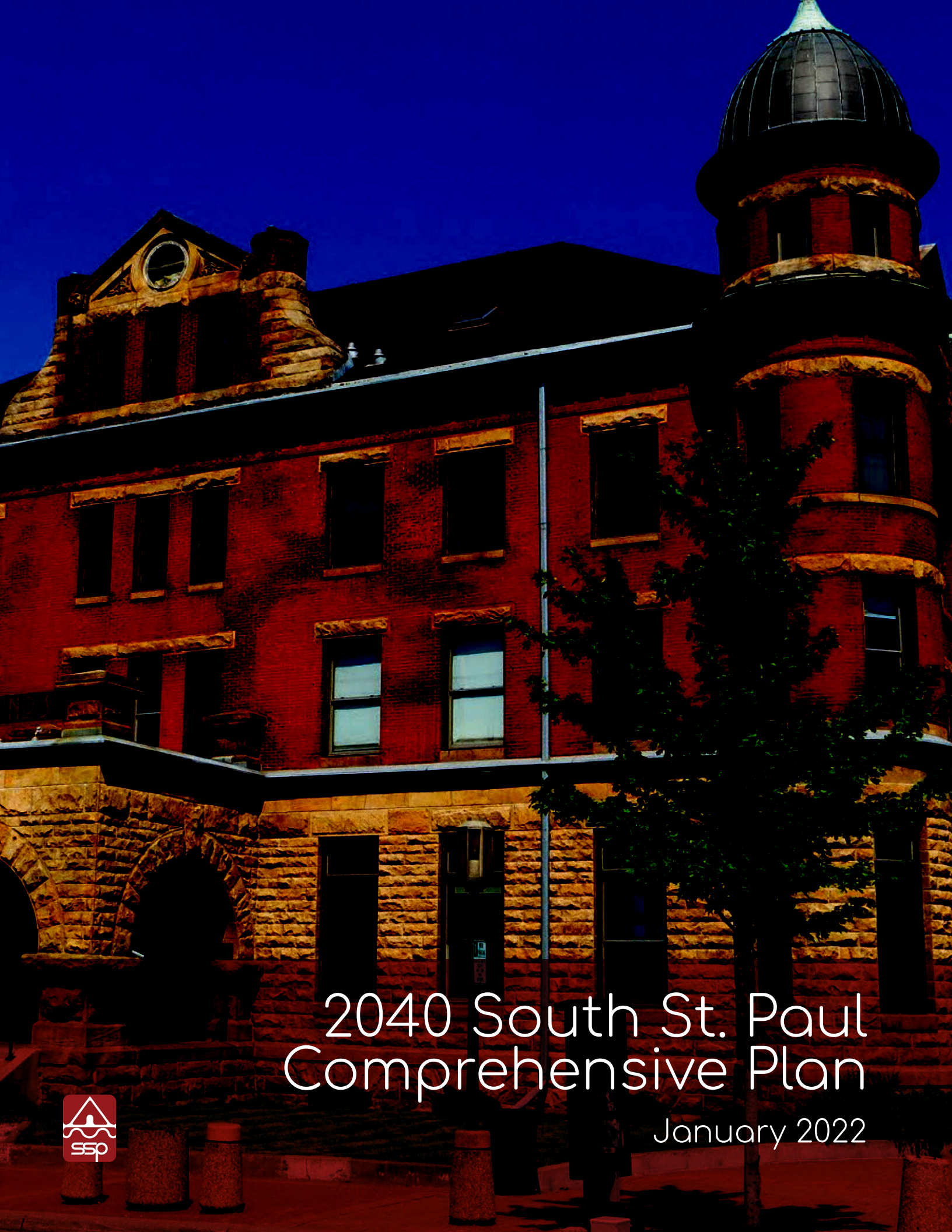


2040 South St. Paul Comprehensive Plan

January 2022



Acknowledgements

Planning Commission

» Isaac Contreras
» Angela DesMarias
» Tim Felton
» Justin Humenik
» Ruth Krueger
» Jason Pachl
» Stephanie Yendell

City Council/EDA

» Sharon Dewey (2019)
» Bill Flatley
» Joe Forester
» James Francis, Mayor
» Lori Hansen
» Joe Kaliszewski (2019)
» Todd Podgorski (through 2018)
» Marilyn Rothecker (through 2018)
» Tom Seaberg

Economic Development Advisory Board

» Steve Doody
» Josh Dormady (through 2018)
» Margaret Durenburger
» Kelton Glewwe
» Monique McClure-Hegge
» Chad Schlemmer
» Dan Schadegg
» Christa Seaberg

Contributing Staff

» Pat Dunn
» Lee Elfering
» Chris Esser
» Ryan Garcia
» Kathy Halgren
» Joel Hanson
» Peter Hellegers (through 2019)
» Chris Hartzell (through 2018)
» Edie Kleinbohl
» Monika Mann
» Bill Messerich
» Michelle Pietrick
» Mike Pott, SMFD

Consultants

» Hoisington Koegler Group, Inc.
» LOGIS (mapping support)

This plan was adopted by the City of South St. Paul on: October 19, 2020.

In January 2022 a Comprehensive Plan Amendment was adopted for the Grand/Exchange Mixed Use Area. In addition to adding a new Grand/Exchange Mixed Use Land Use, the amendment resulted in a change to the City's forecasts and affordable housing allocation.



Contents

01 INTRODUCTION 1-1
Purpose 1-1
2040 Regional Plans 1-2
Plan Organization 1-4
Future Amendments 1-6

02 BACKGROUND 2-7
Historical Background 2-7
Demographics 2-7

03 POLICY PLAN 3-15
Major Assumptions 3-15
Chapter-Specific Goals 3-18

04 LAND USE 4-61
Existing Land Use 4-62
Future Land Use Designations 4-64
Phasing of Growth 4-68
Planning Districts 4-71
Special Resources 4-94
Goals and Policies 4-96

05 ECONOMIC DEVELOPMENT 5-117
Economic Development Strategy 2017-2020 5-118
Economic Development Programs 5-119
Key Local Industries and Centers of Economic Activity 5-121
Future Areas of Focus 5-122
Economic Development Goals and Policies 5-126

06 HOUSING 6-133
Existing Housing Supply 6-133
Housing Implementation 6-142
Housing Goals and Policies 6-150

07 TRANSPORTATION 7-157
Regional Context 7-157
Roadway System 7-158
Transit 7-173
Trails and the Regional Bicycle Transportation Network 7-177
Aviation /Airport 7-184
Freight 7-189
Assisted Driving and Autonomous Vehicles 7-192
Transportation Goals and Policies 7-193

08 COMMUNITY INFRASTRUCTURE 8-199
Community Services 8-199
Public Works 8-202
Water Supply 8-203
Sanitary Sewer System 8-208
Surface Water Management Plan 8-216
Community Infrastructure Goals and Policies 8-225

09 PARKS, TRAILS & RECREATION 9-227
Overview of Parks Master Plan 9-227
Existing Parks, Recreation Facilities, and Open Spaces 9-230
Issues and Opportunities 9-238
Parks, Trails, and Open Space Goals and Policies 9-241

10 CRITICAL AREA PLAN 10-249
Introduction 10-249
Elements Shaping the Critical Area 10-251
Issues & Opportunities 10-273
Critical Area (MRCCA) Goals and Policies 10-273
11 IMPLEMENTATION 11-279
Use of the Plan 11-279
Implementation Tools 11-280
Implementation Actions 11-285
12 APPENDICES A-297

REFERENCE DOCUMENTS:

The following documents, which are referenced in the Comprehensive Plan, can be found on the 2040 Comprehensive Plan website: https://www.southstpaul.org/409/Comprehensive-Plan

- Comprehensive Plan Community Engagement Activities
- Concept Plan
- Economic Development Strategy
- Southview Hill Plan
- Bicycle and Pedestrian Master Plan
- Parks and Recreation Master Plan
- Airport Layout Plan
- Comprehensive Stormwater Plan
- Local Water Supply Plan

This Page Left Intentionally Blank



1. INTRODUCTION

The City of South St. Paul values long-range, strategic planning as a way to ensure that the community of today evolves to meet the needs of tomorrow. Successful planning and implementation requires community input and involvement; evaluation and analysis of current conditions, trends, and future needs; forward-thinking goal and policy setting; strategic action prioritization; the dedication of staffing and funding; and the ability to follow-through when faced with competing interests. The update of the City of South St. Paul's Comprehensive Plan provides the opportunity to review and calibrate the community's strategic direction through the year 2040. South St. Paul's Comprehensive Plan focuses on more than just land use; the plan is comprised of several interrelated elements addressing sustainability, housing, economic development, transportation, parks, trails, infrastructure, and the Mississippi River Corridor Critical Area.

Purpose

The purpose of the 2040 Comprehensive Plan is to help the public and private sector in planning for physical, social, and economic development of the community. The 2040 Comprehensive Plan is intended to:

- Guide future growth and development.
- Define the relationship between different types of land uses.
- Help coordinate public and private sector decisions and investment.
- Shape the appearance of the community.
- Encourage orderliness and efficiency in city government.
- Provide a means for balancing competing private and public interests.
- Support a sense of community and neighborhood identity.

THRIVE MSP 2040 Urban Center Policies:

South St. Paul has been designated as an Urban Center community. The following are examples of the policies Urban Center communities similar to South St. Paul are expected to incorporate into their plans:

- Plan for new growth and redevelopment to occur at a density of at least 20 units per acre.
- Target opportunities for more intensive development around regional transit investments.
- Identify areas for redevelopment, particularly areas that are well-served by transportation options and amenities.
- Plan for a mix of housing affordability in station areas along transitways.
- Plan for affordable housing that meets the needs of multigenerational households.
- Preserve and support areas for employment.
- Identify opportunities to improve pedestrian and bicycle circulation.
- Identify lands for reclamation, including contaminated land, for redevelopment and the restoration of natural features and functions.
- Implement best management practices to control and treat stormwater.
- Identify and address community resiliency.
- Identify appropriate areas for business and industrial expansion, considering access by rail, truck, plane, and barge.

2040 Regional Plans

The City of South St. Paul has initiated an update of its Comprehensive Plan in accordance with Minnesota Statues 473.864, Subd. 2. In addition to addressing community issues and opportunities, the 2040 Comprehensive Plan also responds to the regional policy plans adopted by the Metropolitan Council, including Thrive MSP 2040, the 2040 Transportation Policy Plan, 2040 Regional Parks Policy Plan, 2040 Water Resources Policy Plan, and the 2040 Housing Policy Plan.

To assist local governments in this effort, the Metropolitan Council issues a "System Statement" to each community that describes the specific areas that must be addressed as part of the local comprehensive plan. In addition to identifying the specific planning and infrastructure areas to include, the System Statement identifies population, household, and employment forecasts for the years 2020, 2030, and 2040. These forecasts were amended in December 2019 to reflect current development trends and are shown in Table 1.1 below:

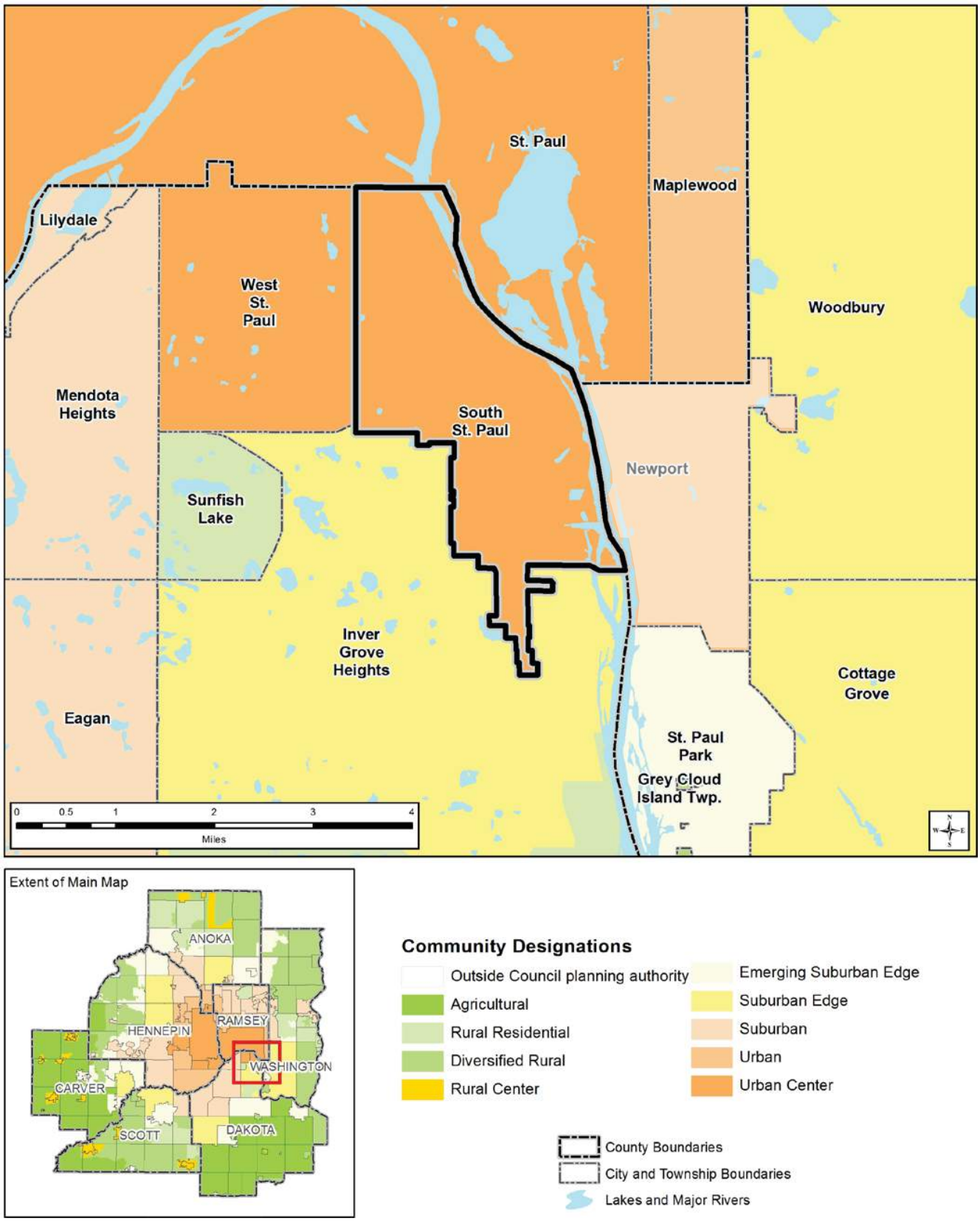
Table 1.1: Forecasts

Forecast Year	Population	Households	Employment
2010	20,160	8,186	8,557
2020	20,800	8,400	5,900
2030	21,600	8,850	7,000
2040	22,000	9,100	7,500

Source: HKGi, Metropolitan Council, South St. Paul (Dec. 2021). This table was updated in 2022 due to the Grand/Exchange Mixed Use Area Comprehensive Plan Amendment.

Thrive MSP 2040 designates South St. Paul as an Urban Center community. The Urban Center includes the largest, most centrally located, and most economically diverse cities of the region. The street grids in these communities were planned before World War II and the rise of the automobile, and therefore, these communities are more conducive to transit use and walking for daily needs. Urban Center communities are experiencing redevelopment, reinvestment, and intensification stemming from their vitality and amenities. However, they face many challenges including pollution cleanup costs, land availability, congestion, and the costs of retrofitting, replacing, or new infrastructure. Thrive 2040 notes that Urban Center communities are focused on growing vitality in the region's core. As shown in Figure 1.1, other Urban Center communities near South St. Paul include St. Paul and West St. Paul, while the City of Newport is identified as Suburban and the City of Inver Grove Heights is identified as Suburban Edge.

Figure 1.1: Community Designation



Source: Metropolitan Council

Planning Process

The 2040 Comprehensive Plan was developed through an extensive planning process that sought to engage a wide range of community members through six community engagement events and a community survey. The purpose of this engagement process was to gain input from the community surrounding the following topics:

- Citywide place-based input (key locations, missing amenities, trouble spots)
- Evaluation of health and well-being features of the community
- Economic Development
- Priority strategies for community enhancement and improvement

Throughout the planning process, the City received feedback from more than 330 members of the community. The input gathered from these community engagement efforts, together with direction and oversight by the Planning Commission, the Economic Development Advisory Board (EDAB), and the City Council/Economic Development Authority led to the formulation of the goals and policies found throughout this Comprehensive Plan update.

