

City of South St. Paul 2040 Comprehensive Plan Update

Concept Plan

This Concept Plan is an overview of the main ideas that will guide the preparation of the detailed plan elements for the Comprehensive Plan.

The Concept Plan is based on the findings of the Planning Commission, Economic Development Advisory Board, Economic Development Authority and City Council and the comments received from the Comprehensive Plan Engagement efforts conducted over the spring-summer of 2017. Major themes from the Discover Together cooperative engagement efforts between the City of South St. Paul and Dakota County and from the Dakota County Communities for a Lifetime have also been incorporated. Major ideas from the previous Comprehensive Plan have been incorporated to the extent that they remain viable.

A draft of the Concept Plan was reviewed by the Planning Commission, Economic Development Advisory Board, Economic Development Authority / City Council at their joint work session on October 3, 2018. A revised draft of the document was presented at a public meeting on _____ 2018.

The Council approved the final version of the Concept Plan on _____. After approval by the Council, the Concept Plan will guide the preparation of the individual chapters for the Comprehensive Plan Update (2040 Plan).

Overall Goals

- 1. Small Town Character:** The character of South St. Paul is one of the most important aspects. Protect the look and feel of existing neighborhoods and community parks. Capitalize on the existing small town character of commercial areas by utilizing mixed-use development and traditional urban design standards to revitalize commercial nodes such as Southview Hill, Concord Exchange, North Concord, and South Concord.
- 2. Neighborhood Protection and Revitalization:** Keep older neighborhoods safe, attractive, and vital through; improved streets, parks and services, public safety, code enforcement, design standards and selective redevelopment. Include bicycle and pedestrian facilities within neighborhoods that preserve the small town character and provide safe transportation options within the community for people of all ages. Encourage responsible property ownership
- 3. Housing:** Provide more opportunities for life cycle housing from workforce, senior, market-rate, as well as opportunities for higher end housing products. Encourage preservation and reinvestment in existing housing stock. _Make changes to zoning to accommodate these housing goals.

4. **Natural Environment:** Protect and enhance the major natural features of South St. Paul such as wooded bluffs, ravines, wetlands, floodplains and waterfront.
5. **Transportation and Circulation:** Provide adequate motorized and non-motorized transportation within and through South St. Paul that supports other objectives of this plan. Include bicycle and pedestrian facilities which provide connections within the community aiding in the goals of preserving the small town character and providing safe transportation options within the community for people of all ages
6. **Economic Development:** Continue to work with county, state and private organizations to diversify and expand the local economy while raising the standard of living. Provide new opportunities for economic development by planning for future development or redevelopment and following the City's Economic Development Strategy (**Appendix X: _____**). The City will dedicate funds to economic development programs.
7. **Education:** Continue to work with the South St. Paul Special School District # 6 to provide high quality education. Encourage interaction with Inver Hills Community College and other area institutions of higher education.
8. **Public Facilities/Services:** Continue to provide excellent public services especially in the areas of Police, Fire, Public Works, and Parks and Recreation. Utilize the Capital Improvement Program to budget replacement and repairs of existing public facilities and the creation of new facilities with the goal of providing excellent public facilities for South St. Paul residents and property owners.
9. **City Fiscal Health:** Safeguard City fiscal conditions by keeping cost increases commensurate with revenue growth.
10. **Redevelop or Encourage Redevelopment of Nuisance/Problem Sites:** Actively work to redevelop and encourage redevelopment of areas or land uses which inhibit the orderly development/redevelopment of the City due to their nuisance qualities (i.e. noxious odors, excessive exterior storage, excessively poor aesthetics/ excessively poor property maintenance)
11. **Resilience:**
Resilience is defined as practices or developments that meet the needs of the present without compromising the ability of future generations to meet their own needs. As an approach to planning for the next 20 years in South St. Paul, resilience touches on changing resources, how we direct investments, and technical, economical, and institutional development. Balanced considerations of the future of the environmental, economic, and social health of the city form the organizing principles of resilience.

