

**Comprehensive Plan Steering Committee  
Meeting #11  
Review of Public Comments  
April 30, 2018**



**I. Review of Public Comments**

**II. Policy Themes**

- Land Use Guidance
- Inclusionary Housing Policy
- Energy Action Plan - require
- Bike/Walk/Transit Language
- ADA Compliance
- Housing Condition
- More housing data from school
- Increased density
- Affordable housing preservation
- Trees
- More public involvement

**III. Next Steps**

- a. Recommendations for Changes from Steering Committee – April 30<sup>th</sup>
- b. Public Hearing at City Council – May 22<sup>nd</sup>
- c. Authorize Submission of mandatory 6 month Adjacent Community Review – May 22<sup>nd</sup>
- d. Adjacent Community Review – May 22 to November 22
- e. Incorporate all comments received into Draft #3
- f. CC Approve Plan and Authorize formal Submission to Met Council (December)

	B	C	D	E	F
1	Open House Comments		Non-substantive/Recommendation for change	Substantive Policy Considerations	Policy Category
2	Land Use	Keep the zoning of Catrina's as commercial and keep the zoning of the 5 homes behind Legacy single-family		X	LU Guidance
3	Housing	I am very concerned about this chapter - with housing of potentially 900 units, we need to diversify the housing stock. With high number of housing rentals, I am concerned with street parking, especially in winter - consider sidewalks. Need to have more real housing that is family stock, and affordable for retail, admin, teachers. Fair housing policy needs to be implemented so we can be welcoming to all income classes, colors, and languages.		X	Inclusionary Housing Policy
4	Housing	Please add inclusionary zoning to the plan		X	Inclusionary Housing Policy
5	9	Typo p. 181 Policies and actions: 1. Grow a robust urban tree canopy by developing P. 182 - 9b Please change the language from consider an increase to we will increase p. 183 13 Again change the language from consider development to develop an energy action plan Adjust this language in the implementation chapter as well.		X	Energy Action Plan - require
6	Housing	There's more capacity for high density - especially at Walmart site Sites for possible affordable housing need to be specific Do we have a fair housing policy? If so, you'd never know from the website...if not, why? Required for grants? Leaves us open to lawsuits Why aren't cost-burdened households part of the goals section? Inclusionary zoning is much more common - why isn't this mentioned as a possible tool for affordable housing? Would help provide direction to developers - especially given that we have so few parcels left to develop - all need to be done right. Staff should be dedicating more hours/partnering with other cities to do proactive work - finding developers, identifying properties that would be good candidates for land trust, etc. Language overall is very non-committal - a "we'll see what happens" attitude - let's be bolder Figure 5-5 - is that wrong? Seems crazy		X	High Density; Inclusionary Housing Policy, proactive housing policy
7	Housing	Inclusionary zoning - why don't we have that anywhere in the plan? Please be more aggressive in your affordable housing goals. We need safe, affordable places for all residents to live. Including any naturally affordable housing left after Lowry Grove Please post the timeline of comments for the public on the website.		X	Inclusionary Housing Policy
8		I'm concerned about the zoning change that seems to be becoming mid to low density on my property (2613 Lowry NE). Too dense for small portion of proposed changes of Stinson Parkway. Traffic issues already there. Conservancy protecting Parkway. Our park. Already problems with traffic on Stinson. Proposed stop sign on 22nd.		x	LU Guidance
9		Page 33 (and throughout) I understand the planning commission has reviewed the updated land use plan. However, as a citizen not as familiar with the SAV land uses, I find the elimination of "institutional" and adoption of surrounding land use confusing and misleading. Knowing that city staff, consultants, elected and appointed member change within 10 years, I would build this back into the plan.		x	LU Guidance
10		Page 91 - There are two locations on the map and in the plan that I would like to see as off road bike facilities or multi use trails. The first is 29th avenue between hwy 88 and the county border. Knowing that Ramsey county has plans for an off road bike path in the near future and that they SAV plan shows on road bike paths west of 88, it does not seem appropriate to only have sidewalks available in this portion. I would certainly wish to see the off road facility continued from Ramsey county to hwy 88. The second location is st Anthony boulevard between Stinson and hwy 88. Knowing that off road bike/pes facilities exist west of Stinson into Minneapolis and the SAV plan shows a multi use trail east of hwy 88, this location should connect those two trails with and appropriate off road facility. There is ample space to do so. The plan mentions that the council voted to not expand the sidewalk on this street through a resolution. Could you please add the resolution number for reference and speak to why connectivity matters in a community plan.		x	Bike/Walk Language