SSP Plan Engagement - Map Dot Exercise Responses



Plan Organization

The 2040 Comprehensive Plan is organized with a focus on ease of implementation for City Staff, the City Council, and the respective boards/commissions. In addition to providing introductory context, each chapter contains a set of goals, policies, and actions that are intended to guide the plan's implementation. Goals, policies, and actions for this plan are defined as follows:

- **Goals** are broad statements that describe what the City will have in 2040 as a result of the implementation of the Comprehensive Plan.
- **Policies** are statements intended to guide City Staff and Council decision-making to achieve the goals. Policies often also describe ongoing activities.
- **Actions** are the specific steps that are needed to achieve the goals.

In the planning process it was determined that a theme of sustainability should be woven throughout the Comprehensive Plan. In addition to providing a brief introduction to the theme, the following section also includes a list of sustainability components discussed in the Plan by chapter.

Sustainability

Sustainability 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, sustainability 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 sustainability.

Local governments have the unique opportunity to pursue sustainable practices and achievements through energy use and fossil fuel reductions in building and facilities management, land use and transportation planning, environmental management, and through economic and community development. The City of South St. Paul has identified five different aspects of sustainability that the community is focused on: Energy, Maintenance, Land Use/Buildings, Budget/Economy, and Environment.

Previous and ongoing efforts and initiatives in South St. Paul that demonstrate and exemplify sustainable practices include the following:

- Participation in a joint Request for Proposals for "Solar Possible." The City obtained estimates for a project to outfit public facilities with solar panels. The City has chosen not to move forward with this project at this time but may consider these or other solar projects at another time.

- Investment in electric charging stations for electric vehicles. One electric charging station to be located at Central Square has received grant funding.
- Conducting Emerald Ash Borer (EAB) Tree Inventory
- Utilizing pavement management software to reduce pavement widths and decrease the urban heat island effect in South St. Paul
- Restoring native habitat in parks and open spaces
- Developing community gardens
- Establishing South St. Paul as a pollinator-friendly city
- Developing a comprehensive vision for asset management of city facilities
- Providing matching grant funds for residents to upgrade to water-saving fixtures
- Conducting a water audit and addressing water main leaks to save water
- Seeking funds to reduce total suspended solids (TSS) and address erosion along the Mississippi River
- Providing and expanding multi-modal options for residents

The list above is not exhaustive, and touches on some of the larger initiatives undertaken.

Minnesota GreenStep Cities

Minnesota GreenStep Cities is a voluntary challenge, assistance and recognition program to help cities achieve their sustainability and quality-of-life goals. The program outlines 29 best practices that correspond to implementable actions that are tailored to Minnesota cities. The focus of Minnesota GreenStep Cities is to promote cost savings and energy use reduction while encouraging civic innovation.

In 2016, the City Council of South St. Paul passed a resolution authorizing the City of South St. Paul to participate in the Minnesota GreenStep Cities Program, as a first step towards creating an inventory of sustainable practices in the city. As of 2018, South St. Paul has implemented five best practices and are working towards recognition as a Step 2 GreenStep City.

Sustainability in the 2040 Comprehensive Plan

Consideration of sustainability within every chapter of the Comprehensive Plan builds a foundation for a prosperous, equitable, livable and resilient future in South St. Paul. Sustainable systems in the community will foster growth and recovery during times of ordinary and extraordinary circumstances related to our changing climate, severe weather events, changes in the economy as well as changes in demographics and lifestyles of residents.

Chapters

1. Introduction
2. Background
3. Policy Plan
4. Economic Development
5. Housing
6. Land Use
7. Transportation
8. Community Infrastructure
9. Parks, Trails & Recreation
10. Critical Area Plan
11. Implementation

Minnesota GreenStep Cities

Sustainability Icon

This sustainability icon has been placed throughout the 2040 Comprehensive Plan to show where plans meet one or more of South St. Paul's aspects of sustainability:

- Energy
- Maintenance
- Land Use/Buildings
- Budget/Economy
- Environment



The chapters listed below address the following sustainability components:

- Land Use
  - Solar Access
  - Redevelopment of the former MCES site while preserving the riverfront levee
  - Sustainable land use practices
- Parks, Trails, and Recreation
  - Addressing natural resources/climate change in parks
  - Pollinator-friendly city policy
  - Active living and bicycle/pedestrian connections
  - Tree Inventory
- Community Services and Facilities
- Transportation
  - Future bicycle/pedestrian connections
  - Multi-modal transportation opportunities
  - Safe Routes to School
  - Pavement reduction
- Stormwater/Solid Waste

Future Amendments

Over the next decade there may be a need to amend the 2040 Comprehensive Plan text and/or maps associated with it due to:

- Changes resulting from follow-up planning activities such as master plans, redevelopment plans, or transit station area plans.
- Property owner request to change land use designation to allow a proposed development or redevelopment.
- An interim update to incorporate new information or reflect facility plans such as park or water plans
- A text amendment to revise context or policies.

The Comprehensive Amendment process follows the same City identified public hearing process as the major update process used to develop the 2040 Comprehensive Plan. Amendments are required to submit and gain approval from the Metropolitan Council. The City will follow the current procedural requirements of the Metropolitan Council at the time of the amendment. Following the City Council conditional approval, the request will be submitted to the Metropolitan Council for review and approval. Following Metropolitan Council, the City Council will put the amendment into effect.



2. BACKGROUND

Historical Background

The first recorded history of activity in the South St. Paul area tells of small bands of Native Americans from the Sioux tribe under the leadership of Little Crow. By 1862, almost all of the Native Americans were gone from the area. Beginning in the 1880s, early pioneers began moving in to farm the land.

South St. Paul was incorporated in 1887. By 1900, the City had a population of 4,200 people, which swelled to 25,106 by 1970 due to the abundance of industrial jobs in the area. The industrial facilities were clustered in the floodplain while residences were built above the bluff. Early industries included the stockyards , meat packing, Waterous engine works (still in business in South St. Paul as Waterous International), a barrel company, brick yard, distillery, and foundry.

In 1978, the decline of the stockyards and meat packing plants began. With their decline began a long process of demolition and rebuilding. The City and the HRA have invested millions of dollars to acquire and remove stockyard buildings; these efforts have provided opportunities for new light industrial development. The BridgePoint Business Park has since become home to new jobs for residents of South St. Paul and adjacent cities.

Demographics

The analysis of population and demographics provides an understanding of the characteristics of the community, as well as provides a foundation for planning future needs. The demographic information was collected by using information from the 2030 Comprehensive Plan, the 2010 Census, the 2016 American Community Survey, and Metropolitan Council forecasts.

Population

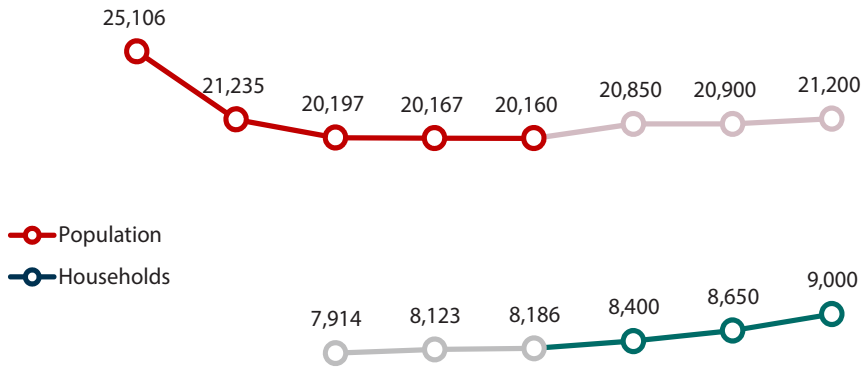
Population Levels

After peaking at 25,106 in 1970, South St. Paul's population experienced a significant decrease in the 1970s and 1980s as available jobs declined due to the closing of the meat packing plans and families moved out to newer suburbs. Since the 1980s, South St. Paul's population has gradually declined while the populations of nearby developing communities have experienced significant population growth. According to American Community Survey estimates, the City's population in 2016 was 20,281. The Metropolitan Council has forecasted slight increases in South St. Paul's population through the year 2040, from 20,160 in 2010 to 22,000 in 2040.

Note: In 2022 the City's forecasts were revised due to the Grand/Exchange Mixed Use Area Comprehensive Plan Amendment. The following are the new projections. Figure 2.1 has not been updated to reflect these new projections.

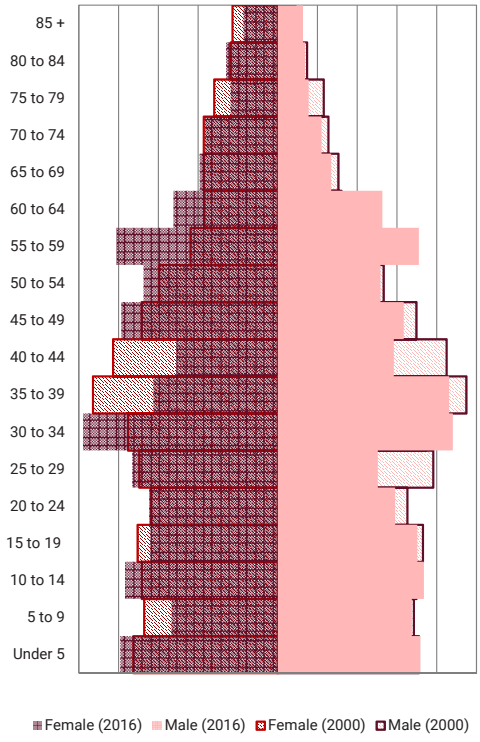
	2020	2030	2040
Population	20,800	21,600	22,000
Households	8,400	8,850	9,100
Employment	5,900	7,000	7,500

Figure 2.1: Historic and Projected Population and Households



Source: Metropolitan Council.

Figure 2.2: Age Distribution by Gender



Source: 2012-2016 ACS, 2000 Census.

Population Age

South St. Paul's population is younger than Minnesota as a whole, with a median age of 35.3 years compared to Minnesota's median age of 37.8 years. However, as with other first ring suburbs and the region as a whole, the City is aging. Table 2.1 shows the population age change from 2000 to 2016 for South St. Paul.

As illustrated in Figure 2.2, South St. Paul has experienced an increase in population ages 30-34. This group has increased by almost 2% in the last 16 years, from 7.5% in 2000 to 9.3% in 2016, suggesting that South St. Paul has been successful at providing the types of employment opportunities, amenities, and housing that attract Millennials.

The group that has experienced the largest increase in population since 2000 is the age group between 54 and 56 years of age. As this aging trend is expected to continue, the City is proactively addressing aging in this Comprehensive Plan.

Table 2.1: Age Distribution Table

Age Range	2000		2016	
	Number	Percent	Number	Percent
Total Population	20,167		20,281	
Under 5	1,448	7.2%	1,530	7.5%
5 to 14	2,759	13.7%	2,750	13.6%
15 to 19	1,446	7.2%	1,362	6.7%
20 to 24	1,298	6.4%	1,255	6.2%
25 to 34	3,001	14.9%	3,139	15.5%
35 to 44	1,894	9.4%	2,617	12.9%
45 to 54	1,393	6.9%	2,649	13.1%
55 to 64	1,524	7.6%	2,608	12.9%
65 to 74	1,314	6.5%	1,266	6.2%
75 and over	1,260	6.2%	1,105	5.4%

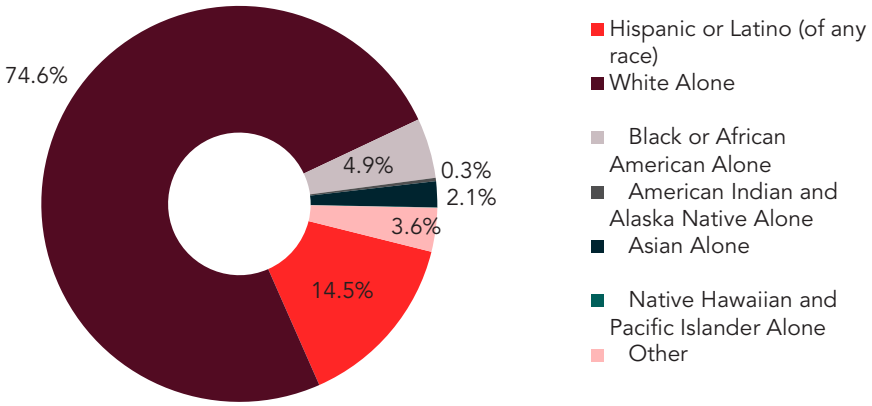
Source: 2012-2016 ACS, 2000 Census.

Race and Ethnicity

Historically, the City of South St. Paul had a diverse ethnic heritage, due in large part to the numerous employment opportunities provided by the stockyards and meat packing industry which attracted people from throughout the United States and Europe. Early settlers included people from eastern and western Europe.

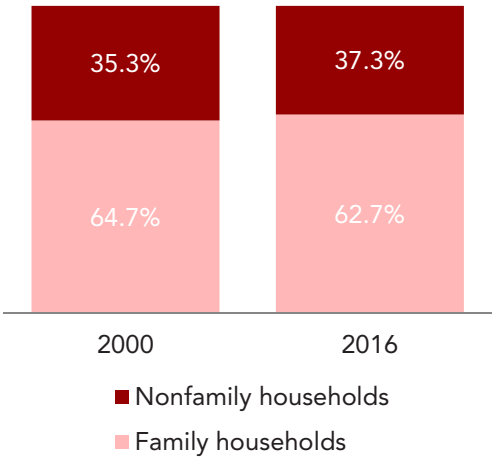
Today, South St. Paul is once again changing as new immigrants come to the area from Asia, Africa, and Latin America. Between 2000 and 2016, the percentage of the population identifying as white dropped from 93% to 84%. Over those years there was a significant increase in the percent of the population identifying as Black or African American and Asian. The percentage of the population identifying as Hispanic or Latino also rose from 6% to 15%.

Figure 2.3: Race and Ethnicity Diversity in South St. Paul



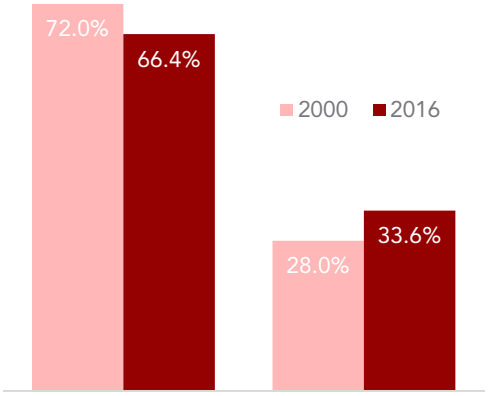
Source: 2012-2016 ACS.

Figure 2.4: Household Type



Source: 2012-2016 ACS, 2000 Census.

Figure 2.5: Owner- and Renter-Occupied Units



Source: 2012-2016 ACS, 2000 Census.

Households

As shown in Figure 2.1, the City of South St. Paul experienced a slight increase in households from 2000 to 2016. As South St. Paul's population increases, so will the number of households. Metropolitan Council projections estimate the City will add more than 1,200 households by 2040. Additional characteristics of South St. Paul's households include:

» Of the 8,247 households in 2016, 5,172 or 62.7% were families, comprised mainly of married couples. Approximately 44% of all households have children in South St. Paul (Figure 2.4).

» The City also saw the number of people per housing unit decrease slightly between 2000 and 2016 from 2.43 to 2.35. This trend of decreasing average household size is expected to continue to 2.32 by 2040

» While there was an increase in the percentage of attached single family units such as rowhouses and townhomes from 3.2% in 2000 to 5.3% in 2016, single-family detached homes remain the predominant housing type at 67.2%.

» Housing units are occupied by renters approximately 33.6% of the time and owners 66.4%; this is a decrease from 72% ownership in 2000 (Figure 2.5).

Education

The City's educational attainment level has increased since 2000 with 90% of residents 25 years and over holding a high school diploma or greater and 24% holding a bachelor's degree or higher. Table 2.2 compares the educational attainment rates of the City of South St. Paul with those of Dakota County and the State of Minnesota. South St. Paul has higher educational attainment rates for both high school diplomas and bachelor's degrees than Dakota County (86% and 14%, respectively), but lower rates than the State of Minnesota (92% and 34%, respectively).