Major Assumptions

1. **Proactive local government is essential for creating a high-quality city.**

2. **It is critical to the long-term future of South St. Paul that it redevelop and reinvigorate underutilized areas.**
3. **Collaboration and Intergovernmental Cooperation among South St. Paul, the adjacent cities (Inver Grove Heights, Newport, Saint Paul, and West Saint Paul) and Dakota County is necessary.**
4. **Walkable mixed-use development that can support transit is desirable in commercial areas (i.e. Concord Exchange).**
5. **Prosperity is enhanced if growth is planned and managed.**
6. **Redevelopment sometimes requires public assistance.**
7. **Environmental protection is desirable.**
8. **The vitality of Concord Street, Southview Hill, Thompson Avenue, and the existing residential neighborhoods are important.**
9. **Existing neighborhoods should be enhanced and reinvested in through selective redevelopment (such as the Rediscover South St. Paul program administered by the City of South St. Paul).).**
10. **The City will work to maintain the small town feel by nurturing community identity, history, pride, and image.**
11. **Responsible property ownership is necessary to maintain attractive businesses and neighborhoods, encourage new development, enhance public safety, and improve the overall image of the community within the region.**
12. **Large scale demographic change (i.e. increased diversity/older population) will continue and will shape how the City, School District, and local businesses deliver services and what services they provide.**

(Insert Updated Concept Plan Map here)

Land Use

1. **New Infill Development and Redevelopment Neighborhood Design:** Adopt subdivision and zoning regulations that mandate interconnected local streets, sidewalks on at least one side of all local and collector streets, and trees along all streets. Use regulations and incentives to produce new neighborhoods that are attractive, diverse and have lasting value.
2. **Southview Hill:** Continue to support Southview Hill (the area of Southview Boulevard and Marie Avenue) as the historic, social and psychological heart of the city. Promote an environment that is walkable, dense, diverse and in keeping with its architectural character. Expand the range of housing options in and around Southview Hill, and improve the linkage between Southview Hill and Concord Street.

Support development and redevelopment of the area where parking is limited by providing public lots that can help accommodate parking for multiple businesses or by decreasing parking requirements.

Explore additional planning or overlay zoning for a mixed-use area. Work with area businesses to address “business district” style signage directing people to this area of town.

Actively work to redevelop 5th Avenue and 7th Avenue between Marie Avenue and Southview Boulevard to provide better linkages between the two streets. Plan streetscaping and street lighting for this area. Central Square is the town meeting space and center. Redevelop Central Square Park consistent with the Parks Master Plan.

3. **Riverfront:** Work to achieve a continuous band of public riverfront parkland and river based recreational opportunities between the City’s borders, and establish new trailhead facilities at the southeast corner of the City adjacent to the DNR Boat Launch. Work to establish better trails and linkages between the riverfront, riverfront parks/trails and the residential neighborhoods west of Concord Street where possible.
4. **Concord / Hardman Triangle:** One area that appears to offer the best opportunities to provide the linkages between the heart of the community and the Mississippi River is the area known as the Hardman/Concord Triangle. The area has historically been dominated by industrial property but is positioned to provide the closest link between Concord Exchange and the Mississippi River. This area also stands to affect development along Concord Exchange / Concord Street as well as to benefit from the mixed-use development along Concord Exchange. Plan the Hardman / Concord Triangle for Mixed-Use including retail, office, and residential uses.
5. **Concord Street Corridor:** Plan the Concord Street corridor for an intensive mix of retail, entertainment, service, and office land uses flanked by mid- and high-density housing. Extend the Concord Street Corridor to South Concord.
6. **Interstate 494 Corridor:** Plan the 494 Corridor, the area stretching from the edge of the residential neighborhoods above the bluff to the Mississippi River (between Dale/Richmond Street and Armour Avenue), as an area for enhanced design and aesthetics. Develop architectural, signage, and landscaping standards to provide an

area that will be attractive and present a positive image from Interstate 494, the “front door” of the community. Direct new development and redevelopment of existing sites and buildings to comply with these land use and design guidelines. New development and redevelopment will be high quality office/industrial/retail comparable to the development standards set by Saint Paul and Cottage Grove.