	B	C	D	E	F
11	<b>Transportation Chapter</b>	1) The Comprehensive Plan should acknowledge, analyze, and set more specific goals around		x	ADA Compliance
12		2) The Comprehensive Plan needs to address accessibility issues, including ADA compliance,		x	
13		“cost-burdened” households.		x	
14		2) Inclusionary Zoning policies should be listed and described in the narrative as a tool used for		x	
15		3) The Comprehensive Plan should plan for more than the bare minimum of our affordable		x	
16		4) The Comprehensive Plan should use stronger, more specific language around affordable		x	
17		6) The Comprehensive Plan should note the creative local policies and programs being used in		x	
18		Cities across the metro are implementing forward-thinking, creative policies and programs. Examples		x	
19	<b>P. 21 The Housing Landscape</b>	There needs to be some discussion of housing in poor condition. There is more here than people think. One might look at the following possible criteria for housing in poorer condition: small lots, small houses, no garages, next to auto related uses, siding problems, roof repairs needed, deteriorated driveways, paint needed, dirty stucco, untrimmed bushes and trees, dead lawns. This should be mapped for city use but not for display in the plan. But, generalized statements could be made about the condition of our housing stock so that the council can see that there is a rehab challenge here.		X	Housing Condition
20	<b>Fig. 3-17</b>	Someplace in the forecasts there should be a graph showing the school population forecasts assembled by Hazel Reinhart.		X	More housing data
21	<b>P. 33 (Crossed Out) 'Institutional Uses. In the 2040 Guide plan, institutional uses are replaced by their appropriate proximate surrounding land use types. In all cases, institutional uses are replaced either by low Density Residential, or Recreation Open Space Guidance.'</b>	Institutional uses should be identified in the plan so that people have an idea of the extent of their expansion. To leave them shown as residential leads to an ambiguous situation.		X	LU Guidance
22	<b>(Arrow pointing to industrial parcels along CR 88)</b>	This should not be guided for industrial. The city should buy the property and convert the use to high density residential.		X	LU Guidance
23	<b>2040 Density Range, per Acre; Max for Mid Density Residential</b>	(Crossed out max. value of 20 with following comment) 30		X	Increased density
24	<b>2040 Density Range, per Acre; Min for High Density Residential</b>	(Crossed out min. value of 20 with following comment) 30		X	Increased density
25	<b>(The same industrial parcel as fig. 4-6 is circled, intently)</b>	This should not be Industrial. There is no industry there!! It's an office building. This should be guided as high density residential similar to use immediately to the north.		X	LU Guidance
26	<b>Fig. 4-10 (Comment on the same industrial parcels as fig. 4-6 &amp; 4-7)</b>	This should be changed to high density residential.		x	LU Guidance
27	<b>P. 44 'Southeast industrial park. The industrial park area east of Highway 88...'</b>	(the word 'east' is crossed out) east, yes. But, why is there a parcel west of Hwy 88 shown as Industrial. It should be high density residential		x	LU Guidance
28	<b>P. 56</b>	How can Diamond Eight be preserved in a way that retains affordable units?		x	Affordable housing preservation
29	<b>General</b>	My comments here are specifically on the transportation, implementation and sustainability chapters. I also provide comments on the City's public engagement because the city's processes are deficient in several areas. As a result, the comprehensive plan does not fully respond to or reflect the needs or perspectives of the community.		x	
30	<b>Housing/Transportation</b>	I also support the SAVCA letter written to St. Anthony Village, which pertains to housing and transportation.		x	
31	<b>Transportation</b>	Transportation provides connects people to civic life, families and friends, housing, school, jobs, worship centers, medical centers, parks, and green spaces. Transportation is fundamental to every day life for all people. Transportation system that supports and upholds environmental justice, civil rights and environmental stewardship better supports economic opportunities and safe and healthy communities for all people.		x	Bike/Walk Language
32	<b>Transportation</b>	The City should clearly commit to developing a transportation system that is sustainable, accessible and equitable and fully implements the civil rights framework as required by law.		x	Bike/Walk Language
33	<b>Transportation</b>	The comprehensive plan's priority and focus must shift from motorized vehicle transportation to support, prioritize and elevate biking, walking and transit use. The plan needs to incorporate bicycle, pedestrian and transit travel as a priority to address the pressing current and future needs of the community.		x	Bike/Walk/Transit Language