Table 2.2: Educational Attainment Rates, 2016

	South St. Paul	Dakota County	Minnesota
Less than High School Diploma	10.0%	13.9%	7.5%
High School Diploma	27.0%	30.2%	26.1%
Some College or Associate's Degree	39.0%	41.5%	32.6%
Bachelor's Degree or Higher	24.0%	14.4%	33.7%

Source: 2012-2016 ACS

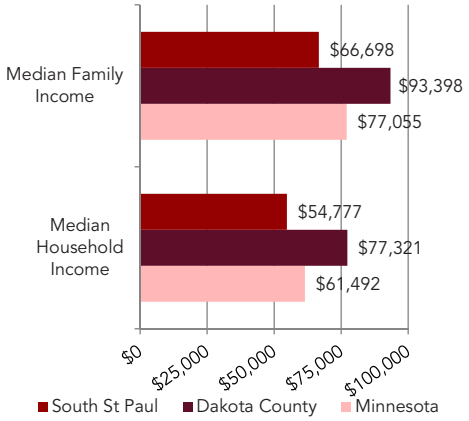
Economic Overview

The economic health of a community plays a critical role in encouraging and maintaining high standards of living for the existing residents, as well as attracting new residents. The City has experienced a decline in the percentage of the population 16 years and over who are in the labor force since 2000, with unemployment levels at 4.6% in 2016 according to the American Community Survey. However, employment levels are forecasted to increase in the future, with over 2,000 new jobs forecasted by 2040 by the Metropolitan Council.

In 2016, the median household income in South St. Paul was $54,777 and the median family income was $66,698. As shown in Figure 2.6, South St. Paul's median income levels are lower than those of both Dakota County and the State of Minnesota.

According to data from the US Census, the majority of employees in the City of South St. Paul are not actually residents. Figure 2.7 displays the employment inflow and outflow from the year 2014, which shows that only 13.3% of South St. Paul's 6,760 jobs were taken by residents of the community. Over 9,600 City residents work outside of South St. Paul, which is reflected in data relating to commuting time (20.3 minute mean travel time) and mode of transportation (82% drive to work alone in a personal vehicle.

Figure 2.6: Median Income



Source: 2012-2016 ACS.

Figure 2.7: Inflow-Outflow

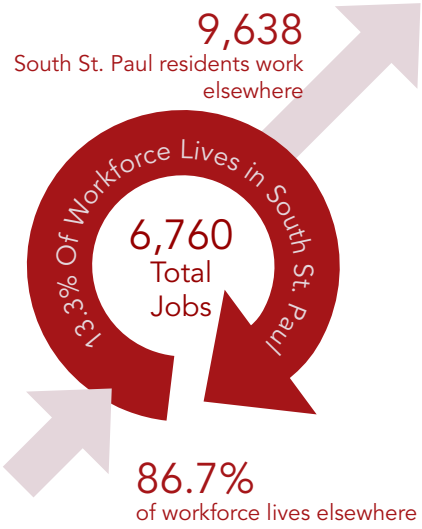
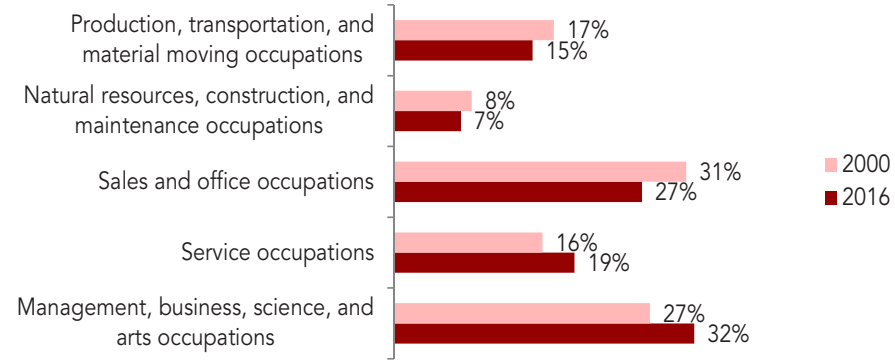


Figure 2.8: Occupations

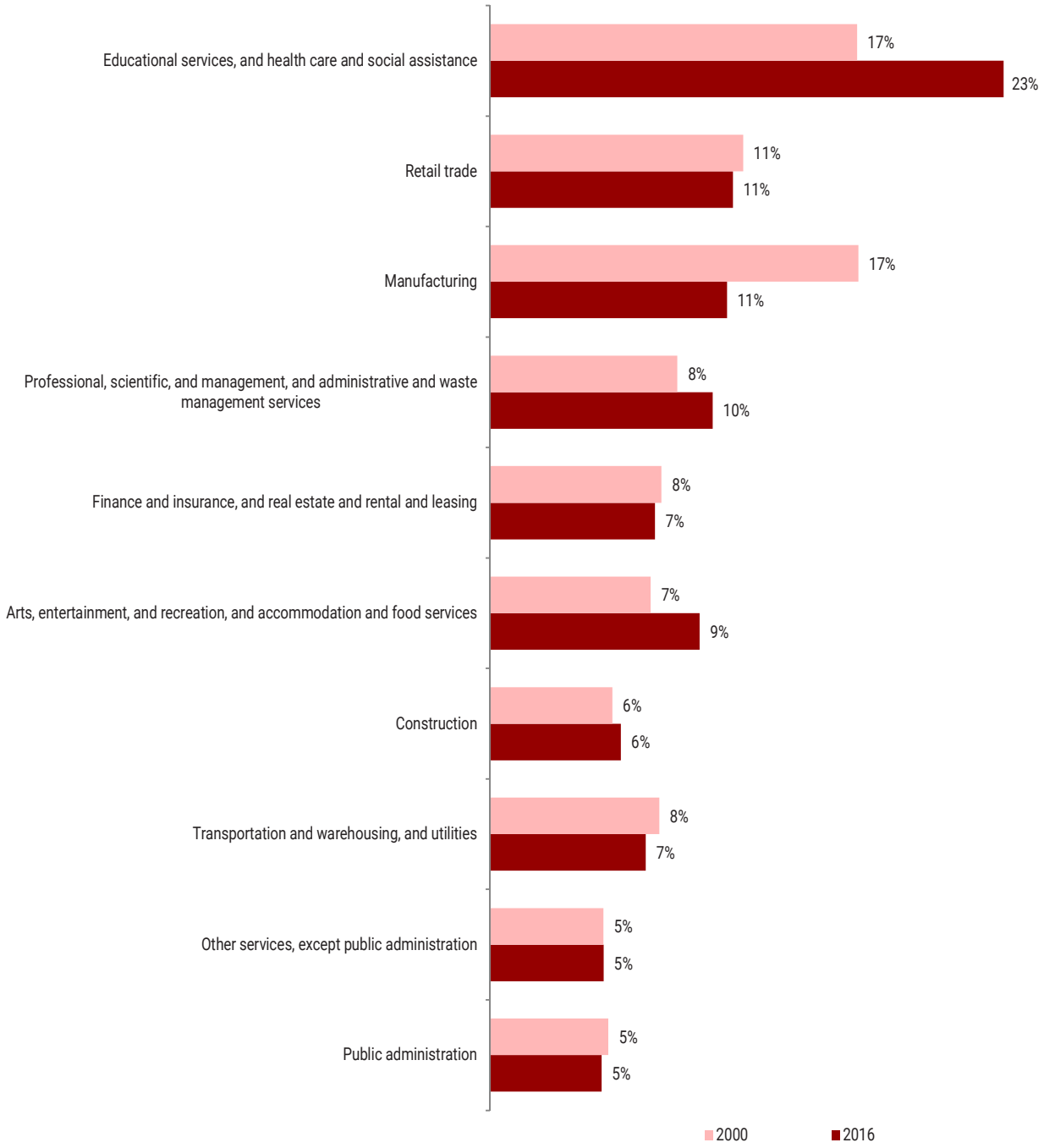


Source: 2012-2016 ACS, 2000 Census

As seen in Figure 2.8, the most common occupation category within South St. Paul's labor force is management, business, science, and arts occupations at 32%, followed by sales and office occupations at 27%.

Almost 45% of all jobs in the City are in one of three sectors (Educational Services and Health Care and Social Assistance, Retail Trade, and Manufacturing). Figure 2.9 shows that the City's largest industry is the Educational Services and Health Care and Social Assistance industry, employing 23% of South St. Paul's civilian population, with Retail Trade coming in second at 11%.

Figure 2.9: Industry



Source: 2012-2016 ACS, 2000 Census.

In general, the growth in "service sector" employment for South St. Paul residents is consistent with the shift towards a decidedly more service-oriented economy throughout the Twin Cities region and the country as a whole as production and skilled trade-oriented employment becomes harder to find with technological innovations that have reduced the reliance of those industries on labor.

Tax Base

As shown in Table 2.3, South St. Paul has the smallest tax capacity of the large suburban cities in Dakota County. One of South St. Paul's goals is to increase the taxable value in the City through additional development in the Industrial /Commercial areas of the City, particularly in the areas east of the bluff. Creating more taxable commercial and industrial property in these areas will help to improve the City's financial position and lessen its dependence on local government aid, which is highly susceptible to fluctuation. Another benefit of the new commercial and industrial development is that it will also lessen the property tax burden on residential property owners.

Table 2.3: Taxable Values for Cities in Dakota County

City	Local Tax Capacity
Eagan	$92,141,892
Lakeville	$75,772,521
Burnsville	$70,727,744
Apple Valley	$55,787,798
Inver Grove Heights	$38,635,111
Rosemount	$27,989,373
Mendota Heights	$22,351,468
Farmington	$19,885,717
Hastings	$19,554,232
West St. Paul	$17,866,374
South St. Paul	$14,705,759

Source: 2018 Values for Taxes Payable in 2019 (Dakota County)

This Page Left Intentionally Blank



3. POLICY PLAN

This Policy Plan chapter provides an overview of the main assumptions and guiding principles that shaped the development of the 2040 Comprehensive Plan, as well as summarizes all of the goals and policies that are identified in the individual chapters. The development of this chapter was based on the findings and discussions of the Planning Commission, Economic Development Advisory Board, Economic Development Authority and City Council. The major ideas from the 2030 Comprehensive Plan were reviewed, revised, and removed as appropriate. The commissions, boards, and council also considered the input 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 the Dakota County Communities for a Lifetime.

The City of South St. Paul has adopted the following goals and policies to help guide the City on a course to achieve the vision for the City by 2040. The goals and policies listed here can also be found within their respective chapters.

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), Dakota County, and the South St. Paul School District 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 often 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 redevelopment.
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.
13. Lifelong learning is essential to prepare residents for the opportunities and challenges of the workforce of tomorrow.
14. Innovations in technology will continue to shape the design and function of our community.

Overall Goals (Guiding Principles)

Small Town Character

The character of South St. Paul is one of its 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.

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.

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.

Natural Environment

Protect and enhance the major natural features of South St. Paul such as wooded bluffs, ravines, wetlands, floodplains and waterfront.

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.

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. The City will dedicate funds to economic development programs.

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.

Public Facilities/Services

Continue to provide excellent public services especially in the areas of Police, Fire, Public Works, Library, 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.

City Fiscal Health

Safeguard City fiscal conditions by keeping cost increases commensurate with revenue growth.

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).

Sustainability

Sustainability 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, sustainability 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 sustainability.

Chapter-Specific Goals

Land Use Goals and Policies

General Land Use Goals and Policies

Goal 4.1: Consider the critical importance of safe and adequate site access in all land use decisions.

- Policy 4.1.1: Evaluate all site plans and land use decisions through an equitable lens that includes accessibility for those of all abilities, ages, and those using alternative modes of transportation.
- Policy 4.1.2: Prioritize infrastructure improvements that improve usage and passage by those of all abilities, ages, and those using alternative transportation modes.
- Policy 4.1.3: Review zoning standards and policies to make certain that regulatory structures align with desired redevelopment outcomes in all key opportunity areas.

Goal 4.2: Keep South St. Paul as an attractive place to live, work, and play by promoting sustainable land-use patterns, land-use changes, and new developments that contribute to the preservation and enhancement of the community's vitality and sense of identity.

- Policy 4.2.1: Promote and provide for informed and meaningful citizen participation in planning and review processes.
- Policy 4.2.2: Ensure that the City's official controls are maintained to be consistent with the 2040 Comprehensive Plan.
- Policy 4.2.3: Protect the small town look and feel of the community. Capitalize on the existing small town character of commercial areas by utilizing mixed-use development and traditional urban design standards to revitalize nodes such as Southview Hill, Concord Exchange, North Concord, and South Concord.
- Policy 4.2.4: Ensure high-quality design, innovation, sustainability, and aesthetic appeal in private and public development and redevelopment, with emphasis on efficient site access, appropriately sized parking areas, and overall beautification through the adoption and utilization of year-round landscaping and site design standards, guidelines, principles, and other criteria.
- Policy 4.2.5: Maintain orderly transitions between different land uses in accord with the general land-use guidance of the Comprehensive Plan by establishing or strengthening design standards.

Policy 4.2.6: Encourage improvements to the connectivity and walkability between and within the community's neighborhoods, gathering places and commercial areas through new development, redevelopment, and infrastructure projects. Encourage improvements that support alternative transportation such as bicycling and transit.

Policy 4.2.7: Reduce land consumption for surface parking by encouraging construction of structured parking facilities, shared parking facilities, and other strategies that minimize surface parking areas while providing adequate off-street parking.

Policy 4.2.8: Encourage and support new development, redevelopment, and infrastructure improvements that incorporate and protect alternative energy sources, such as solar access, geothermal, and wind.

Policy 4.2.9: Support and facilitate cutting-edge telecommunications and transportation infrastructure to all local centers of economic activity, business, industrial and office areas.

Policy 4.2.10: Use creative place making and public art to ensure excellent urban design, develop a unique community character, and activate public spaces.

Goal 4.3: Maintain and improve the mix of residential, commercial, employment, parks and civic land uses throughout the community to promote a balanced tax base and to anticipate long-term economic and social changes.

Policy 4.3.1: Review the Land Use Plan regularly to ensure its usefulness as a practical guide to current and future development. Whenever practicable, coordinate the Plan with plans of neighboring communities, the county, school districts, and the most current Metropolitan Council system plans.

Policy 4.3.2: Promote and support transit-oriented development and redevelopment near existing and future transit corridors.

Policy 4.3.3: Encourage a broad mix of commercial businesses within the community to diversity and strengthen the tax base and employment opportunities.

Goal 4.4: Identify underutilized, deteriorated, or blighted properties and guide them toward revitalization, reinvestment, or redevelopment consistent with community goals and good planning and development principles.

Policy 4.4.1: Support the use of small area master plans for small redevelopment areas.

Policy 4.4.2: Promote redevelopment that reduces blight, expands the tax base, enhances the mix of land uses in the community, and achieves other community objectives.

Policy 4.4.3: Apply strategies to effectively enforce City codes related to maintenance of buildings and property.

Goal 4.5: Protect, improve, and expand the community's natural amenities and environmental quality.

Policy 4.5.1: Promote the use of energy-saving and sustainable practices during all phases of development including land uses, site design, technologies, buildings and construction techniques.

Policy 4.5.2: 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.

Policy 4.5.3: Seek to use environmental best practices for further protection, maintenance, and enhancement of natural ecological systems including lakes, lakeshore, wetlands, natural and man-made storm water ponding areas, aquifers, and drainage areas.

Policy 4.5.4: Promote preservation, replacement, and addition of trees within the community.

Policy 4.5.5: Existing and future development of businesses and industry, shopping, transportation, housing, entertainment, leisure, and recreation opportunities shall be in harmony with the commitment the City of South St. Paul has made to its environment and quality of life, without compromising the ability of future generations to meet their own needs.

Goal 4.6: Create meaningful opportunities for community and neighborhood engagement in land-use decisions.

Policy 4.6.1: Utilize traditional and innovative ways to notify the public, the community, and neighborhoods about upcoming land-use decisions as early as possible in the review process.

Policy 4.6.2: Encourage meetings between the land-use applicant and affected persons and/or neighborhoods for changed in land-use designations and projects that have significant impacts, prior to submittal of the request to the City.

Policy 4.6.3: Provide for and promote opportunities for informed citizen participation at all levels in the planning and review processes at both the neighborhood and community level.

Policy 4.6.4: Ensure adequate and diverse representation of the appropriate stakeholders in land-use studies and advisory bodies.

Residential Area Goals and Policies

Goal 4.7: Encourage residential development that provides a diverse housing stock to meet the evolving needs of the community.