7. **Retail Commercial Growth:** Concentrate new retail business in the Concord Street corridor / Concord Exchange area.
8. **Employment Center:** Continue to develop, redevelop, and expand the existing BridgePoint Business Park east of Concord Street to provide a vibrant employment center for the community. Encourage development of companies that will provide primary wage earner jobs. Provide high quality architectural standards to underscore the quality of development for the area
9. **Redevelopment:** Support redevelopment primarily by planning and zoning certain sites for more intensive or different land uses than their present use. The City will use tools such as tax increment financing and tax abatement to support redevelopment when it can be demonstrated that the monetary and other benefits to the City justify the investment risk. The City will also support public/private partnerships as an effective and innovative means to accomplish redevelopment.
10. **Environmental Protection:** Protect or restore through regulation and/or City investment sensitive or unique natural resources such as floodplains, steep slopes, ravines, major wooded areas, major vistas, streams, wetlands, water quality, shorelines and riverbanks.
11. **South Concord:** Study the use of South Concord Street (Concord Street south of I-494 to the City’s southern border) to determine if changes need to be made for land uses. Much of this area was guided as Mixed-Use Commercial or Mixed-Use Residential in the previous Comprehensive Plan. In 2009, the City completed a land use study for the area (which also included industrial property to the east) but the land use plan was ultimately not approved. That plan guided much of the property along Concord Street for Mixed-Use and proposed regional commercial in the area south of I-494 that was industrial as well as proposed rerouting some of the transportation access points.

Since then the industrial area south of I-494 has seen some redevelopment but the area has remained industrial. Some of the properties on Concord Street in this area have a split Industrial-Commercial zoning but are guided Mixed-Use. Another complicating factor for this corner of the community is that most of the properties east of Concord Street are not protected by the levee/floodwall and therefore some of the properties have increased risk of flooding. Finally, the railway access through this portion of the community restricts access to a handful of parcels, which can interrupt access in and out of those parcels for up to 20 minutes at a time.

The area is in need of a clear long-term vision that identifies high potential land uses but also recognized the realities of existing land uses and complicating factors. Review the commercial and mixed-use land use standards for the east and west sides of Concord Street north of Chestnut Street to I-494. Also, review the land use standards for the industrial properties to the east and explore interim uses that might

help some of the properties caught in between as the area transitions from one use area to another. Additionally, plan for the eventual redevelopment of properties within this South Concord corridor, in particular those properties that are also within the 494 Corridor.

- 12. School Sites:** The potential redevelopment of the old Jefferson School/Miracle Centre (21st Avenue/Marie Avenue) school has been discussed in recent years. This site offers one of the few remaining opportunities for infill development/redevelopment. Study and plan for the eventual re-use of the sites for a mixture of residential uses and park spaces (preserving or redeveloping the existing parks). Roosevelt Park may also present an opportunity for infill residential redevelopment should the school district determine that they no longer require recreational facilities on the sites and relocate them to other school district properties or the facilities are relocated to City parks. When looking at redevelopment of these sites, review park service areas and where sites fit a gap in the service area then consider them for park space.
- 13. Former Divine Redeemer Hospital Site:** The City will plan for the former Divine Redeemer hospital site to be redeveloped as an intensive mix of residential development that can take advantage of the surrounding high-density residential properties, proximity to the city park and access to public transit. Ensure that development uses setbacks, terraced building height, and architectural character to meld better with adjacent single-family neighborhoods.
- 14. Dawn Way Construction Landfill Redevelopment:** Plan for the eventual re-use of the construction landfill site off Poplar Avenue to be compatible with neighboring residential uses. Future redevelopment of the site may include a mixture of land uses with the intention of having some residential property at the northwest portion of the site and perhaps other means of buffering from any commercial/light industrial uses that may be on the site. Future redevelopment of the site may also include an east-west transportation link through the site to provide a better connection between main transportation routes and thoroughfares above the hill with Concord Street.
- 15. North Stickney Redevelopment:** The area north of Wilson Heights and west of Stickney Avenue (while it presents challenging topography) provides an opportunity for infill move-up housing. Plan for the eventual reuse of the site similar to the Wilson Heights development with move-up style housing. Additionally explore zoning changes from the current Duplex Residence zoning to Single Family Residential zoning for this area and for the areas west of 19th Avenue along Butler Avenue to Highway 52 to encourage single-family housing development.