	B	C	D	E	F
34	Transportation	The comp plan needs to reviewed and modified to accurately reflect the legal basis of biking and walking. By state and federal law, almost all roads and streets are for biking and walking. People have a legal right to use streets and roads for biking and walking with only some exceptions (interstates, for example). In contrast, the comprehensive plan, the terms of "traffic" and "vehicle" refer almost exclusively to motor vehicle travel. The map on page 76 appears to refer to only motorized traffic volumes. Include a similar map for bicycle and pedestrian traffic.		x	Bike/Walk Language
35	Transportation	Include a comprehensive analysis of bicycle and pedestrian traffic volumes, crashes, reported safety issues, system gaps or location of substandard bicycle and pedestrian facilities.		x	Bike/Walk Language
36	Transportation	Functional classification of the roadway system must also include the bicycle and pedestrian facilities and design to match the motorized vehicle function and purpose. The maps indicating the existing and proposed local bicycle and pedestrian network is misleading (page 91). The residential streets that are "grayed out" are also a part of the bicycle and pedestrian network.		x	Bike/Walk Language
37	Transportation	The maps should include identifiers for schools, parks, libraries and employment centers and indicate where there are bike and walk connectivity, safety and access issues and how the city will address. Topography is a critical component to bicycle and pedestrian transportation. Include topographical layer on all the transportation maps.	X		
38	Transportation	· Transportation costs in relation to various income levels and how the city will help support more cost-effective transportation to relieve families, students and people who do not drive a car from this transportation burden;		x	Bike/Walk/Transit Language
39	Transportation	· In the community profile, include the number and percent of people who are able to drive a car, how many people who do not or cannot drive a car (by many estimates, about 40 percent of the population cannot or does not drive a car) and how the city will ensure these needs are met over time;		x	Bike/Walk/Transit Language
40	Transportation	The comprehensive plan should include details and plans to address issues related to the following:		x	
41	Transportation	The plan should include commitments to design roads to reduce motor vehicle speeds for bicycle and pedestrian safety. While 30 mph is a conventional speed in residential areas, some streets should be identified in the plan to be designed and enforced at 25 mph or lower and not just limited to school zones.		x	Bike/Walk Language
42	Sustainability	The plan should include a plan for the urban forest and identify any projected challenges to the tree and related vegetation and plan to respond to these challenges. Discuss EAB and other threats to the urban forest.		x	trees
43	Sustainability	Include commitment to a tree inventory.		x	trees
44		This includes fully implementing ADA and Title VI requirements for public engagement to ensure the city serves all people and does not discriminate in the delivery of public services, activities and benefits. The Federal Highway Administration, the Department of Justice, MnDOT, and the Met Council should provide information on the requirements as well as resources and tools to implement ADA, Title VI and other nondiscrimination laws, regulations and policies.		x	ADA Compliance
45		The comprehensive plan public process does not adequately address public engagement. For example, the comprehensive plan open house on April 11, 2018 did not provide notification of the rights under Title VI or the ADA to ask for and receive accommodations. Provide an additional comment period for the comprehensive plan and offer the plan in alternative formats.		x	More public involvement
46		The lack of a transparent Title VI and ADA grievance process is concerning because the city should have been logging and incorporating the needs in the comprehensive plan that may have come about through a regular complaint process.		x	ADA Compliance
47		The comprehensive plan does not include any reference to the ADA transition plan or details on schedule of upgrades to meet ADA design standards.		x	ADA Compliance
48		Design Guidelines List on page 96; consider adding NACTO Guide for design recommendations.	x		
49	Which chapter does this pertain to?	<b>Comment</b>			
50	Implementation	Colgate to Coolidge	X		
51	Transportation	No change to designation of Stinson Pkwy Don't change bus route from McKinley to Stinson	X		