Policy 4.7.1: Guide areas for high-density housing development, moderate density housing, and single-family housing.

Policy 4.7.2: Support existing residential areas through enforcement of property maintenance and rental licensing codes.

Policy 4.7.3: Plan for areas that can accommodate work force housing and areas that can accommodate affordable housing. Plan for areas to accommodate senior housing and assisted living housing.

Policy 4.7.4: Encourage development of new single-family housing through scattered site development programs.

Policy 4.7.5: When looking at redevelopment sites for residential development review the Parks Master Plan and park service areas, require park space where the property can fill a gap in the park service areas.

Policy 4.7.6: Explore the potential of the sparsely developed residential area north of Wilson Heights and west of Stickney Avenue for new infill single-family housing. Explore zoning changes for the area to encourage this development.

Policy 4.7.7: The former Jefferson school site is currently owned by the South St. Paul School District and as one of the larger undeveloped sites offers an opportunity for either school/community service or residential development. Work with the School District to identify the highest and best uses for this site. Include some neighborhood park space on this parcel to fill a gap in the park service area.

Policy 4.7.8: The former Divine Redeemer hospital site, northeast of Thompson Avenue and 19th Avenue, offers another opportunity for infill residential development. Plan the area for an intensive mix of residential development that can take advantage of the surrounding high-density residential properties, proximity to Northview Park and access to public transit. Ensure that development uses setbacks, stepped back building heights, and quality architectural character and site design are used to be sensitive to the single-family homes across the street from the site.

Goal 4.8: Design new neighborhoods to be attractive, walkable and interesting. These new neighborhoods will have better streetscape, site planning, building architecture, signage, and lighting.

Policy 4.8.1: Use regulations and incentives to produce new infill neighborhoods that are attractive, diverse and have lasting value. Require infill and redevelopment buildings to 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.

Policy 4.8.2: 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 where boulevard widths allow.

Policy 4.8.1: 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.

Policy 4.8.2: 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.

Commercial Area Goals and Policies

Goal 4.9: Plan for areas of regional and community commercial development that can support the varying needs of the region and community.

Policy 4.9.1: Direct new commercial development to Concord Street and the Southview Hill area to help establish a critical mass necessary to sustain commercial development.

Policy 4.9.2: Recognize the changing nature of retail/commercial development as more traditional retail areas transform into mixed-use areas and more retail is carried out online with more need for office/warehouse uses to handle the needs of this trend.

Policy 4.9.3: Do not focus on big box retail development, which is already focused in the adjacent communities of West St. Paul and Woodbury. Focus on mixing retail into mixed-use areas with residential, service retail, and nurturing a craft economy that encourages unique retail opportunities, small start-ups uses, and supports residential and employment uses in the community.

Goal 4.10: Plan for a continued node of community commercial development in the Southview Hill area centered on Southview Boulevard and the block between 12th and 13th Avenue.

Policy 4.10.1: Emphasize an area of community commercial area in the Southview Hill area that will provide retail and commercial services (such as grocery stores, local banks, moderate sized offices, restaurants, and service stations) primarily to South St. Paul residents.

Policy 4.10.2: Support development and redevelopment of the area where parking is limited by encouraging joint parking agreements between properties that can help accommodate parking for multiple businesses, or by decreasing minimum parking requirements for parking in this area.

Policy 4.10.3: Partner with the local businesses to identify unifying streetscape and landscape improvements for the area.

Policy 4.10.4: Work with area businesses to address Southview Hill business district style signage directing people to this area of town.

Policy 4.10.5: Market the "Southview Hill" area through the community and surrounding region to establish an identity that is regionally identifiable.

Policy 4.10.6: Explore ways implement improvements (that are consistent with the City's Economic Development Strategy) through cost-sharing programs like low-interest loans, grants, donations, and volunteerism.

Policy 4.10.7: Encourage private sector investment in redevelopment and rehabilitation of existing buildings in this area. Build off the recent development of the MidWestOne Bank and renovation of an existing office building for Allstate and the License Center.

Policy 4.10.8: Encourage a strong pedestrian link throughout Southview Hill and the surrounding neighborhoods as well as between "Southview Hill" and the mixed-use and regional commercial area of Concord Exchange/ Grand Avenue.

Goal 4.11: Identify the highest and best land uses for the existing community commercial area at 5th Avenue South and South Street.

Policy 4.11.1: The community commercial area at 5th Avenue South and South Street currently provides opportunities for retail and services serving the surrounding neighborhood and is adjacent to community commercial uses in Inver Grove (gas station, fast food, and pharmacy).

Policy 4.11.2: Develop a small area plan to identify the highest and best land uses for the existing community commercial area, amend the future land use to be consistent with the small area plan.

Policy 4.11.3: If changes to the future land uses for the area, investigate ways to assist transitional uses for the area while the area redevelops.

Goal 4.12: Small nodes of neighborhood commercial uses used to be commonplace in South St. Paul but gradually many of these uses have been redeveloped. Only a few small pockets of neighborhood commercial remain. Explore ways to help these uses transition to be consistent with the future land use plan.

Policy 4.12.1: Neighborhood commercial uses shall only include small offices, and limited service retail where the scale, hours, and parking demand are very limited and the impacts on adjacent residential uses should be minimal.

Policy 4.12.2: Explore the use of Interim Use Permits (IUP's) and/ or Nonconforming Use Permits to accommodate transitional uses for these neighborhood commercial nodes until the properties are ready for redevelopment.

Policy 4.12.3: Ensure that transitional uses are consistent with the intent of neighborhood commercial uses and do not negatively impact adjacent residential uses.

Goal 4.13: Plan for an area of high quality regional commercial development on Concord Street north of Interstate 494.

Policy 4.13.1: Plan for an area of regional commercial that can accommodate uses that meet regional needs (such as offices, new car dealerships, hotels, offices, restaurants, etc.) and can support the primary employment uses of the BridgePoint area.

Policy 4.13.2: Establish architectural and site design standards which encourage high quality, high amenity buildings that provide a good image for this "front door" area of the community and complement the quality of development in BridgePoint.

Policy 4.13.3: Encourage redevelopment of uses with high amounts of exterior storage and low levels of architectural and site design.

Policy 4.13.4: Work with the State of Minnesota to acquire the excess property adjacent to 494 and develop the site with regional commercial or office uses.

Industrial/Employment Area Goals and Policies

Goal 4.14: Provide a variety of office and industrial development opportunities in order to create a strong and diverse tax base.

Policy 4.14.1: Guide parcels for potential office and industrial development.

Policy 4.14.2: Identify parcels that can be used as "transitional" industrial uses; office, research and development or light manufacturing.

Policy 4.14.3: Continue to develop, redevelop, and expand the existing BridgePoint Business Park area east of Concord Street to provide a vibrant employment center for the community.

Policy 4.14.4: Encourage development of companies that will provide primary wage earner jobs.

Policy 4.14.5: Revisit the work from the South Concord Corridor planning and transportation studies and consider updated land uses for the area south of Interstate 494 and east of Concord Street.

Policy 4.14.6: Provide high quality architectural and site design standards to underscore the quality of development for the area.

Policy 4.14.7: Explore zoning changes to encourage areas for high quality office and industrial development.

Goal 4.15: Establish enhanced design and site development standards for the 494 Corridor Area (from the edge of the residential areas above the bluff to the Mississippi River and from Armour Avenue to Richmond Street) to present a positive image from the community's "front door."

Policy 4.15.1: Develop zoning regulations to apply to this corridor to ensure that development will be high quality office/industrial/retail comparable to the development standards set by the nearby cities of Saint Paul and Cottage Grove.

Policy 4.15.2: Develop architectural, signage, and landscaping standards/performance standards for new development and redevelopment of existing sites and buildings to provide an area that will be attractive and present a positive view of the image from Interstate 494, the "front door" of the community.

Policy 4.15.3: Identify parcels of land suitable for office and regional commercial uses (such as restaurants, banks, and hotels) in the corridor and encourage their development as office or regional commercial uses which enhance the appeal of the area as an employment center.

Policy 4.15.4: Work with Progress Plus to market parcels in the corridor to restaurant, office, and high finish office/ industrial users.

Policy 4.15.5: The Danner property and excess portion of the adjacent MCES site together provide approximately 40 acres of property which could be the cornerstone for the redevelopment of the 494 Corridor area. Work with the owners of the Danner property to ensure that property is developed consistent to the new standards.

Goal 4.16: Actively work to redevelop and encourage redevelopment of land uses which inhibit the orderly development/ redevelopment of the business park due to their nuisance factors (such as excessive odors, large amounts of exterior storage, extremely poor aesthetics or property maintenance).

Policy 4.16.1: Identify land uses which exhibit nuisance factors.

Policy 4.16.2: Work with property owners to determine if nuisance factors can be mitigated and if they can be mitigated, encourage nuisance mitigation.

Policy 4.16.3: Require nuisance mitigation as part of new construction as well as for expansions and renovations to properties that exhibit nuisance factors.

Policy 4.16.4: Encourage redevelopment of the properties with these nuisance factors where the nuisances cannot be mitigated or where mitigation of the nuisances would not be financially feasible.

Policy 4.16.5: Work with adjacent communities and government agencies to address regional nuisances.

Goal 4.17: Assist existing industries, that do not exhibit nuisances, in maintaining a presence in the City.

Policy 4.17.1: Explore incentives for industries to expand or relocate in South St. Paul that are consistent with the City's Economic Development Strategy.

Policy 4.17.2: Identify programs that will assist industries to stay competitive in a global and changing marketplace.

Policy 4.17.3: Evaluate the impact of ordinance changes on existing businesses and minimize adverse impacts.

Goal 4.18: Prepare and adopt design guidelines for the office and industrial areas that will ensure lasting value and a relatively high level of investment in exterior materials and site improvements.

Policy 4.18.1: Use architectural standards to encourage better quality and higher value buildings.

Policy 4.18.2: Explore zoning changes to encourage higher quality development with fewer potential nuisances.

Policy 4.18.3: Establish site design and performance standards to encourage less exterior storage or excessive pavement areas and more utilization of the site for buildings and landscaping.

Policy 4.18.4: Ensure there is adequate infrastructure, transportation access, and telecommunications capacity so that these office and industrial areas are highly competitive in the metropolitan region.

Goal 4.19: Ensure that Fleming Field Airport remains a community focal point and important facility for the generation of commerce in South St. Paul.

Policy 4.19.1: Update the current airport zoning ordinance.

Policy 4.19.2: Work to achieve the runway clear zones (particularly 40 to 1 approach) as established by the FAA where feasible.

Policy 4.19.3: 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.

Policy 4.19.4: Ensure there is adequate infrastructure, transportation access, and telecommunications capacity for industries located at the airport.

Mixed-Use Goals and Policies

Goal 4.20: Improve the community's mix of land uses by encouraging mixed medium and high-density residential uses with high-quality commercial and employment uses in designated areas.

Policy 4.20.1: Develop and utilize master plans, as official controls, for redevelopment areas in order to achieve an appropriate mixture of uses in the mixed-use areas designated on the 2040 Future Land Use Map.

Policy 4.20.2: Facilitate the improvement, environmental remediation, and redevelopment of underutilized, properties dominated by exterior storage and heavy-industrial land in designated locations into a compatible mixture of residential and employment uses.

Goal 4.21: Promote and support the development of mixed-use areas that have a rich mix of related and mutually reinforcing uses within walking distance of each other.

Policy 4.21.1: Encourage a mix of two or more uses within each development project either within the same building or horizontally on the site. Consider development within its context and the potential for existing development to provide a mixture of mutually supportive land uses.

Policy 4.21.2: Plan for a sustainable community by promote increased concentrations of jobs and housing at development nodes in order to efficiently use existing transportation and utility infrastructure while reinforcing alternative modes of transportation such as walking, biking, and transit.

Policy 4.21.3: Develop small area master plans and official controls to ensure development is context sensitive, and that all mixed-use development is cohesive, compact, and pedestrian-oriented, consisting of high-quality design, efficient parking strategies, and appropriate site landscaping.

Policy 4.21.4: Promote and support the provision of a robust system of public spaces within mixed-use areas such as parks, plazas, pathways, streets, and civic uses to encourage community gathering and connections.

Policy 4.21.5: Discourage piecemeal development that does not achieve the goals and policies for mixed-use areas.

Goal 4.22: Improve the appearance of Concord Street using the reconstruction of Concord Street, improving bicycle and pedestrian amenities, and planning for quality mixed use development adjacent to Concord Street.

Policy 4.22.1: Encourage the reconstruction of Concord Street to include improved streetscaping and pedestrian and bicycle amenities.

Policy 4.22.2: Create an off-street trail or sidewalk along Concord Street's entire length. Through the Concord Exchange area, which is planned for walkable pedestrian scale development, have the pedestrian access run along Concord Exchange before reconnecting with Concord Street.

Policy 4.22.3: Explore aesthetic improvements like the removal of billboards and placing overhead wires under-ground.

Policy 4.22.4: Carefully regulate the land uses along Concord Street that have the potential to create adverse secondary land use impacts.

Policy 4.22.5: Promote Concord Street through the River Heights Chamber of Commerce and Progress Plus.

Policy 4.22.6: Coordinate land use planning along Concord Street with the cities of St. Paul and Inver Grove Heights.

Goal 4.23: Continue to support Southview Hill as the historic, social, and psychological heart of the city.

Policy 4.23.1: 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.

Policy 4.23.2: Encourage improvements through cost-sharing programs like low-interest loans (where consistent with the City's Economic Development Strategy), grants, donations, and volunteerism.

Policy 4.23.3: Continue to work with the South St. Paul School District to preserve Central Square as the "town square" and central community gathering space.

Policy 4.23.4: Partner with residential properties and local businesses to identify unifying streetscape and landscape improvements for the area.

Policy 4.23.5: Encourage a strong pedestrian link between Southview Hill and the larger scale mixed-use area centered on Concord Exchange/Grand Avenue. Reinforce this link through design and streetscaping standards.

Policy 4.23.6: Explore using streetscaping and signage on Southview Boulevard, Wentworth Avenue and 15th Avenue to provide visual linkages between Highway 52 and the Southview Hill area.

Policy 4.23.7: Review zoning standards to ensure mutually supportive land uses and complementary architectural character.

Policy 4.23.8: Excessive surface parking interrupts the character of the area and is an inefficient use of land. Emphasize sustainable design that supports walkability and reduces reliance upon surface parking lots. Consider decreasing the required parking minimums, adding community parking lots, or allowing flexibility for increased bicycle parking or other innovative ways of providing transportation access to uses in the area.

Goal 4.24: In the Southview Hill area, emphasize a node of neighborhood mixed use generally located in the area of Southview/Marie and 5th/7th Avenues that will build on the existing mixture walkable residential, commercial, and institutional uses. Promote redevelopment that is walkable, dense, diverse, and is complementary with the pedestrian scale and architectural character.

Policy 4.24.1: Support development and redevelopment of the area where parking is limited by either providing public parking lots that can help accommodate parking for multiple businesses, or by decreasing minimum requirements for parking in this area.

Policy 4.24.2: Utilize the Southview Hill plan as a guide for redevelopment of the area.

Policy 4.24.3: Prioritize redevelopment of sites identified in the Southview Hill plan as catalyst sites.

Policy 4.24.4: Establish a distinct mixed-use zoning district for the area that allows infill development while respecting the established pedestrian scale of the area.

Policy 4.24.5: Explore the concept of Southview Hill as a financial services and business services area for the community.

Policy 4.24.6: Work with area businesses to address "Southview Hill" business district signage to help establish a regional identity for the area and to help direct people to this area of town.

Policy 4.24.7: Plan revised streetscaping and street lighting for main roads in the Southview Hill area (7th Avenue, 5th Avenue, and Marie Avenue) that provide a consistent character to Southview Boulevard.

Policy 4.24.8: Actively work to redevelop 5th and 7th Avenues between Marie and Southview to provide better linkages.

Policy 4.24.9: Plan the City-owned parcel on 7th Avenue by Central Square for mixed-use with Residential, or moderate to high density residential, which is similar to the scale and design quality of the Wakota on Fourth condominiums that are located behind City Hall.

Policy 4.24.10: Improve the linkage between the Southview Hill area and Concord Street. Explore streetscape and design as ways to visually link the two areas.

Goal 4.25: Create a community mixed-use destination area in the vicinity of Concord Street and Grand Avenue, which capitalizes on the historic and natural resources of the City, close proximity to the Mississippi River and the recreational amenities that proximity provides.