Danner Site: Plan for the eventual redevelopment of the area east of Hardman Avenue and south of I-494 to be a high quality office or office/industrial development. Aesthetics for the site will be vitally important as the site is very visible from I-494 and is located within the 494 Corridor. Also, plan this site in concert with adjacent City and County recreational and trail parcels to ensure the best fit of these different uses.

- 16. 7th Avenue by Central Square:** The properties along the west side of 7th Avenue adjacent to Central Square Park were one of the locations identified as a catalyst site in the City's 2014 Southview Hill planning study. These catalyst sites are especially critical as they can set the tone and the ceiling for the level and quality of development within the downtown of the community. As one of the last remaining undeveloped catalyst sites, the development of this site is critical to the character of the central portion of the community. Study development options that maximize both the economic and community benefit. Consider planning exercises in conjunction with citizens and developers to have a community conversation about the realistic possibilities for development of these city-owned lots and what different development scenarios could do for the surrounding area.

Existing Neighborhoods and Districts

- 1. Public Facilities:** Continue to improve streets, sidewalks, parks and other public facilities in established areas in order to promote private reinvestment and infill, housing and business rehabilitation and confidence in those locations. (Refer also to the policies on local streets, sidewalks and alleys under Transportation.)
- 2. Redevelopment:** Assist redevelopment of small areas (either housing or business) through plans and zoning and, when prudent and necessary, with public works or direct financial assistance.
- 3. Reinvestment:** Encourage reinvestment in existing residential properties and explore City, County, State or other resources that can collaborate to support reinvestment efforts.

Transportation

- 1. Supportive Land Use Planning:** Through the Land Use Plan, promote increased concentrations of jobs and housing in order to efficiently use existing transportation infrastructure and provide for the viability of walking and bicycling.
- 2. All Modes of Movement:** Provide safe systems for all users including motorists, pedestrians, and bicyclists.
- 3. Collector Street Connectivity:** Where possible, improve the connectivity of collector streets to provide efficient means of transportation. Use distinct street design and streetscaping to help identify collector streets from minor residential streets. Extend the established pattern of streets into new neighborhoods through the platting process, while being sensitive to work around natural topography like bluffs, ravines, and wetlands.
- 4. Minor Residential Streets:** Design and maintain local streets for land access while making them less attractive to sub-regional and regional traffic through the use of traffic calming techniques. Decrease the width of new local (minor) residential streets from current standards. Fully interconnect new local residential streets and

discourage the construction of cul-de-sacs where other alternatives are feasible. Also, reduce rebuilt residential streets in width to the extent that on-street parking and other demands allow. Extend the established pattern of streets into new neighborhoods through the platting process, while being sensitive to work around natural topography like bluffs, ravines, and wetlands.

5. **Streetscaping:** Connect Southview Hill to Concord Street by means of streetscaping and other design features.
6. **Access Management:** Manage access on major streets to improve traffic flow and road capacity, always with a concern for neighborhood livability.
7. **North Concord Parkway:** Create a parkway to connect the Concord/Gateway and BridgePoint Business Park areas of South St. Paul to the new Kaposia Landing park (formerly known as Port Crosby) and the City's northern border.
8. **Mass Transit:** Plan for the long-term possibility of light-rail transit (LRT), bus rapid transit (BRT) or some other higher tier transit use on either Highway 52 or Robert Street (in West Saint Paul). Work collectively with Dakota County and other Dakota County communities to lobby for this transit way. Additionally, work collectively with these communities to develop express bus routes on Southview/3rd to connect BridgePoint Business Park and Southview & Marie with the new transit way lines, and with a possible connection to the Hiawatha LRT line (Blue Line) at Fort Snelling.
9. **Bicycling / Pedestrian:** Develop and construct a citywide network of interconnected off-street bicycle paths and on-street lanes serving both recreational and transportation functions consistent with the City's 2014 Bicycle and Pedestrian Master Plan. Require that on-street bicycle lanes be installed consistent with the Bicycle and Pedestrian Master Plan where feasible. Ensure that new developments and substantial renovations are planned with pedestrian and bicycle access in mind. Also, coordinate with Dakota County to continue development and extension of the existing regional bicycling and pedestrian trails along the Mississippi River, providing a connection from Simon's Ravine to the City's northern border at Annapolis, and through Simon's Ravine to connect with Thompson Regional Park in West Saint Paul
10. **Walking:** Install public sidewalks along at least one side of each new or reconstructed local street and both sides of collector streets. Exceptions to this sidewalk policy may be granted to protect major natural features or short cul-de-sac streets.
11. **Street Reconstruction:** Continue the program of assessing the surface condition of local streets and budgeting for their systematic maintenance and periodic reconstruction.
12. **Alley Reconstruction:** Consider enhancing the program for reconstructing alleys.