	B	C	D	E	F
52	<b>Transportation</b>	Bus Route - On McKinley Collector - On Stinson Pkwy Traffic Study Revisions - Review Tom Arshambeau's property	X		
53	<b>Housing</b>	Page 49: The Figure 5-1 should be updated to reduce the lowest band (at or below 30% AMI) by 100 units Page 51: The home value ranges don't accurately correspond to the AMI ranges. The home value ranges also overlap, which means the figure might double count certain homes. There should be a policy stating that housing development projects will not be eligible for TIF unless they include affordable housing for a range of income levels and life stages. Need an inclusionary zoning policy.	X - Clarify language and owner occupied numbers		
54	<b>General</b>	Please put more information on the website on the comment period deadlines and process. One public meeting (open house) doesn't seem like adequate outreach Although the draft plan has been on the website for on emonth, the city should be more proactive in gathering public input	X		
55	<b>Sustainability</b>	Page 175: Change "USBGC" to "USGBC"	X		
56	<b>Sustainability</b>	Curbside collection of organics - other than permitting - how is the city supporting solar for residents?	X		
57	<b>Chapter 6</b>	36th and Silver Lake Road needs a light 29th and 88 needs a redo 37 and Silver Lake Rd needs a redo Arbor Day - Trees along the fence at Central Park	X		
58	<b>10</b>	Continue to monitor train activity, and preparing for emergencies	X		
59	<b>General</b>	Would like to see more info on the city's website about how to input to the plan - when does the school district input? Please add all the timelines and input opportunities including in push notifications/city newsletter. Also could there be more opportunities for the public to provide input? How can we engage better with those in apartments/rentals?	X		
60					
61	<b>Comments in written format</b>				
62					
63	<b>Kristin Mroz</b>	Page 20, figure 3-11 The graphs are shown in different sizes. Please show in the same size to avoid manipulation on the data.	x		
64		The color coding for the sustainability section of the implementation plan does not match the legend.	x		
65		Thank you for taking previous feedback from Citizens for Sustainability for the Sustainability chapter. We appreciate the opportunity to participate in this community planning effort and acknowledge the many suggestions that we made and were incorporated into the plan. We are excited to see this approved and begin work on the next phase of Saint Anthony Village!			
66					
67					
68	<b>SAVCA</b>				
69		biking, walking, and public transit.			
70		In the draft comprehensive plan, the terms of "traffic" and "vehicle" appear to only mean motor vehicle			
71		travel and there is limited analysis of bicycle and pedestrian transportation. The traffic study section			
72		should include a comprehensive approach to bicycle and pedestrian safety, access and connectivity, traffic			
73		volumes, crashes, reported safety issues, locating substandard bicycle and pedestrian facilities and			
74		commitments to design, maintain, and enforce motor vehicle speeds that account for the safety of			
75		bicyclists and pedestrians. Additionally, public transit should be more fully discussed, including study of			
76		current transit use and goals for increased transit use.			
77		for people of all ages, abilities and income levels.			
78		Transportation provides the means for people to connect with civic life, families and friends, housing,			
79		school, jobs, worship centers, medical centers, parks, and green spaces. The Comprehensive Plan's			
80		transportation and implementation sections should include information, analysis and goal setting around			
81		transportation use and costs by income level, transit stops and service, connectivity with neighboring			