Policy 4.25.1: Create a "gateway" at Grand Avenue that would link Concord Exchange, east along the Grand Avenue sidewalk, to the Mississippi River Regional Trail (MRRT) pedestrian overpass. Explore additional streetscaping, signage, and public art to enhance the connection to the river.

Policy 4.25.2: Redevelop Concord Exchange with a mixture of housing, offices, retail shops, artisan establishments, and restaurants that will enhance the environment formed by the Historic Concord Exchange building and the historic South St. Paul Post Office.

Policy 4.25.3: Provide decorative signage and decorative pedestrian lighting connecting the Mississippi River Regional Trail (MRRT) to Concord Exchange with a strong sensitivity to avoiding negative aesthetic impacts and avoiding excessive glare.

Goal 4.26: Establish a community mixed-use destination area in the vicinity of the Hardman/Concord Triangle.

Policy 4.26.1: Explore a mixture of residential, office, retail, and service uses and encourage uses that can provide improved bicycle and pedestrian connections from the mixed-use and residential property west of Concord Street with the recreational amenities along the river, and exhibits a high level of architectural and site design.

Policy 4.26.2: Establish a small area plan and market study for the Hardman Triangle area.

Policy 4.26.3: Proactively work with property owners in the area to coordinate redevelopment of the Hardman Triangle. Explore opportunities to retain businesses from this area within the community.

Policy 4.26.4: Coordinate development of the Hardman Triangle area with the Concord Exchange mixed-use area, just west of the area across Concord Street, to ensure that uses are complementary.

Goal 4.27: Establish a community mixed-use destination area in the vicinity of Concord Street and Bryant Avenue, which capitalizes on the available property for development on Bryant Avenue, access to Kaposia Landing park, and proximity to the Mississippi River.

Policy 4.27.1: Prepare a small area plan for the North Concord Mixed Use area that can help to target specific development types that would be consistent with the highest and best use for that area.

Policy 4.27.2: Explore potential uses in the North Concord Mixed Use area which can be provide complementary services to Kaposia Landing park and the residential properties up Bryant Avenue.

Policy 4.27.3: Explore the potential of this area for transit oriented development which can take advantage of the proximity to Saint Paul and the existing transit routes.

Goal 4.28: Create a clear long-term vision for the planned mixed-use area for the South Concord Corridor area along Concord Street from Interstate 494 to the City's southern border.

Policy 4.28.1: Establish a new small area plan for the South Concord Corridor and develop zoning regulations to ensure that the area is developed consistent with that plan.

Policy 4.28.2: Explore a mixture of residential, office, retail, and service uses along South Concord Street and encourage uses that can provide improved bicycle and pedestrian connections to recreational amenities along the river, takes advantage of the proximity of the area to the Interstate system, can act as a buffer from industrially guided properties east of Concord Street and exhibits a high level of architectural and site design.

Policy 4.28.3: Build off of the information from previous South Concord planning efforts (2009) which identified challenges for the development of this area, including: properties on the west side of Concord Street are very shallow due to the bluffs which limits available space for development, access to some properties to the east can be interrupted for up to 20 minutes at a time due to the location of property road access and location of the rail line, most of the properties south of 494 and east of Concord Street are not protected by the levee and some may be subject to occasional flooding, adjacent heavier industrial uses can limit the appeal of properties in the area.

Policy 4.28.4: Explore using Interim Use Permits (IUP's) or Nonconforming Use Permits as a way to allow uses that may not be consistent with the long-term plans for the area, but can coexist in this area while it transitions toward the planned Mixed-Use area identified in the small area plans.

Goal 4.29: Plan for a mixture of residential, service commercial, and light industrial uses for the Dawn Way construction landfill site.

Policy 4.29.1: Plan for the eventual re-use of the Dawn Way construction landfill site (south of Poplar Avenue) to include a mixture of residential, commercial and light industrial uses.

Policy 4.29.2: Future redevelopment of the site may also include an east-west transportation link through the site to provide better connections to the area above the hill, the airport, and to Concord Street.

Policy 4.29.3: Locate commercial or light industrial uses on the southern portion of the property which can align with the airport uses to the west. New residential uses should be located along the northern part of this property to help buffer commercial and light industrial uses from existing residential uses.

Policy 4.29.4: Work in conjunction with the City of Inver Grove Heights to plan for the eventual re-use of the entire Dawn Way construction landfill site and ensure there is a coherent development pattern between the two portions of the property.

Historic Preservation and Special Resource Goals and Policies

Goal 4.30: Protect significant historic places and architectural properties.

Policy 4.30.1: Identify historical, architectural, cultural, and archaeological resources. Data shall be collected, reviewed, and evaluated on a regular basis.

Policy 4.30.2: Develop a Historic Preservation Plan to protect significant historical and architectural properties and districts.

Policy 4.30.3: Engage the community to develop a plan that identify and preserve preserves the important historical and architectural properties. Preserve the and the character of those properties but is also be sensitive to the needs of the property owners.

Policy 4.30.4: Integrate Historic Preservation into all relevant aspects of comprehensive planning in the City, including land use, zoning, housing, parks and trails, and transportation planning.

Policy 4.30.5: Encourage the conservation of existing historic resources through public education and, for locally designated historic properties and historic districts, by design review of proposed exterior changes.

Policy 4.30.6: As an established community with a well-established history, the existing buildings help to reinforce the qualities and character that makes South St. Paul a unique and appealing community for existing residents as well as new development. Reutilizing existing buildings is also far more sustainable, utilizing far less waste than demolition and construction of new structures. Encourage adaptive reuse of existing buildings and use demolition only as a "last resort" when properties are determined to be beyond reclamation.

Goal 4.31: Protect and promote options for the employment of solar energy.

Policy 4.31.1: Encourage protection of existing solar collectors from shading by development and vegetation on adjoining parcels. Consider shadow cast studies and actively enforce existing setback and height limits that help preserve solar access.

Policy 4.31.2: Discourage new development from prohibiting use of solar technologies through protective covenants.

Policy 4.31.3: Consider solar access in formulation of plans for public and private landscaping.

Policy 4.31.4: Consider variances, or flexible regulations for zoning and subdivision standards to promote the use of solar energy.

Policy 4.31.5: Encourage the use of solar power when feasible. In particular, encourage the use of rooftop solar on the large industrial buildings within BridgePoint.

Policy 4.31.6: Allow rooftop solar installations as a permitted accessory use.

Policy 4.31.7: Exempt rooftop solar installations from height limitations or allow rooftop solar installations to extend 10-15 feet above the maximum height for a building.

Policy 4.31.8: Encourage the development of solar gardens.

Policy 4.31.9: Explore opportunities for ground-mounted solar development on properties where redevelopment potential is severely limited or as a transitional use.

Policy 4.31.10: Establish regulations to require pollinator friendly landscaping for ground-mounted solar gardens or solar farms.

Policy 4.31.11: Encourage and support public awareness of technological advancements in the use of solar energy.

Goal 4.32: Protect and promote options for alternative energy and low impact development.

Policy 4.32.1: Encourage use of alternative energy systems such as small wind power generation and geothermal.

Policy 4.32.2: Encourage the development of zero net energy buildings. Explore incentives for development that utilize alternative energy systems such as solar, wind, and geothermal.

Policy 4.32.3: Exempt rooftop wind energy conversion installations from height limitations or allow rooftop installations to extend 10-15 feet above the maximum height for a building.

Policy 4.32.4: Establish zoning standards for alternative energy installations and establish permitting processes that area predictable, transparent, and documented.

Goal 4.33: Protect drinking water resources and prevent groundwater contamination.

Economic Development Goals and Policies

Goal 5.1: Continue to work with county, state, and private organizations to diversify and expand the local economy while raising the standard of living.

Policy 5.1.1: 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.

Policy 5.1.2: Capitalize on key existing assets, such as proximity to the river, excellent location, historic buildings, the airport, to bring in businesses, cultivate community identity and retain new residents.

Policy 5.1.3: Consider City assistance on projects where a development gap exists or where the City's assistance would result in a higher quality project.

Policy 5.1.4: Seek opportunities to acquire and assemble parcels and/or establish site control in key redevelopment opportunity areas.

Policy 5.1.5: Support and facilitate cutting-edge telecommunications and transportation infrastructure to all local centers of economic activity: business, industrial and office areas.

Policy 5.1.6: 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.

Policy 5.1.7: 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.

Policy 5.1.8: Encourage reinvestment in existing residential properties and explore City, County, State or other resources that can collaborate to support reinvestment efforts.

Policy 5.1.9: Monitor opportunities to participate in granting programs, such as the Livable Communities Demonstration Account (LCDA) program offered through the Metropolitan Council, which encourage innovative development projects within the city.

Policy 5.1.10: Periodically review and update economic development strategies, policies, investments, and programs to respond to changing economic conditions and opportunities.

Policy 5.1.11: Nurture a "craft" economy focused on attracting and developing art/artisan uses, small locally sourced and or locally targeted industry and unique retail opportunities that can thrive in South St. Paul's unique character and proximity to both Saint Paul and Minneapolis

Policy 5.1.12: Explore and support early-stage business resources (co-ops, incubators, co-working, etc.) that can help with development of a "craft" economy and also encourage those businesses to stay in South St. Paul as they grow.

Goal 5.2: Engage in Economic Development programs consistent with the City's Economic Development Strategy

Policy 5.2.1: Support existing South St. Paul businesses.

Policy 5.2.2: Attract strong, growing, and new businesses and developments to South St. Paul.

Policy 5.2.3: Attract, retain, and support a workforce that is positioned for success in the 21st Century.

Policy 5.2.4: Leverage and expand the City's redevelopment toolbox.

Policy 5.2.5: Build and enhance partnerships.

Goal 5.3: Identify key community redevelopment and revitalization opportunity areas.

Policy 5.3.1: Identify desired economic development and place making outcomes along the critical corridors of Southview Boulevard and Marie Avenue in the Southview Hill area. 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. Amend planning and zoning controls to achieve these goals; including creating new mixed-use standards and review decreasing parking standards or adding community parking lots to provide adequate parking for businesses.

Policy 5.3.2: Encourage creative concepts that will enhance the industrial area east of Concord generally referred to as BridgePoint. Prepare and adopt design guidelines for the BridgePoint 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.

Policy 5.3.3: 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. 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.

Policy 5.3.4: Prioritize opportunities to bring more amenities to Kaposia Landing and the development node at Concord Street and Bryant Avenue, which leads right into Kaposia Landing. Study and plan for development/redevelopment of these areas.

Policy 5.3.5: Work together with private developers and granting agencies to enhance the attractiveness and draw of the riverfront area.

Policy 5.3.6: Encourage creative concepts that will enhance the Concord Exchange, Hardman Triangle, and South Concord Corridor (the area along Concord from 494 to the City's southern border). Explore new design standards for Concord Exchange, Hardman Triangle and the South Concord Corridor. Study and plan for development/redevelopment of these areas.

Policy 5.3.7: 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.

Policy 5.3.8: As an established community with a well-established history, the existing buildings help to reinforce the qualities and character that makes South St. Paul a unique and appealing community for existing residents as well as new development. Reutilizing existing buildings is also far more sustainable, utilizing far less waste than demolition and construction of new structures. Encourage adaptive reuse of existing buildings and use demolition only as a "last resort" when properties are determined to be beyond reclamation.

Goal 5.4: Capitalize on economic development as a means of promoting health and the public good.

Policy 5.4.1: Encourage business development in industrial areas that reduces nuisance odors and hazards and improves public well-being.

Policy 5.4.2: Encourage private developers to include thoughtful pedestrian access and bicycle amenities in project designs.

Policy 5.4.3: Be proactive in supporting projects that produce community amenities, which enhance access to recreation and natural spaces, promote, community building, and improve environmental quality.

Policy 5.4.4: Explore opportunities for creative place making in new development and redevelopment as a way to make public and semi-public spaces more engaging, help nurture creative and cultural activities and public art, and enhance the identity of the community.

Goal 5.5: Continue to work towards building and maintaining a community that is attractive to residents whether they are life-long residents or newcomers.

Policy 5.5.1: Balance the desire to modernize areas with the importance of maintaining South St. Paul's identity as a historic and affordable community.

Policy 5.5.2: Actively market the city to prospective new businesses and residents.

Policy 5.5.3: Encourage projects and infrastructure enhancements that create open, welcoming spaces where people from all backgrounds can mix and interact.

Policy 5.5.4: Maintain the quality of exiting public facilities and infrastructure.

Policy 5.5.5: Encourage open communication with residents and business owners regarding the assets, amenities, gaps and issues that are most important in their neighborhoods.

Policy 5.5.6: 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.

Policy 5.5.7: Design new neighborhoods to be attractive, walkable and interesting. These new neighborhoods will have better streetscape, site planning, building architecture, signage and lighting.

Goal 5.6: Identify key opportunities to encourage strong relationships between the business community and the city.

Policy 5.6.1: Review zoning standards and policies to make certain that regulatory structures align with desired redevelopment outcomes in all key opportunity areas.

Policy 5.6.2: Engage financial tools, where appropriate, to assist and advance development projects that will provide a significant public benefit.

Policy 5.6.3: Continue to promote communication and partnerships with the local business community. Continue to work in partnership with the River Heights Chamber of Commerce, Progress Plus and similar organizations that bring the City and business community together for economic development and which serves the well-being of the entire community.

Policy 5.6.4: Evaluate opportunities for improved signage and place making to enhance the businesses and the character of the Southview Hill area.

Policy 5.6.5: Offer clear direction on desired development outcomes to signal to developers and business owners the City's vision.

Policy 5.6.6: Ensure an ongoing dialogue by continuing to seek input from residents and the business community about their vision for the city's future.

Housing Goals and Policies

Purpose: Reinvestment in the City's housing stock is a priority. Seventy five percent of the City's taxable market value is residential property so reinvestment in housing also provides potential dividends for the City's economic health.

Goal 6.1: 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.

- Policy 6.1.1: Encourage housing rehabilitation and modifications that increase housing value.
- Policy 6.1.2: Continue the Time of Sale housing inspection program.
- Policy 6.1.3: The City and South St. Paul EDA/HRA, will continue to work collaboratively with Dakota County Community Development Authority (CDA) and other agencies to improve the residential neighborhoods through selective redevelopment and through programs such as the home rehabilitation loan program that is run by the CDA.
- Policy 6.1.4: Continue existing home improvement programs by the City, Economic Development Authority, Dakota County CDA, and local banks.
- Policy 6.1.5: Periodically review funding opportunities for housing reinvestment programs; explore public partnerships and public-private partnerships as means to provide new funding sources.
- Policy 6.1.6: Evaluate the housing condition every five years.

Goal 6.2: Keep neighborhoods safe, attractive, and vital and improve their livability through urban design.

- Policy 6.2.1: Identify neighborhoods where increased lighting or other infrastructure changes would improve safety and livability.
- Policy 6.2.2: Identify vacant parcels too small for development that could become pocket parks or neighborhood green space to be adopted and beautified by neighborhood groups.
- Policy 6.2.3: Evaluate existing programs relating to neighborhood beautification and determine possible change or improvements (i.e. tree trimming and planting).
- Policy 6.2.4: Evaluate implementation of a neighborhood specific streetscape theme (neighborhood identification signs, replacement trees specific to a neighborhood, etc.).

Goal 6.3: Adopt subdivision and zoning regulations that require interconnected local streets, sidewalks on at least one side of all local and collector streets, and trees along all streets.

Policy 6.3.1: Use regulations and incentives to produce new infill neighborhoods that are attractive, diverse and have lasting value.

Policy 6.3.2: Explore revised residential design and streetscape standards for development of new residential neighborhoods and redevelopment of existing residential neighborhoods.

Goal 6.4: Maintain and improve the existing housing stock in South St. Paul. Promote ongoing maintenance of owner occupied and rental housing and respond quickly and appropriately to concerns about properties that are not adhering to City regulations.

Policy 6.4.1: Continue to recognize homeowners and rental property owners that maintain or improve their homes in an extraordinary manner.

Policy 6.4.2: Encourage responsible property ownership; owners are responsible for the property maintenance and upkeep of their properties.

Policy 6.4.3: Implement improved rental-housing regulations, ensuring that rental properties exhibit proper maintenance.

Policy 6.4.4: Use systematic code enforcement program to ensure proper maintenance and upkeep of properties.

Policy 6.4.5: Continue the Graffiti Abatement program.