Airport/Aviation

1. **Airport Zoning:** Update the current airport zoning ordinance.

2. **Landing Aides:** Work with Mn/DOT Aeronautics and the FAA to acquire a Global Positioning System approach for Runway 16.
3. **Runway Clear Zones:** Work to achieve the runway clear zones (particularly 40 to 1 approach) as established by the FAA where feasible.
4. **Commercial/Recreational Areas of the Airport:** Concentrate commercial airport buildings and operations at the airport in the area adjacent to the Fleming Field Terminal Building. Locate recreational airport users on all other areas of the airport.
5. **Airport Design Standards:** Use the existing architectural design standards, established in Airport Rearrangement 3rd and 4th Addition plats, and apply these standards to all new hangars and redevelopment of existing hangars.
6. **Fleming Field Airport as a Community Focal Point:** The City recognizes the importance of the Fleming Field Airport as a community focal point and important facility for the generation of commerce in South St. Paul.

Economic Development

1. **Economic Development Strategy:** Economic development shall be consistent with the City's Economic Development Strategy (appendix _____).
2. **BridgePoint Business/Industrial Park:** Maintain a balanced and competitive inventory of business and industrial sites with excellent infrastructure, telecommunications capacity and transportation access.

Continue to improve the image of this area by setting higher architectural and landscaping standards for the development of new buildings and the redevelopment of existing buildings.

3. **Interstate 494 Corridor:** Support the redevelopment and economic revitalization of the Interstate 494 corridor east of the bluffs. Develop the area consistent with increased architectural design and use standards to provide a positive image of the City as seen from Interstate 494.

4. **Concord Street Corridor:** Support economic revitalization of the Concord Street and Concord Exchange corridor. Develop the area consistent with the 2003 Concord/Gateway Redevelopment and Streetscape Plan.
5. **Southview Hill:** Support economic revitalization of the downtown South St. Paul areas of Southview Hill. Develop the area consistent with the Southview Hill Plan. Review signage and other wayfinding devices and work with the chamber and area businesses to help people coming from outside of the community to find the Southview Hill area. Also, review decreasing parking standards or adding community parking lots to provide adequate parking for businesses.
6. **Transportation and Telecommunications Infrastructure:** Support and facilitate cutting-edge telecommunications and transportation infrastructure to all local centers of economic activity -- business, industrial and office areas.
7. **Economic Development Services:** Retain and expand existing industries and major employers. Organize and update information on the local economy. Work cooperatively with Progress Plus to market the City and the business opportunities.
8. **Changing Economy and Marketplace:** Periodically review and update economic development strategies, policies, investments, and programs to respond to changing economic conditions and opportunities.
9. **Fleming Field Airport:** Fleming Field Airport is and will continue to be an important community focal point and important piece in the City's economic development efforts. The City will continue to support economic development and redevelopment at the airport.

