerns and typically include studies, capital improvements, or programs which may resolve these identified problems. Additional information is available in the SWMP.



## Implementation Program

Implementation of the recommendations proposed in this plan can be accomplished using a variety of tools. The city can regulate land, offer incentives for its development and undertake its own improvement projects. These powers fall into two categories:

- Official controls
- Capital improvements program.

### Official Controls

The City's Zoning and Subdivision Ordinances are already in place, and no text changes will be required to implement the *Comprehensive Plan*. Zoning map changes will be undertaken as needed when land use changes consistent with this plan are proposed.

The City's Zoning Ordinance includes provisions for Planned Unit Development, permitting increased flexibility in permitted uses, dimensional standards and density. The City's PUD standards allow for a mix of uses, with commercial uses occupying up to 20 percent of the site's buildable area.

Along Silver Lake, the City has an R-1A Single-Family Lakeshore District which provides for a minimum rear yard setback of 75 feet from the natural high water elevation of the lake. This will help protect the views from Silverwood Park, located on the north side of the lake.

Other regulations that the City uses to control development include the Fire Code, Uniform Building code, and ordinances controlling building and sign construction. Storm water and utilities are regulated by the Storm Water Facilities, Sanitary Sewer, Water and Street Excavation ordinance.

An additional standard that the City should consider implementing is a Point of Sale Ordinance that would require that residential properties pass a housing maintenance code inspection before they are sold. The ordinance would require correction of deficiencies that violate codes that were in effect when the house was built, and problems that pose health or safety hazards.

## Capital Improvements Program

The following table outlines the capital improvements proposed in this Comprehensive Plan, their approximate costs, and a general time frame for implementing them. It is recognized that this plan is intended as a guide, and does not commit the City to specific expenditures or dates. Note that certain improvements do not have cost estimates attached because they are too difficult to predict at this time.

Table 5-1 does not include cost estimates for redevelopment activities in which the City may become involved. Projects such as the redevelopment of the Kenzie Terrace District are essentially public-private partnerships in which City involvement is usually initiated in response to private development initiatives.

The table suggests general time frames for implementation of these activities, which recognizes that the costs and feasibility of each project must be determined individually.

**Table 6-1**  
**Capital Improvements Program**

| Improvement  | Estimated Cost                                       | Time Frame (Years) |      |       |       | Potential Resources  |
|--|--|--------------------|------|-------|-------|--|
|  |  | 1-5                | 6-10 | 11-15 | 16-20 |  |
| Local Street Reconstruction  | \$1.5 to \$2.0 million over the 2007 to 2017 period. | ✓                  | ✓    |       |       | Property assessments; General Fund.  |
| Rebuild Sliver Lake Road including landscaping, lighting, sidewalks. | \$9.0 to \$13.0 million.                             | ✓                  |      |       |       | Hennepin County; General Fund; property assessments.                       |
| Rebuild Kenzie Terrace   | \$1,600,000  |                    | ✓    |       |       | Property assessments, General Funds, Municipal State-Aid; Hennepin County. |
| Create Kenzie Terrace Park   | \$400,000  |                    | ✓    |       |       |  |
| Build or Upgrade Sidewalks   | \$3.0 million over the 2007-2017 time period.        | ✓                  | ✓    | ✓     | ✓     | Property assessments; general funds.                                       |