Policy 6.4.6: Develop and implement an aggressive housing maintenance code.

Policy 6.4.7: Identify apartment buildings eligible for rehabilitation and restoration.

Policy 6.4.8: Utilize the tools available, such as City codes and housing programs to remove blighted properties from neighborhoods.

Policy 6.4.9: Develop and implement procedures expediting the hazardous building condemnation process.

Policy 6.4.10: Continue partnerships with realtors and rental property owners to enforce ordinances.

Policy 6.4.11: Establish criteria for City involvement in helping to manage vacant buildings and properties.

Policy 6.4.12: 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.

Purpose: Encourage a range of high-quality housing options to meet the needs of the varying demographics of South St. Paul.

Goal 6.5: Promote safe, affordable and high-quality housing options for all.

- Policy 6.5.1: Support housing development opportunities that will yield high-quality community amenities.
- Policy 6.5.2: Support housing development opportunities that will yield a diverse array of housing affordability options.
- Policy 6.5.3: Encourage partnerships with programs that reduce the home improvement and maintenance cost burden for low-income households.
- Policy 6.5.4: Encourage partnerships with programs that reduce the cost burden for first-time homebuyers looking to purchase a home in the community.
- Policy 6.5.5: Evaluate opportunities to add flexibility in the City's zoning ordinances that would allow for greater housing diversity and quality.
- Policy 6.5.6: 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.

Goal 6.6: Continue to work towards building and maintaining a community that is attractive to both long-time residents and new residents.

- Policy 6.6.1: Support, incentivize, and encourage a diverse array of housing options for people of all ages and life stages.
- Policy 6.6.2: Encourage housing and land use policies that produce and maintain housing that is attractive to families, younger residents and newcomers.
- Policy 6.6.3: Encourage housing and land use policies that allow residents to "age in place" and stay in South St. Paul as they become older.
- Policy 6.6.4: Encourage housing development that provides single-level housing options such as apartments, condominiums and patio homes, for seniors and other residents that want to remain in the community but need the accessibility of single-level housing units.
- Policy 6.6.5: Encourage universal design in housing to allow housing units that are designed to meet the needs of more potential residents.

Goal 6.7: Encourage different housing types, including more opportunities for life-cycle housing in order to provide housing that meets a variety of needs.

Policy 6.7.1: Identify areas in the City appropriate for diverse housing types: single-family homes, attached and detached townhouses, cottage homes, cluster developments, senior housing developments, apartments, condominiums and mixed-use housing developments.

Policy 6.7.2: Evaluate the use of vacant and underutilized lands for housing opportunities. Consider acquisition or work with partners to realize housing opportunities on these sites.

Policy 6.7.3: Consider redevelopment of existing residential areas where density is low, amenities plentiful, and housing condition is poor.

Policy 6.7.4: Assist and encourage developers of diverse housing types to develop available land within the City.

Policy 6.7.5: Amend zoning and subdivision ordinances to allow for the construction of diverse housing types.

Goal 6.8: Identify areas for potential housing development/ redevelopment within the community.

Policy 6.8.1: Expand the range of housing options in and around the Southview Hill area.

Policy 6.8.2: Explore the potential of the North Stickney Area (west of Stickney Avenue, north of Wilson Avenue, south of Bircher Avenue) to accommodate an area for larger homes.

Policy 6.8.3: Explore residential housing opportunities at redevelopment sites.

Policy 6.8.4: The former Jefferson School site offers a potential area for either civic/institutional uses or residential development. Work with the School District to explore potential reuse of this site and preserve space for recreational uses.

Policy 6.8.5: The redevelopment of the Dawn Way Landfill offers an opportunity for residential development at the northwest corner of the site. Existing residential uses adjacent to the site should be buffered from other non-residential uses.

Policy 6.8.6: Explore opportunities for Mixed-Use Housing. This may include the vertical integration of mixed uses within a building (first floor commercial, offices or residential above) or a horizontally integrated mixture of uses on the block. Concord Exchange, Southview Hill, North and South Concord Street, and the properties east and west of Central Square Park are possible locations for these type of developments.

Policy 6.8.7: Explore opportunities for High Density Residential uses such as at the northeast corner of 5th Avenue South and South Street, and on Bryant Avenue hill west of Concord Street.

Policy 6.8.8: 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.

Transportation Goals and Policies

Goal 7.1: Support and facilitate cutting edge telecommunications and transportation infrastructure to all local centers of economic activity – business, industrial, and office areas.

- Policy 7.1.1: Continue the program of assessing the surface condition of local streets and budgeting for their systematic maintenance and periodic reconstruction.
- Policy 7.1.2: Consider enhancing the streets program to include reconstruction of alleys.

Goal 7.2: Manage access on major streets to improve traffic flow and road capacity, always with a concern for neighborhood livability.

- Policy 7.2.1: Design and maintain local streets for land access while making them less attractive to sub-regional and regional traffic through traffic calming techniques.

Goal 7.3: Establish New Street Reconstruction and Design Standards.

- Policy 7.3.1: 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.
- Policy 7.3.2: Use distinct street design and streetscaping to help identify collector streets from minor residential streets.
- Policy 7.3.3: Reduce residential streets in width to the extent that on-street parking and other demands allow.
- Policy 7.3.4: 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.
- Policy 7.3.5: Integrate a green connection along the North Concord Street corridor to connect the Concord Exchange and BridgePoint Business Park areas up to Kaposia Landing park and on to the City's northern border.

Goal 7.4: Plan for a Transportation Link through the Dawn Way Landfill Site in Coordination with Redevelopment of the Site.

- Policy 7.4.1: Future redevelopment of the Dawn Way Landfill may include a transportation link through the site, possibly the extension of South Street through the site to connect to Concord Street at the current Poplar Street connection.

Goal 7.5: Plan to coordinate with the potential development of Light Rail Transit (LRT) or Bus Rapid Transit (BRT) on either the Trunk Highway 52 (TH52) corridor or along Robert Street (in West St. Paul).

Policy 7.5.1: Work with Dakota County and other area cities to lobby for this transitway which would serve all of the cities in this region.

Policy 7.5.2: Work with Dakota County and other area cities to develop improved transit that can be supportive to the LRT or BRT line.

Policy 7.5.3: Work with Dakota County and Metro Transit to develop improved routes or express routes along the City's existing transit corridors of Concord Street or Southview/3rd Street.

Policy 7.5.4: Work with Metro Transit, Dakota County, and other area cities to explore possible transit connections to Metro Transit Blue Line LRT (Hiawatha) at Fort Snelling and improved connections to the Metro Transit Green Line LRT (University).

Goal 7.6: Establish a system of attractive trails that connect the City and offer an alternative means of transportation and recreation for residents and visitors. In addition, provide trail connections to regional systems and trails in other communities.

Policy 7.6.1: Develop a citywide trail map, especially for off-street trails.

Policy 7.6.2: Identify and prioritize missing connections between city sidewalks and trails.

Policy 7.6.3: Identify official pedestrian/non-vehicle connections between parks, schools, shopping, and work.

Policy 7.6.4: Utilize the annual concrete program for installation and maintenance of sidewalks. Explore possible use of the program for trail installation and maintenance.

Policy 7.6.5: Construct a trail connection at Bromley Street; signage, information kiosk to show linkage to Kaposia Park and Dakota County River to River Greenway Trail (R2RG).

Policy 7.6.6: Continue the development of the Mississippi River Regional Trail (MRRT) in cooperation with Dakota County. Continue to seek Federal, State, and Regional dollars to accomplish this goal.

Policy 7.6.7: Cooperate with Federal, State County, and other agencies for the funding, construction and maintenance of high priority trail connections and corridors.

Goal 7.7: Maintain and improve the safety of the South St. Paul Fleming Field Airport while encouraging the growth of business and recreational aviation.

Policy 7.7.1: Acquire runway protection zone land as directed by the Federal Aviation Administration (FAA).

Policy 7.7.2: The City will work to achieve the runway clear zones (particularly 40 to 1 approach) as established by the FAA where feasible.

Policy 7.7.3: Work with the Minnesota Department of Transportation (MnDOT) Office of Aeronautics and the FAA for Precision Global Positioning Systems (GPS) for Runway 1/6 (approach from the south) and Runway 3/4 (approach from the north).

Policy 7.7.4: Update the current airport zoning ordinance. Develop updated regulatory controls through airport zoning regulations to ensure that proper safety and development standards are followed.

Policy 7.7.5: Work cooperatively with the City of Inver Grove Heights to identify and minimize, to the extent possible, impacts to adjacent land uses as development occurs.

Goal 7.8: Adopt new design criteria to ensure that the airport remains an attractive place for recreational aviation and encourages new development or aviation related businesses.

Policy 7.8.1: Continue to 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.

Goal 7.9: Continue to recognize the importance of Fleming Field Airport as an important facility in the economic development efforts of the City and support economic development and redevelopment at the airport.

Policy 7.9.1: Encourage aviation businesses to relocate to Fleming Field Airport when their business goals and operating procedures coincide with the expectations of South St. Paul and Inver Grove Heights residents; develop sites for those relocations.

Policy 7.9.2: Commercial airport buildings and operations at the airport should be concentrated in the area adjacent to the Fleming Field Terminal Building. Recreational airport users may be located on all other areas of the airport.

Goal 7.10: Consider the critical importance of safe and adequate site access, considering all modes of transportation, in all land use decisions.

Policy 7.10.1: Evaluate all site plans and land use decisions through an equitable lens that includes accessibility for those of all abilities, ages, and those using alternative modes of transportation.

Policy 7.10.2: Prioritize infrastructure improvements that improve usage and passage by those of all abilities, ages, and those using alternative transportation modes.

Policy 7.10.3: Continue to address barriers to bicycle and pedestrian travel that were identified in the City's 2014 Bicycle and Pedestrian Master Plan.

Policy 7.10.4: Monitor intersections and streets for unsafe conditions and consider traffic calming and/or pedestrian safety measures where feasible.

Policy 7.10.5: Maintain excellent access to metro-wide destinations through roadway and transit connections.

Policy 7.10.6: Monitor traffic congestion issues and prioritize solutions that will have a long-term impact on traffic flow.

Policy 7.10.7: Continue to coordinate with MnDOT, Metro Transit, and Dakota County on projects that may affect or change the transportation and transit connectivity in South St. Paul.

Goal 7.11: Capitalize on development activity and infrastructure upgrades as an opportunity to improve and increase bicycle and pedestrian amenities in the community.

Community Infrastructure Goals and Policies

Goal 8.1: Continue to provide excellent public services for South St. Paul residents and property owners.

- Policy 8.1.1: Continue to provide excellent public services, especially in the area of Police and Fire protection, Public Works, Library, and Parks and Recreation services.
- Policy 8.1.2: Utilize the Capital Improvement Program to budget replacement and repairs of existing public facilities and creation of new facilities. Explore opportunities to fund improvements through grants or through partnerships.

Goal 8.2: Continue to ensure there is adequate water supply for South St. Paul residents and property owners.

- Policy 8.2.1: Continue to ensure adequate water supply for the City in accordance with and by enforcing the City's Water Supply and Emergency Conservation Plan.

Goal 8.3: Continue to ensure that wastewater is properly treated.

- Policy 8.3.1: Continue to ensure adequate wastewater collection and treatment, (treated by the Metropolitan Council Environmental Services (MCES)), by enforcing the City's ordinances.

Goal 8.4: Continue to ensure proper management of surface water, consistent with the City's Comprehensive Storm Water Management Plan, through the enforcement of City ordinances regarding stormwater and erosion control.

- Policy 8.4.1: Amend ordinances to allow and encourage landscaping alternatives to manicured lawns.
- Policy 8.4.2: Continue public education to reduce homeowner use of lawn care chemicals.
- Policy 8.4.3: Require the minimization of direct overland runoff of stormwater and insure the adequate treatment of stormwater runoff through such things as on-site National Urban Run-Off Program (NURP) basins (when possible) and Best Management Practices (BMP's) for stormwater treatment.
- Policy 8.4.4: Work with MnDOT and Dakota County to reduce use of salt on roadways for de-icing.

Goal 8.5: Continue to ensure proper treatment of stormwater and minimization of erosion.

Policy 8.5.1: Continue to ensure proper treatment of stormwater and minimization of erosion, consistent with the City's ordinances and Comprehensive Stormwater Management Plan.

Goal 8.6: Set a high standard of design for new public infrastructure, plan infrastructure that will meet the needs of the 21st century, and explore alternative infrastructure techniques.

Policy 8.6.1: 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.

Policy 8.6.2: Plan roads and other infrastructure that can meet the needs of the 21st century. Plan for the near and longer term impacts that the development of autonomous vehicles and the need for 5G connectivity will have on infrastructure.

Policy 8.6.3: Explore "green infrastructure" standards and their potential for inclusion in future infrastructure development.

Parks, Trails, and Open Space Goals and Policies

Goal 9.1: Develop/Redevelop the City's park system consistent with the Parks Master Plan.

Policy 9.1.1: The development of Kaposia Landing and the redevelopment of Central Square Park, consistent with the Parks Master Plan, are priorities and are vitally important to the long-term health of the City. Collaborate with the South St. Paul School District, which owns the Central Square property, to develop Central Square Park in a manner consistent with the Parks Master Plan. Park dedication fees, grants, and budgeting through the Capital Improvement Program (CIP) are ways that the City will achieve these improvements.

Goal 9.2: Explore alternate forms for funding these improvements including, but not limited to; park dedication fees, grants, personal and corporate donations, and bonding for the capital improvements.

Policy 9.2.1: Use parks, public open spaces, and trails as a means of shaping the form of the community and encouraging economic development in nearby areas.

Policy 9.2.2: Meet neighborhood park needs with facilities designed in response to the unique needs of each neighborhood.

Policy 9.2.3: Update the Parks Master Plan in 2020.

Policy 9.2.4: Collaborate with the City of Inver Grove Heights to develop a loop trail around Seidel's Lake.

Policy 9.2.5: Connect trails and pedestrian ways to regional trails, between parks, and to public spaces and schools.

Goal 9.3: Preserve Central Square Park as the town square and meeting space.

Policy 9.3.1: Work with the South St. Paul School District to preserve Central Square Park as the town square and meeting space. If future expansion of school facilities is needed, work with the School District to find space adjacent to the secondary school and Central Square for future expansion needs so that Central Square Park may be preserved as a park.

Policy 9.3.2: Central Square is the town meeting space and center. Develop Central Square Park consistent with the Parks Master Plan.

Goal 9.4: Provide a safe, well-maintained, state of the art park system.

Policy 9.4.1: Maintain and replace park facilities and equipment to protect users and provide proper levels of service.

Policy 9.4.2: Explore and create alternative forms of recreational opportunities using music, cultural events, art appreciation, etc.

Policy 9.4.3: Work with the School District to promote the internal and external recreational facilities at Central Square.

Policy 9.4.4: Work with the Police department, neighborhoods and other groups to provide patrols of the parks, including bike patrols during summer periods to ensure park user safety.

Policy 9.4.5: Create state of the art parks. Improve safety by increasing activity in and around parks through encouraging buildings to face or overlook parks in adjacent development. Install security cameras throughout the park system with the goal of "having eyes" on every city park. The installation of security cameras can help to deter crime, vandalism, misuse, and assist City Staff when issues occur in a park.

Policy 9.4.6: Plan for and conduct the upkeep and replacement of park structures and equipment.

Policy 9.4.7: Explore implementation of new, state of the art park structures and equipment.

Policy 9.4.8: Enhance existing playground locations with play equipment and swings for children ages five and under or create a toddler playground site at one of the City parks.

Goal 9.5: Assess the needs and expectations of the public for recreational opportunities in order to provide a system that effectively meets the needs of a changing population.

Policy 9.5.1: Monitor regional and national studies for recreational trends.

Policy 9.5.2: Periodically conduct user surveys to determine the public's satisfaction with the City's recreational opportunities and levels of service.

Policy 9.5.3: Cooperate with other recreation providers, including the School District, to meet recreational needs of the public in a cost-effective manner.

Policy 9.5.4: Monitor the City's demographic changes and modify recreational opportunities and levels of service accordingly.

Policy 9.5.5: Acknowledge the increasing senior population within the City and develop recreational opportunities that can be utilized by that segment of the population.

Policy 9.5.6: Meet neighborhood park needs with facilities designed in response to the unique needs of each neighborhood.

Policy 9.5.7: Make parks and trails accessible and inclusive. Use the 2018 ADA Transition Plan to guide incremental improvements to provide greater accessibility.