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82		communities, ADA compliant sidewalks and crossings, a schedule for making ADA improvements including			
83		an ADA transition plan, and ways in which transportation design could enhance opportunities and reduce			
84		racial and gender disparities.			
85	<b>Housing Chapter</b>				
86		1) The Housing Goals section of the Comprehensive Plan should include a goal to help			
87		The Comprehensive Plan references that St. Anthony Village has almost 500 low income households who			
88		pay over 50% of their income in housing expenses. This leaves households at risk of eviction and prevents			
89		them from accessing other important needs, such as health and child care. Additionally, children in these			
90		households experience stress that negatively impacts their academic achievement and social			
91		connectedness. The community would benefit from a collaboration between the city and the school			
92		district to utilize data (comparisons of academic achievement, student and parent surveys, and			
93		participation in extra-curricular activities) to develop goals and as a benchmark to help the city determine			
94		if progress has been made for the betterment of all members of our increasingly diverse community. The			
95		goals around cost-burden should be explicitly stated in the housing section of the Comprehensive Plan.			
96		promoting affordable housing and the council should implement this policy.			
97		Towns across the metro area are increasingly using this tool to show their commitment to affordable			
98		housing development. To meet Met Council goals, 38% of new units should be affordable. Because St.			
99		Anthony has so few parcels left to develop, an inclusionary zoning policy, which would require new housing			
100		developments to include affordable housing in exchange for TIF or other financial support, would help			
101		attract developers who are willing to provide affordable housing, result in a development process that is			
102		fair and transparent, and would guarantee that affordable housing gets built.			
103		housing allocation			
104		We know that naturally occurring affordable housing continues to be lost, as happened in Lowry Grove in			
105		a dramatic way, but as also is happening more gradually as apartment rents rise. It is preferable that we			
106		go above and beyond the minimum allocation for construction of new affordable units.			
107		housing and include more specific timetables for implementation .			
108		Much of the narrative explains what the city "may" do, or "might consider" doing. But the Met Council			
109		and state statute require us to state what we "will do" to meet our affordable housing goals. Our			
110		allocations for affordable housing include 74 units at or below 30% AMI. This will be a challenging goal to			
111		meet without a specific plan for implementation. Rather than a "keeping our options open, laissez faire"			
112		approach, we should display a firm commitment to housing affordability so it is clear that our community			
113		values it and expects it in housing developments.			
114		5) The Comprehensive Plan should reference creation of a city-wide Fair Housing Policy .	x		
115		Fair Housing Policies help us ensure that our city is a knowledgeable resource and an ally to people who			
116		may experience housing discrimination. These policies will soon be required for cities seeking grants			
117		through the Livable Communities program. There is assistance available through the Met Council to			
118		produce a Fair Housing policy, as well as support to ensure staff are knowledgeable about its			
119		implementation. Failure to have a Fair Housing policy also leaves the city vulnerable to lawsuits by			
120		individuals who have experienced housing discrimination.			
121		cities across the metro to preserve affordable housing, make housing more accessible, alleviate			
122		cost-burden, and decrease racial disparities.			
123		include Advanced Notice of Sale policies to preserve naturally occurring affordable housing, Section 8			
124		Non-Discrimination policies to improve access to housing, and housing subsidy programs, like Richfield's			
125		Kids @ Home program, that reduce housing cost-burden. St. Anthony should create a timeline for			
126		discussion of feasibility, public input, and possible implementation of such policies and programs.			
127	<b>Perry Thorvig Comments</b>				
128	<b>Chapter 2: Vision &amp; Goals</b>				
129					
130	<b>P. 7</b>	There are no periods at the end of these sentences	X		
131					