Parks, Trails, and Open Space

1. **Parks Master Plan:** Develop and Redevelop the City's park system consistent with the Parks Master Plan adopted in 2005. In particular, the development of Kaposia Landing (formerly known as Port Crosby) and the redevelopment of Central Square Park, consistent with the Parks Master Plan, are priorities and are vital to the long-term health of the City. Park dedication fees, grants, and budgeting through the Capital Improvement Program (CIP) are ways that the City will achieve these improvements.
2. **Urban Form:** Use parks, public open spaces and trails as a means of shaping the form of the community.
3. **Riverfront Greenways:** Maximize the value of, and access to, natural and scenic areas along the Mississippi River and other natural greenway corridors defined by the system plan. Acquire and improve a continuous band of public parkland along the Mississippi River between the City's northern and southern borders.
4. **Trail System:** Provide a system of attractive, connected trails that generate high numbers of users for recreation, fitness / health and alternative transportation.

5. **Trail Connections:** Provide numerous connections between the local and regional trail and parks systems to provide seamless and expansive service.
6. **Neighborhood Parks:** Meet neighborhood park needs with facilities designed in response to the unique needs of each neighborhood.
7. **Athletic Fields:** Ensure that City athletic facilities efficiently and effectively serve the needs of the community in concert with other providers such as the school district.
8. **Danner Site:** The City is committed to an area of natural resources on this site east of Hardman Avenue and South of 494, spanning from the Mississippi River west a distance of 300 feet. This area will provide natural areas along the River that will provide more natural resources along the river, additional area for the recreational trail along the river, will enhance the natural beauty of the City from the river, and will also help to enhance the appearance of the future redevelopment of the area to the west
9. **MCES Site:** The City is committed to an area of natural resources on the eastern portion of the site provide more natural resources along the river, additional area for the recreational trail along the river, will enhance the natural beauty of the City from the river, and will also help to enhance the appearance of the future redevelopment of the area to the west

Urban Design

1. **New Residential Neighborhoods:** Design new neighborhoods to be attractive, walkable and interesting. These new neighborhoods will have better streetscape, site planning, building architecture, signage, and lighting.
2. **Established Residential Neighborhoods:** Require infill and redevelopment buildings be designed with sensitivity to their context, including features such as land use type, building height, bulk and placement, architectural details, parking, landscaping and lighting.
3. **Concord Exchange and South Concord Street Corridor:** Explore new design standards for Concord Exchange and the South Concord Corridor (the area along Concord from 494 to the City's southern border).
4. **Southview Hill:** Study providing more of a mixture of uses into this area, decreasing parking standards or adding community parking lots, new streetscaping, better signage and wayfinding to help this area be the vibrant center of the city. This may include new streetscaping on Wentworth and 15th Avenues compatible with any new streetscaping on Southview Boulevard and Marie Avenue to provide visual linkages between the Highway 52 and the Southview Hill area. Adjust planning and zoning controls to help achieve these goals.
5. **Major Natural Features:** Protect or enhance the appearance of the major natural features of South St. Paul such as steep slopes, ravines, floodplains, wetlands and the river edges as important elements in the appearance of the community and nearby neighborhoods.

6. **Business and Industrial Park Development:** Prepare and adopt design guidelines for the business / industrial park that will ensure lasting value and a relatively high level of investment in exterior materials and site improvements. Explore “green development” standards and their potential for inclusion into the design guidelines for this area.
7. **Zoning:** Improve and apply the site design provisions of the zoning ordinance to create attractive industrial and commercial areas.
8. **Public Infrastructure:** Set a high standard of design for new public infrastructure. Require that new or rebuilt roads or bridges include aesthetic treatments and streetscaping and further the walkability of the city. Explore “green infrastructure” standards and their potential for inclusion in future infrastructure development.
9. **Future Local Residential Streets:** Interconnect most streets unless topography or other factors prohibit such connections.

Require that public sidewalks be installed along at least one side of each new or reconstructed local street and both side of collector streets. Exceptions to this sidewalk policy may be granted to protect major natural features or short cul-de-sac streets.

10. **Multi-Use and Mixed-Use Development:** Through zoning and the land use plan support and encourage the creation of sites with two or more differing types of land use (multi-use) as well as buildings with housing or offices above businesses (mixed-use) in both established and new areas. In particular, the Concord Exchange area may be ideal for mixed-use or multi-use design. As always, considerations will include context, the specific considerations associated with a land use, site planning, building design and landscape design.
11. **Signage:** Review signage standards and explore potential changes to the sign standards. The City will pay particular attention to the signage standards for the Interstate 494 corridor, which is the most highly visible area of the city.
12. **Interstate 494 Corridor:** Prepare a plan and design guidelines for development along I-494 with increased architectural design, landscaping, and use standards to provide a positive image of the city as seen from I-494.