Policy 9.5.8: Convert one of the destination playgrounds in town to a fully accessible space with resilient surfacing, full wheelchair access, and sensory enhancements for children with disabilities. Potential locations will need to be assessed and community input and funding will be needed for the development of this playground.

Policy 9.5.9: Continue to emphasize that the City's park and trail system is a location for health and fitness for all.

Goal 9.6: Preserve and restore natural resources within parks where and when opportunities arise.

Policy 9.6.1: Work with Federal, State, and County resources and inventories to identify natural resources within City parks.

Policy 9.6.2: Design park improvements in a manner sensitive to the natural resources available.

Policy 9.6.3: Work with the DNR, SWCD, other agencies, and local groups to preserve and restore natural resources when possible.

Policy 9.6.4: Protect bluffs and ravines used for passive recreation from physical degradation.

Policy 9.6.5: Plan and implement bank erosion control and stabilization measures in Simon's Ravine and Kaposia Park Ravine, particularly west of 19th Avenue on the north side of the ravine.

Policy 9.6.6: Initiate tree planting and maintenance programs in all parks and open space areas.

Policy 9.6.7: The City will strive to integrate planning to protect, preserve, and enhance water and natural resources within City parks where it is possible and feasible.

Policy 9.6.8: Control / remove invasive species from parks (such as Emerald Ash Borer and Buckthorn).

Policy 9.6.9: Promote pollinator habitat and consider development of an apiary on public property.

Policy 9.6.10: Promote green infrastructure (such as rain gardens/ bio-filtration cells) within the park and trail system.

Goal 9.7: Work with public owners of land to develop additional recreational facilities within the Critical Area/MRCCA corridor:

Policy 9.7.1: Convert the portion of the former Metropolitan Council Environmental Services (MCES) land along the Mississippi River into recreational facilities or open space for the City, per the standards and guidelines of Executive Order 79-19. This shall include working with MRCCA to improve and restore natural habitat and restore natural vegetation.

Policy 9.7.2: Develop the Wakota Trailhead and Overlook at the DNR Boat Launch site and adjacent trail property.

Policy 9.7.3: Cooperate with the Cities of Saint Paul, Inver Grove Heights, and Dakota County to connect the Mississippi River Regional Trail (MRRT) with other recreational facilities in the region, per the standards and requirements of Executive Order 79-19.

Goal 9.8: Expand recreational activities along the Mississippi River to create a recreation destination. Work to establish better trail linkages between the riverfront and the residential neighborhoods west of Concord Street where possible.

Policy 9.8.1: Convert the portion of the former MCES land along the Mississippi River for recreational purposes or open space.

Policy 9.8.2: Work with the Federal, State, and other agencies, Dakota County, existing businesses, and volunteer groups to develop Kaposia Landing park, complete the Regional trail, and improve other recreational facilities along the Mississippi River.

Policy 9.8.3: Acquire scenic and pedestrian easements along the Mississippi River consistent with open space and trail needs.

Policy 9.8.4: Work with the Federal, State, and County agencies, the National Park Service, other agencies, and volunteer groups to develop planned activities highlighting the City's relationship with the river.

Policy 9.8.5: Preserve and promote historical and cultural opportunities along the river. Work with Dakota County to develop historic interpretation signage; consider highlighting the lamplighter, Jane Robinson, the South St. Paul Monorail, Mississippi River Ferry between South St. Paul and Newport, and the stockyards and meat packing industry.

Policy 9.8.6: Develop the Wakota Trailhead and Overlook at the DNR Boat Launch site and adjacent trail property. Include a multi-purpose park building with restrooms, information kiosk at the DNR boat launch. The building could serve as a southern trailhead for the Mississippi River Regional Trail (MRRT).

Goal 9.9: Continue to develop recreational facilities along and with access to the river.

Policy 9.9.1: Continue implementation of the Mississippi River Regional Trail (MRRT).

Policy 9.9.2: Develop scenic design standards for pedestrian bridges and trail facilities.

Policy 9.9.3: Work with the local Gun Club to provide river access through their site. Establish new park facilities or open space at the southeast corner of the City adjacent to the South St. Paul Rod and Gun Club.

Policy 9.9.4: Develop passive trail facilities through "Packer Preserve."

Policy 9.9.5: Work to achieve a continuous band of park/open space land and river based recreational opportunities between the City's borders

Policy 9.9.6: Work to establish better trails and linkages between the riverfront parks and the residential neighborhoods west of Concord Street.

Policy 9.9.7: Work with the National Park Service on access to the river by exploring the implementation of a watercraft rental station.

Policy 9.9.8: Maximize the value of, and access to, natural and scenic areas along the Mississippi River and other natural greenway corridors.

Policy 9.9.9: Protect and/or enhance the appearance of major natural features of South St. Paul, such as the steep slopes, ravines, floodplains, wetlands, and the river edges as important elements in the appearance of the community and nearby neighborhoods.

Goal 9.10: Recognize the importance of the river as a key community asset and important part of the City's identity and use parks and recreation to connect people to the river.

Policy 9.10.1: Prioritize opportunities for redevelopment and improved access along the Mississippi River. Identify gaps in the river recreation system both within and adjacent to South St. Paul.

Policy 9.10.2: Work together with private developers and granting agencies to enhance the attractiveness and draw of the riverfront area.

Policy 9.10.3: 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.

Policy 9.10.4: 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 parks/ trails and the residential neighborhoods west of Concord Street where possible.

Policy 9.10.5: 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 help to enhance the appearance of the future redevelopment of the area to the west

Policy 9.10.6: 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 help to enhance the appearance of the future redevelopment of the area to the west.

Goal 9.11: Provide long-term funding options to maintain and improve parks, programming and public spaces.

Policy 9.11.1: Continue to identify capital improvement funding for enhanced amenities in parks that will draw people to these spaces and encourage active and passive recreation.

Policy 9.11.2: Concentrate efforts to improve public spaces on locations that are in high demand as well as spaces that have the greatest potential to draw people of all ages and abilities.

Policy 9.11.3: Consider opportunities to expand hours and access to public facilities where feasible.

Goal 9.12: Maintain strong partnerships with the public schools and operators of semi-public places.

Policy 9.12.1: Continue to collaborate with the School District to offer sufficient recreational and community-oriented programming for youth and families.

Policy 9.12.2: Ensure that City athletic facilities efficiently and effectively serve the needs of the community in concert with other providers such as the school district.

Critical Area (MRCCA) Goals and Policies

Goal 10.1: Preserve and enhance the natural, aesthetic, economic, recreational, cultural, and historical values of the Mississippi River corridor within South St. Paul and protect its environmentally sensitive areas.

Land Use Policies

Policy 10.1.1: South St. Paul will guide land use and development and redevelopment activities within the MRCCA boundary to be consistent with the management purpose of the CA-RN, CA-SR, and CA-UM districts.

Primary Conservation Areas (PCA) Policies

Policy 10.1.2: South St. Paul will protect and minimize impacts from public and private development and land use activities to the existing Primary Conservation Areas which include floodplains, bluffs and bluff impact zones, shore impact zones, natural drainage ways, unstable soils and bedrock, and Native Plant Communities and existing vegetative stands.

Policy 10.1.3: South St. Paul will support mitigation of impacts to PCAs through subdivisions/PUDs, variances, Conditional Use Permits, and other permits.

Policy 10.1.4: South St. Paul will make restoration of removed Native Plant Communities and natural vegetation in riparian areas a high priority during development.

Policy 10.1.5: South St. Paul will support alternative design standards that protect South St. Paul's identified PCAs, such as conservation design, transfer of development density, or other zoning and site design techniques that achieve better protections or restoration of PCAs.

Policy 10.1.6: South St. Paul will make permanent measures (such as public acquisition, conservation easement, deed restrictions, etc.) that protect PCAs a high priority.

Public River Corridor Views (PRCV) Policies

Policy 10.1.7: South St. Paul will protect and minimize impacts to PRCVs from public and private development activities.

Policy 10.1.8: South St. Paul will protect and minimize impacts to PRCVs from vegetation management activities.

Policy 10.1.9: South St. Paul will protect PRCVs located within the community and identified by other communities.

Policy 10.1.10: The City shall ensure that the location and siting of new structures will keep bluffs and scenic overlooks in their natural state.

Restoration Priorities Policies

Sustaining and enhancing the ecological functions (habitat value) of vegetation is important for the MRCCA and is a goal for the restoration of new vegetation and existing degraded vegetation in South St. Paul.

Policy 10.1.11: South St. Paul will protect native and existing vegetation during the development process and require its restoration if any is removed by development. Priorities for restoration shall include stabilization of erodible soils, riparian buffers, and bluffs or steep slopes visible from the river.

Policy 10.1.12: South St. Paul will seek opportunities to restore vegetation to protect and enhance PRCVs identified in this plan.

Policy 10.1.13: South St. Paul will seek opportunities to restore vegetation in restoration priority areas identified in this plan through the CUP, variance, vegetation permit, and subdivision/PUD processes.

Policy 10.1.14: South St. Paul will evaluate proposed development sites for erosion prevention and bank and slope stabilization issues and require restoration as part of the development process.

Surface Water Uses Policies

Policy 10.1.15: South St. Paul will seek to balance commercial and recreational surface water uses.

Policy 10.1.16: Barge fleeting locations will continue to be controlled by City Code (Chapter 118, Article V, Division III, [118-291 - 118-296]) and will continue to have minimal impact on PCAs.

Water-Oriented Uses Policies

Policy 10.1.17: South St. Paul recognizes the Mississippi River as a "working river" that is important to the economy of the Twin Cities metropolitan area and the Midwest.

Policy 10.1.18: South St. Paul will seek to minimize potential conflicts of water-oriented uses with other land uses and surface water uses.

Policy 10.1.19: Encourage the utilization of private marinas for public connection and access to the river.

Policy 10.1.20: Enhance existing marinas and other water-oriented uses through site design improvements.

Open Space & Recreational Facilities Policies

Policy 10.1.21: South St. Paul will encourage the creation, connection, and maintenance of open space and recreational facilities, including public access to the river.

Policy 10.1.22: South St. Paul will provide a park and recreation system that offers physical and visual connections to the river, including connection of CA-SR district land to existing and planned parks and trails.

Policy 10.1.23: South St. Paul will provide trail links to regional trail systems and trails maintained by adjacent municipalities.

Policy 10.1.24: South St. Paul will encourage that land dedication requirements be used to acquire land suitable for public river access.

Transportation & Utilities Policies

Policy 10.1.25: South St. Paul will minimize impacts to PCAs and PRCVs from solar and wind generation facilities, public transportation facilities, and public utilities.



4. LAND USE

The City of South St. Paul's land use plan plays a key role in shaping future development and redevelopment in the City. As a fully developed community, South St. Paul needs to be proactive in identifying, supporting, and catalyzing future redevelopment opportunities. While there may be some areas shown as undeveloped on the existing land use map, the vast majority of these are not available for development due to environmental constraints like steep slopes, floodplain, or wetlands. In addition, some undeveloped sites are actually brownfields that will require remediation to allow for redevelopment.

With few vacant and truly developable tracts of land, major new development will only occur through redevelopment of existing developed sites. As noted in Chapter 3's Policy Plan, the City recognizes that its long-term success is directly related to its ability to redevelop and reinvigorate underutilized areas. The City seeks to continue to build on its successful transformation of the historic meat-packing area to a business and employment center. It also seeks to preserve and enhance the vitality of existing residential neighborhoods and the Concord, Southview Hill, and Thompson Avenue areas. The land use plan will provide a guide to the location, intensity, and nature of future redevelopment and establish the framework in which future redevelopment will occur.

As identified in subsequent sections of this chapter and in the Economic Development chapter, the City anticipates redevelopment occurring in key districts throughout the community. Most of these areas, like along Concord Boulevard and in the Southview Hill district, are designated for mixed use. While the intensity of the uses may be different depending on the context of the district, mixed use is generally intended to support a mix of residential, office, and commercial uses. The mixed-use designation provides opportunities to accommodate forecasted growth and densities consistent with the City's designation as an "Urban Center', including potential affordable housing.

Existing Land Use

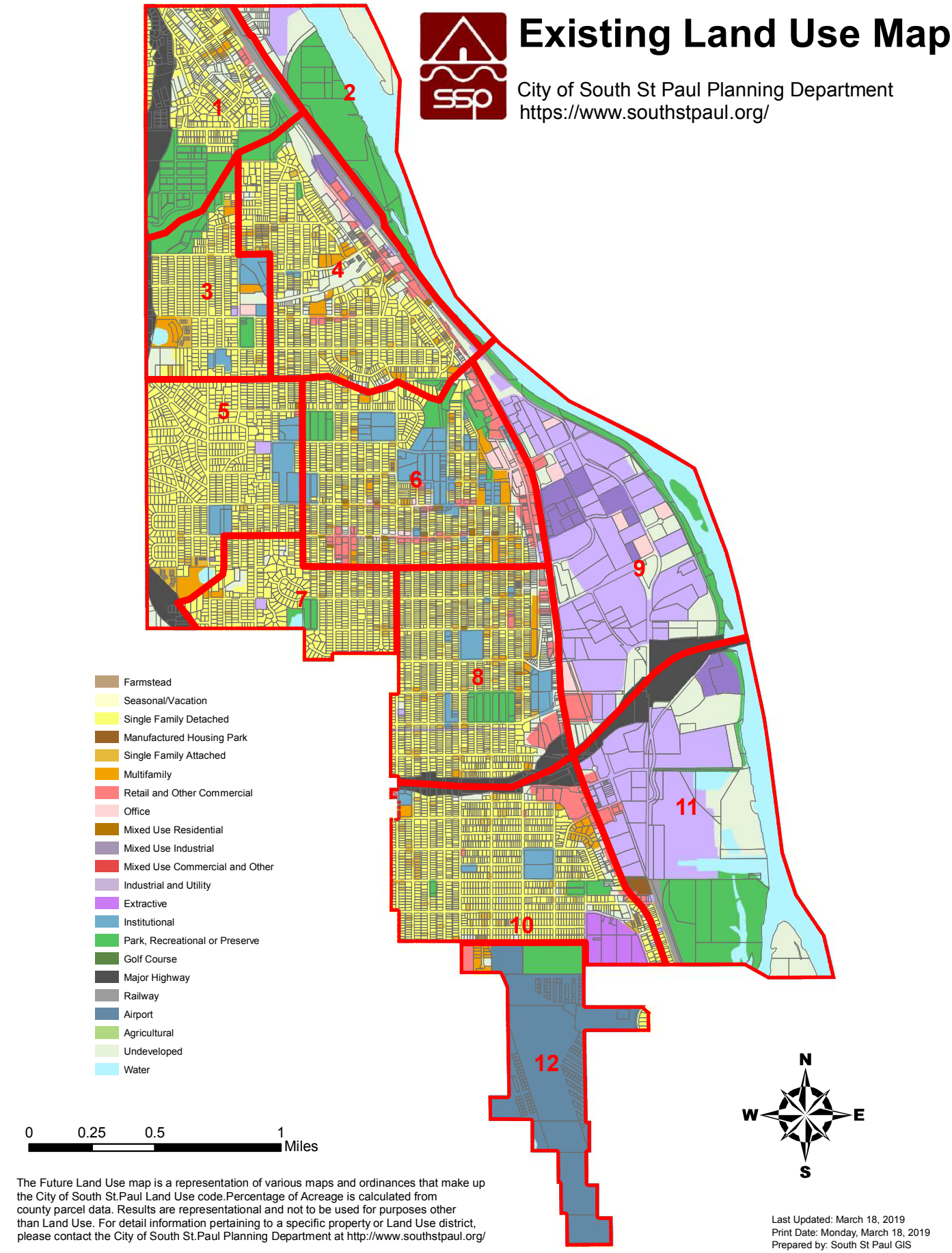
As seen in Table 4.1, the largest existing land use in South St. Paul is Single Family Detached, with almost 38 percent of the gross land area. The next largest existing land use category is Industrial and Utility with almost 11 percent. As these two land uses almost make up half of the city, it becomes apparent that South St. Paul has a history of balancing employment and residential needs.

Geographically, most residential and institutional uses are located above the bluff, while industrial areas are generally below the bluff. Another interesting features is the airport which takes up over five percent of land area in the city. There are also a number of undeveloped areas along the river.