	B	C	D	E	F
132	<b>Chapter 3: Community Profile</b>				
133					
134	<b>Fig. 3-1</b>				
135	<b>Institutional; 200 acres; 13.3%</b>	No Tax Reveue			
136	<b>Golf Course: 158 acres; 10.5%</b>	No Tax Reveue			
137	<b>Retail and Other Commercial; 92 total acres; 6.1%</b>	(Blank)			
138	<b>Open Water; 68.1 acres; 4.5%</b>	No Tax Revenue. In total, that's 28.3% of out land that does not pay taxes, not counting streets and highways			
139	<b>Fig. 3-2</b>				
140	<b>(drawn circle)</b>	(section along CR 88 is circled, near junction with 29th ave. NE) This street right of way not single family attached	X		
141					
142	<b>Chapter 4: Land Use</b>				
143					
144	<b>P. 21 'The old Walmart site is a priority redevelopment...'</b>	It's not that old. Refer to it as the former or vacant Walmart site.	X		
145	<b>P. 33 'Removal of Certain Categories. In this land use plan update, the guide plan will not include a district for mixed use, Multi-Optional Development, Golf Course, Water, or Storm Water Ponds'</b>	Why? Give some rationale for change.	X		
146	<b>Fig. 4-4</b>				
147	<b>Area 7; Keep Commercial Guidance Disc. Question; '[Comm] guidance stays, but high-density residential is allowed'</b>	This says that the city will do nothing as they have been doing. They won't go out and really push for a commercial reuse of the Walmart site. They won't push for a housing site either. Some explanation needs to be given that if a residential use proposal comes forward, it will be looked at favorably.	X		
148	<b>Fig 4-5</b>				
149	<b>(Comment placed over large parcel of recreational space)</b>	A cemetary is not a recreational use except for the people under the sod. It should be designated as Open Space.	X		
150	<b>Fig 4-6</b>				
151	<b>Fig 4-7</b>				
152	<b>Fig 4-9</b>				
153	<b>Map label 2; Midpoint Density; 2021-2030</b>	Take a guess on how many units; assume 100 units			
154	<b>Map label 3; Midpoint Density; 2021-2030</b>	how about 20 townhouse units			
155	<b>Map label 4; Midpoint Density; 2021-2030</b>				28
156	<b>Map label 5; Midpoint Density; 2040</b>	I don't know how this is going to work. The five houses have a value of at least \$1 million. If 20 units are built here, that is a land cost of \$50000/unit. That's awfully steep. Townhouse units would have to sell at about \$300,000 per unit. This might work.			
157	<b>Map label (Last Row, unlabeled)</b>	Need to add the Saint Anthony Business Center site when converted to high density residential instead of its proposed Industrial classification.			
158	<b>P. 40 'this table demonstrates the two ways in which the likely redevelopment areas will...'</b>	(will crossed out, and replaced) could	X		
159	<b>P. 40 'Affordable housing allocation: Given the expected staging of St. Anthony's opportunity areas, the number of "affordable units" (defined as minimum dwelling units that will develop between 2021 and 2030 at a minimum of 8 dwelling units per acre or more)...'</b>	affordable at what level? 80% ami, 60%, 30%???	X		
160	<b>P. 41 (Comment on total unit potential using minimum densities, 469 units total)</b>	This is a pipe dream given the city council's poor performance on the Lowry Grove project!!	x		
161	<b>P. 44 'the future of parking requirements may also change as technologies advance and the sharing economy impacts transportation choices.'</b>	(inserted before the word 'sharing') ride	x		