Housing

- 1. Housing Reinvestment and Rehabilitation Programs:** The City of South St. Paul will continue working collaboratively with the Dakota County Community Development Agency (CDA) and other agencies to improve the existing residential neighborhoods. The Dakota County CDA now administers the home rehabilitation loan program, which was previously run by the South St. Paul HRA. In 2018, the Rediscover South St. Paul program for selective redevelopment of new homes was discontinued.

The City acknowledges that reinvestment in the City's housing stock is a priority and since 75% of the City's taxable market value is residential property, reinvestment in housing should have a big impact on the City's economic health. The City will support existing rehabilitation efforts and will explore options for reinvestment in the City's housing stock to ensure the best return on investment in these programs. The City will periodically reassess funding opportunities for housing reinvestment programs and will explore public-private partnerships as a means to provide funding for said programs.

- 2. Affordable Housing:** The City and South St. Paul HRA will continue to lead the way in providing affordable housing. The City and South St. Paul HRA will also work with the Dakota County Community Development Authority, Minnesota Housing Finance Agency, and Metropolitan Council to assist in meeting the City housing goals.

3. **Rehabilitation Loan Programs:** The City and South St. Paul HRA will continue working collaboratively to improve the existing residential neighborhoods through selective redevelopment with rehabilitation loans to assist with the revitalization of existing homes. Review funding sources to support these programs and explore public private partnerships as means to provide new funding sources.
4. (Repeat of #2 above)
5. **Redevelopment, Remodeling, and Beautification:** The City will continue to support the redevelopment, remodeling, and beautification of existing residential areas that preserve the vitality of the City's neighborhoods. The City will celebrate some of the most striking enhancements each year by honoring the property owners with beautification awards.
6. **Property Maintenance:** The City will also continue to encourage preservation of the livability of existing residential neighborhoods by the City's proactive graffiti abatement program and the code enforcement program to address property maintenance issues.
7. **Residential Design and Streetscape Standards:** Explore revised residential design and streetscape standards for development of new residential neighborhoods and redevelopment of existing residential neighborhoods.
8. **Rental Properties:** The City will continue to encourage responsible property ownership, including the maintenance of rental properties. Explore ways that the City can assist rental properties to achieve the goals of well-maintained properties.

Historic Preservation

1. **Protection:** Develop a Heritage Preservation Plan to protect significant historical and architectural properties and districts. Engage the community in developing a plan that both preserves the important historical and architectural properties and the character of those properties and is sensitive to the needs of the property owners.
2. **Preservation Planning:** Historic preservation shall be integrated into all relevant aspects of comprehensive planning in South St. Paul, including land use, zoning, housing, park and trails, and transportation planning.
3. **Identification:** Historical, architectural, cultural, and archaeological resource survey data shall be collected, reviewed, and evaluated on a regular basis.
4. **Public Education:** Encourage the conservation of existing historic resources by public education and, for locally designated historic properties and historic districts, by design review of proposed exterior changes.
5. **Public Works:** Encourage the conservation and enhancement of traditional streetscapes and of historic parks and landscapes throughout South St. Paul by historically sensitive public works design.

Water and other Natural Resources

- 1. Protections:** Wetlands, floodplains, shorelands, ravines, bluffs and slopes in excess of 12-18 percent will be protected through the zoning and subdivision review process.
- 2. Riparian Open Space:** The City will continue to work with private developers to set aside or dedicate land along the Mississippi River, ponds, and wetlands for natural open space. Extending the public greenway/parks and trails along the Mississippi River is a high priority.
- 3. Integrate Water and other Natural Resources with Other Parks:** The City will strive to integrate planning to protect, preserve, and enhance water and natural resources with City parks where it is possible and feasible.

Other Benefits: The natural environment, particularly the bluffs, ravines, and the Mississippi River, will be protected and the natural environment and the wildlife that it attracts will be showcased as an incentive for economic development.