	B	C	D	E	F
162	P. 44 'However, they also suggest that placemaking improvemnets such as welcoming entry pointsand streetscape and commercial desgin elements could help draw people to the location and create a unified "district feel". '	(the word 'placemaking is crossed out) get rid of this stupid jargon!	x		
163	P. 44 'but the current vacancy of the Walmart building on the corner of 37th avenue and Silver lake road has been a priority for St. Anthony.'	(the word 'priority' is crossed out) priority? Are you kidding me? The city council has done nothing in three years!! There appears to be no urgency that would lead anybody to think this site is a city priority.			
164	P. 45 'Land uses are integrated, walkable, and well-connected'	(the word 'integrated' is crossed out) what does this mean?	x		
165	P. 45 '1. Allow for housing churn of single family homes by...'	(the word 'churn' is crossed out) bad word, jargon. Use traditional term "turn-over"	x		
166	P. 45 '2. Conduct further study and planning on the re-development or better utilization of the current industrial park.'	(inserted before the word 'industrial') southeast	x		
167	P. 45 '3. Monitor the interest in teardowns and large expansions of single-family homes and examine the zoning code to ensure opportunities for investment are maximized."	(the word 'maximized' is crossed out) what does this mean? Be more specific	x		
168	P. 45 '5. Explore the potential for affordable housing development at the city-owned site on Kenzie Terrace (former bowling alley site)."	(inserted after) and on the parking lot portion of the St. Anthony business center.	x		
169	P. 45 '6. Identify areas in the city for co-operative senior housing at medium density, especially along Stinson Boulevard.'	(inserted after) between 31st and 33rd Streets	x		
170					
171	Chapter 5: Housing				
172					
173	P. 45 '10. Identify areas in the community for the development of new, higher end office space.'	why not identify those spaces in this plan? There is no better opportunity than right now.	x		
174	P. 50 'About 30 percent of the city's existing rental stock has been constructed over just the past 15 years, which includes 235 units of [affordable housing]'	(comment on '235 units') Are you saying that there are 235 affordable units at Silver Lake Village?? Where are they? That doesn't seem right.	x		
175	Fig. 5-5 'Housing units values between \$300,001 abd &450,000 are affordable to residents making 51-80% AMI, while housing units valued over \$450,000 are not affordable.'	(Comment on 'AMI') It's just hard to believe that a family with a \$68,000 yearly income can afford a home of \$450,000.	x		
176	P. 91 	(1.) This should be an off street trail similar to what is done in the Minneapolis portion of St. Anthony Blvd. (2.) The golf course should be transferred to Minneapolis who owns the course through the MPRB. No taxes are gained but SA has responsibility for maintenance. (3.) The cemetary should be transferred to Minneapolis so that Hillside and Sunset are in the same jurisdiction. Virtually no taxes are received, yet SA has responsibility for maintenance of the parkway.			
177	Mary Jackson				
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179					
180					
181					
182	Transportation	Please have the City Attorney review the City's processes and procedures to ensure that these laws are imbedded into City governance, practices and policies as required by law. St. Anthony Village needs to fully implement Title VI of the Civil Rights Act of 1964, the Americans with Disabilities Act, and other nondiscrimination laws and executive orders including Environmental Justice and Limited English proficiency. A transportation system that upholds these laws and intentionally designs roads, streets, paths and trails to serve all people:	x		
183		· Adds value to the community as a whole			
184		· Helps reduce community infrastructure barriers			
185		· Helps reduces economic, racial and gender disparities, and			
186		· Provides economic opportunity, safety and community health for generations to come.			

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187					
188		Page 62 states the chapter was developed in compliance with state law and Met Council guidelines. The plan also needs to include compliance with federal laws as well; the topic areas covered in the comprehensive plan are also governed by federal law.	x		
189					
190	<b>Transportation</b>	Include Metro Transit in the list of public agencies that operate and have facilities within the city (page 62).	x		
191					
192					
193					
194					
195					
196					
197	<b>Transportation</b>	The plan needs to address accessibility issues, including ADA compliance issues, for people of all ages and abilities and income levels.	x		
198					
199		The transportation and implementation chapters should include information relating to:			
200		· Current use of transit and how to increase use;			
201		· Specific measures and goals related to improving bicycle, pedestrian and transit service, access and use;			
202		· Transportation policies and goals to reduce the environmental risks and negative impacts of fossil-fuel based transportation (the second leading cause of greenhouse gases in Minnesota)			
203					
204		· Biking and walking crossings, adequate spacing, safety and access on Silver Lake Road, 37 <sup>th</sup> Ave, Kenzie Terrace and Stinson Avenue, connections to County Road C, C2, Highway 88 and the Diagonal Trail			
205		· Motor vehicle speeds on residential streets including streets with no sidewalks			
206		· Sidewalk gaps and substandard sidewalks along high volume and high speed motor vehicle routes			
207		· Developing the Grand Rounds connection within the City			
208		· A policy to provide adequate bicycle parking in public areas throughout the city and bike parking requirements for development plans			
209		· Maintaining existing and expanding transit stops and service			
210		· Sidewalk maintenance to meet ADA requirements, including snow and ice removal performance measures			
211		· Bicycle and pedestrian crossing the railroad near Silver Lane and 16 <sup>th</sup> Avenue and a plan to improve this crossing.			
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214					

	B	C	D	E	F
215					
216	<b>Sustainability</b>	The transportation improvements should be cross-referenced in the sustainability chapter. Improving bicycle, pedestrian and transit system development is consistent with sustainability goals of the city.	x		
217					
218					
219	<b>Intro/Public Engagement</b>	Saint Anthony Village must have inclusive public engagement processes in developing projects, plans, conducting public meetings and developing and providing public documents. The city should be actively seeking out the perspectives of underrepresented communities on a consistent basis.			
220	<b>Transportation</b>	Walkability- choose a target to aspire to City should support secure bike parking Complete inventory of bikeways and walkability Destinations included Show and include adjacent cities integrate where current and future connections Integrate bike and walk MV projects and forecasting all together Walnut end dies - show on page 101 ADA transportation plan			
221	<b>Introduction</b>	Post public engagement process on website and in publications Who will review and when Deadlines (when due to Met Council) Make commitment to broad outreach Record and publish all public outreach events			
222	<b>Transportation</b>	All roads are bike and walk facilities according to state and fed law so network in plan is misleading Inclusionary zoning is a tool - please include it ADA updates - schedule and inventory, please include			
223	<b>P. 56</b>	P. 56 - top - "There are proactive steps..." Please be more specific regarding proactive steps. It is not clear what, if any, St. Anthony can take, or plans to take or may consider taking			
224	<b>P. 57</b>	P. 57 - AH tools Site assembly should be a tool used to meet goals Inclusionary zoning should be a tool; should be in comp plan as a possibility - it is not even mentioned. Fair housing policy should be a tool; should be a city policy - either in or separate from comp plan Fig. 5-5 on p. 51; text at top appears non-sensical. Please check financial numbers Be specific in comp plan about sites available for residential development p. 189 - implementation lacks specificity in use of tools			
225	<b>Last Bullet</b>	37th Ave is also dangerous to cross and warrants callout/addressing			
226	<b>37th AVE NE</b>	Would like to see language about the green section on 37th Ave to be evaluated for change to 3 lane in support of SRTS			
227	<b>Paragraph 2</b>	Last sentence added in response to our feedback, present tense is used, Is the city really continuing to use the specific goal outcomes (e.g. % of turf reduction)? That document was removed from city website and not available for public viewing.			
228	<b>New Goal</b>	What about reducing water use and also reuse of gray water?			
229	<b>Policy 8</b>	Promote formation of collaborative groups to share learnings to ensure best practices evolve as capability does			
230	<b>Policy 14</b>	Auditing is not enough, add specific actions: work toward converting city fleet to all electric, add charging stations at city fleet parking locations and in public areas on city property, c) install rooftop solar, adopt SB2030 standards for any new city facilities, e) audit facilities, create a plan for improvements, utilize PACE or other funding for priorities			
231	<b>Policy 16</b>	what about meeting MPCA goals for managing municipal solid waste?			
232	<b>Policy 16</b>	This is not forward thinking. We also want curbside collection of organics			

	B	C	D	E	F
233	<b>Policy 18</b>	What about future of electric cars/battery towers, is there similar city driven or cooperation to address reclamation of other valuable resources in batteries?			
234	<b>Policy 19</b>	This may require revisit of city code specific to impervious surface and setback variances			
235	<b>New policy</b>	what about promoting mass transit, nice ride and other commuter sharing to reduce CO2?			
236		there are no sustainability colored rows			
237	<b>Row 2</b>	what about sustainability here, can't city code and zoning drive changes in development to meet long-term measures put forth by MPCA			
238	<b>Row 5</b>	Stop emphasis on maximizing investment and shift focus to environmental impact of solid waste disposal			
239	<b>Row 7</b>	Add something that speaks to planning for autonomus driving and less parking spaces			
240	<b>Row 2</b>	what about cooperative spaces that serve multi-faceted needs and build on shopping local objectives			
241	<b>Row 3</b>	this is too limiting, add commentary that expands to include other routes that become pedestrian thru ways			
242	<b>Row 2</b>	what about gray water reuse			