Table 4.1: Existing Land Use, 2016

Existing Land Use	Gross Acres	Percent
Farmstead	0.00	0.00%
Seasonal/Vacation	0.00	0.00%
Single Family Detached	1,513.80	37.91%
Manufactured Housing Park	4.13	0.10%
Single Family Attached	116.10	2.91%
Multifamily	79.89	2.00%
Retail and Other Commercial	114.65	2.87%
Office	42.04	1.05%
Mixed Use Residential	7.07	0.18%
Mixed Use Industrial	57.23	1.43%
Mixed Use Commercial and Other	0.00	0.00%
Industrial and Utility	433.03	10.84%
Extractive	27.63	0.69%
Institutional	141.26	3.54%
Park, Recreational or Preserve	390.65	9.78%
Golf Course	0.00	0.00%
Major Highway	162.06	4.06%
Railway	51.75	1.30%
Airport	201.68	5.05%
Agricultural	0.00	0.00%
Undeveloped	359.16	8.99%
Water	291.44	7.30%
Total	**3,993.56**	**100.00%**

Figure 4.1: Existing Land Use



Future Land Use Designations

LDR: Low Density Residential (1-5 u/ac):

Low-Density Residential allows single-family detached homes and low density attached units such as duplexes and twin homes. Low Density Residential development ranges from 1 to 5 units per acre. The Metropolitan Council equivalent is "Single Family."

LMDR: Low-Medium Density Residential (6-8 u/ac):

Low-Medium Density Residential allows single-family detached homes and low-density attached units such as duplexes and twin homes within this land use category. The Metropolitan Council equivalent is part of "Single Family Residential" and part of "Multi-Family Residential." Low-Medium Density Residential ranges from 6 to 8 units per acre.

MDR: Medium Density Residential (6-12 u/ac):

Medium Density Residential includes attached housing (townhomes and small apartment buildings), small lot detached townhomes, and manufactured housing (mobile homes) within the one existing manufactured home park (Healy Park). Single family and duplex units are also permitted within this land use category. Medium Density Residential ranges from 6 to 12 units per acre.

HDR: High Density Residential (20-60 u/ac):

High Density Residential includes dwellings other than single-family detached houses at densities from 20 units to 60 units per acre in the base zoning district, such as; larger attached townhomes, apartments, and condominiums generally in a stacked or attached configuration. Densities above 20 units should be guided through development specific plans such as Planned Unit Developments (PUD's) or as Conditional Uses (CUP's). The Metropolitan Council equivalent is part of "Multi-Family Residential." A switch to a minimum average density of 20 units per acre is consistent with Metropolitan Council's standard for "Urban Center" communities.

MU: Mixed-Use (25-60 or 75 u/ac):

The Mixed-Use category is intended to allow for developments which combine residential, office, retail, and commercial uses through planned development. These uses may be mixed within the same building (vertical mixed use) or may be in separate buildings that are mixed within the same area (horizontal mixed use). Overall, throughout all mixed-use areas, 40% of development is expected to be residential. The exact mix of uses will depend on the site and will need to be sensitive to the development context. Mixed-use development within the Southview Hill area is expected to be of lesser scale than sites identified along Concord Street due to the size of remaining developable sites and the context of the surrounding neighborhood. A switch to a minimum average density of 25 units per acre is consistent with Metropolitan Council's standard for "Urban Center" communities.

High Density Residential

Due to the diverse nature of the City and the way South St. Paul developed it is not uncommon to find multi-family residential development mixed into a low density residential area or single-family zoning district. However, most of the intermixed multi-family buildings are grandfathered structures and could not be built in the same location today.

The intent for Multi-Family development is that this type of development be located along major roadways, at major intersections, and by large open spaces. The purpose of locating multi-family residential development in these locations is that:

- It is consistent with Transit Oriented Development (TOD) and provides better access to public transit.
- It provides a buffer between single-family residential property and commercial properties and traffic.
- The large open spaces allow the perceived impact of the density from the multi-family residential development to be offset by the open space.

Additionally, exceptions should be made for the location of multi-family residential as an adaptive reuse of historic buildings listed on the National Register. Currently there are 3 buildings listed on the National Register, of which 2 are located in single family residential areas. These buildings are either too large or oddly configured to be effectively reused as single-family residential property. Preservation of these historic buildings is desirable and critical to preserving the character of the community. Due to the challenges adaptive reuse may present, allowing multi-family residential reuse of these existing structures provides a reasonable use which should be compatible with adjacent residential properties.

Figure 4.2: Future Land Use

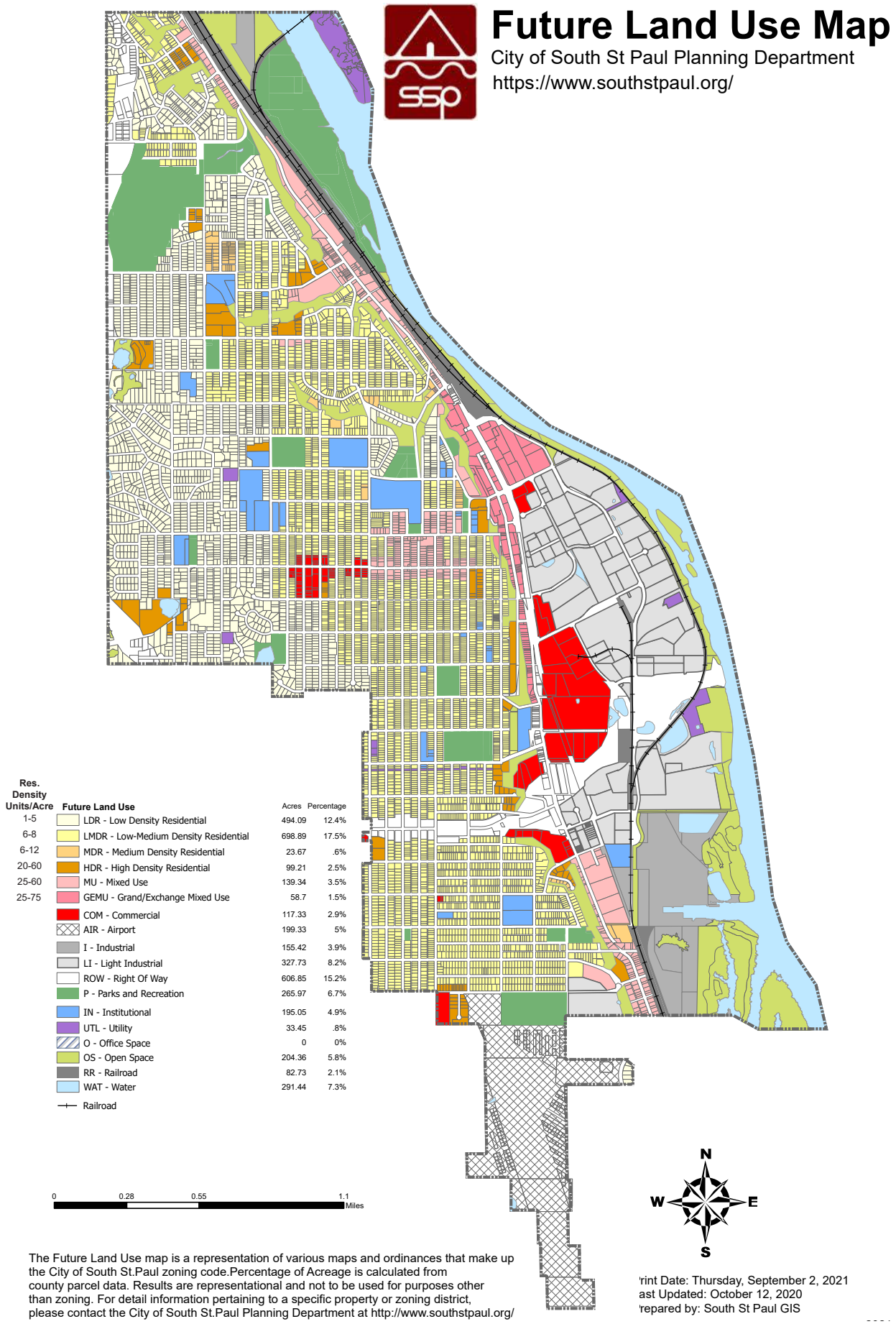


Table 4.2: Future Land Use 2040

Future Land Use	Gross Acres	%
LDR - Low Density Residential	494.09	12.4%
LMDR - Low-Medium Density Residential	698.89	17.5%
MDR - Medium Density Residential	23.67	0.6%
HDR - High Density Residential	99.21	2.5%
MU - Mixed Use	139.34	3.5%
GEMU-Grand/ Exchange Mixed Use	58.7	1.5%
COM - Commercial	117.33	2.9%
AIR - Airport	199.33	5.0%
I - Industrial	155.42	3.9%
LI - Light Industrial	327.73	8.2%
ROW - Right of Way	606.85	15.2%
P - Parks and Recreation	265.97	6.7%
IN - Institutional	195.05	4.9%
UTL - Utility	33.45	0.8%
O - Office	0.00	0.0%
OS - Open Space	204.36	5.8%
RR - Railroad	82.73	2.1%
WAT - Water	291.44	7.3%
Total	**3,993.56**	**100.00%**

The maximum density in this category is 60 units per acre except in the Grand/Exchange Mixed-Use area the maximum density is 75 units per acre.

Mixed Use sites that include high density residential buildings should utilize the criteria listed above for multifamily development when siting buildings and use design to ensure that the proposed building is sensitive to the context of the development site.

COM: Commercial:

Includes retail sales/services, restaurants, hotels/motels, and for-profit entertainment/recreational facilities as well as general office buildings.

O: Office:

May include such uses as general office buildings, office-showrooms, research and development facilities, real estate offices, banks, and medical clinics.

LI: Light Industrial:

Includes office-warehouse, office-showroom, warehousing and storage, assembly and light manufacturing, utility installations, offices. Retail sales are also permitted as an accessory use on light industrial sites. Light Industrial uses are found throughout BridgePoint Business Park (the area bordered by Concord Street on the west, the Mississippi River on the east, and I-494 on the south) and also some properties south of I-494 in high visibility areas. Metropolitan Council equivalent is part of "Industrial".

I: Industrial:

Includes anything that could go into a light industrial area, as well as some remaining general industrial uses such as the barge/bulk terminal, warehousing and storage, and some railroad uses. Industrial uses are generally located to the south of I-494 and east of Concord Street. The Metropolitan Council equivalent is part of "Industrial".

AIR: Airport:

Public or Private airports and related activities including the restricted land or buffer area where development is prohibited. The airport area in South St. Paul is the entire Fleming Field Municipal Airport area. This area is generally located south of South Street and Airport Road, bordered by Henry Avenue and Airport Road on the east, 70th Street (Inver Grove Heights) on the south, and 5th Avenue/Carmen Avenue (Inver Grove Heights) on the west. The Metropolitan Council equivalent is "Airports".

IN: Institutional:

Includes educational facilities at all levels, cemeteries, religious facilities, social or health care facilities (excluding clinics), and administrative or service installations at all levels of government. The Metropolitan Council equivalent is "Institutional".

P: Parks & Recreation:

Parks and Recreation (P) areas are city and school district owned public parks and recreation lands. These spaces differ from Open Space as the P classification is primarily for active recreation activities improved with ballfields, playgrounds, sports/exercise equipment, and may include trail corridors and picnic areas. The Metropolitan Council equivalent is "Parks and Recreation."

OS: Open Space:

The Open Space (OS) classification applies to lands guided for future permanent public or private open space and is intended to provide for the preservation of sensitive natural areas and protection and enhancement of wildlife habitat. Open Space differs from Parks and Recreation (P) as the OS classification includes passive natural areas that typically do not include planned facilities or programs as found in a typical city park or school district recreation area. Open Space lands may include trails, picnic areas, public fishing, resource protection or buffer areas, preservation of unaltered land in its natural state for environmental or aesthetic purposes, and the DNR boat launch area. The Metropolitan Council equivalent is "Open Space".

WET: Wetlands:

Wetlands included in the National Wetlands Inventory (NWI). By definition, all Wetlands are considered to be "in use." The Metropolitan Council equivalent is "Wetlands".

W: Open Water:

Permanently flooded open water, rivers and streams, not including wetlands or periodically flooded areas. In South St. Paul the majority of this area is the Mississippi River. By definition, all Open Water is considered to be "in use." The Metropolitan Council equivalent is "Open Water".

ROW: Right-of-Way:

Public or private rights-of-way within the city including all existing and reserved or platted city, county, state, and federal right-of-way. This includes rights-of-way for roads, transit and/or pedestrian rights-of-way whether by easement or by fee title. By definition, all Right-of-Way is considered to be "in use." Metropolitan Council equivalent is "Right-of-Way."

Natural Resource Planning

The City of South St. Paul recognizes the importance of the city's natural resources such as the Mississippi River National flyway. The preservation of these resources is discussed further in the Surface Water Management Plan and the Critical Area Plan.

Phasing of Growth

Forecasted Growth

Thrive MSP 2040, established by the Metropolitan Council, includes forecasts for households, population and employment for the years 2020, 2030, and 2040. These forecasts were developed with input from the City of South St. Paul and are updated periodically. Forecasts are based on historic trends, 2010 Census data, current demographic data, annual monitoring of building permits, employment data and comprehensive plans. The ability of the City to accommodate the forecasts for population, households, and employment is explored below.

Table 4.3: Growth Forecasts

	2010	2016	2020	2030	2040
Population	20,160	20,407	20,800	21,600	22,000
Households	8,186	8,351	8,400	8,850	9,100
Employment	8,557	6,649	5,900	7,000	7,500

Source: HKGi, Metropolitan Council, South St. Paul (Dec. 2021). This table was updated in 2022 due to the Grand/Exchange Mixed Use Area Comprehensive Plan Amendment.

Staging of Development and Redevelopment

As a developed community, South St. Paul will most likely experience only a limited amount of growth through the year 2040. Most of the growth will occur through redevelopment as there are very few vacant, developable properties remaining in the city. Table 4.5 summarizes the anticipated household growth due to new development and redevelopment, and Table 4.6 shows anticipated growth in employment based on development.

Table 4.4: Anticipated Net Acres of Redevelopment Phasing

	2016-2020	2021-2030	2031-2040	Total
Future Land Use	Net Acres	Net Acres	Net Acres	Net Acres
Low Density Residential	0.0	0.0	0.0	0.0
Low-Medium Density Residential	0.0	0.0	0.0	0.0
Medium Density Residential	0.0	0.0	0.0	0.0
High Density Residential	0.0	2.8	0.0	2.8
Mixed Use	3.4	0	0	3.4
Grand/Exchange Mixed Use	0	8.6	20.9	29.5
Commercial	7.5	1.3	.4	9.2
Airport	0.0	0.0	0.0	0.0
Industrial	0.0	3.2	0.0	3.2
Light Industrial	9.2	0.0	2.8	12.0
Institutional	0.0	0.0	0.0	0.0
Office	0.0	0.0	0.0	0.0
Total	**20.1**	**15.9**	**24.1**	**60.0**

Note: This table was updated in 2022 due to the Grand/Exchange Mixed Use Area Comprehensive Plan Amendment.

As shown, the overall net density for new development in South St. Paul is likely to be above 20 units per acre for every decade, which exceeds the minimums for the community's urban center designation requirement. The range of new housing units also meets the projections for each decade. The amount of redevelopment is difficult to predict as it is hard to know the timing of the private sector, so these tables should be used as an indication on what is possible, and phasing when it is likely to occur, not required to occur. Most of the new housing units will be constructed in redevelopment projects as there are a limited number of undeveloped parcels.

Table 4.5: Potential Residential Unit Phasing

Future Land Use	Density (u/ac)		% Res	2016-2020		2021-2030		2031-2040		Total	
	Min	Max		Min Units	Max Units	Min Units	Max Units	Min Units	Max Units	Min Units	Max Units
Low Density Residential	1	5	100%	0	0	0	0	0	0	0	0
Low-Medium Density Residential	6	8	100%	0	0	0	0	0	0	0	0
Medium Density Residential	6	12	100%	0	0	0	0	0	0	0	0
High Density Residential	20	60	100%	0	0	56	167	0	0	56	167
Mixed Use	25	60	40%	34	82	0	0	0	0	34	82
Grand/Exchange Mixed Use	25	75	40%	0	0	86	258	209	627	295	885
Total				**34**	**82**	**142**	**425**	**209**	**627**	**385**	**1,134**
			Total U/A	25.0		22.8		25.0		24.1	

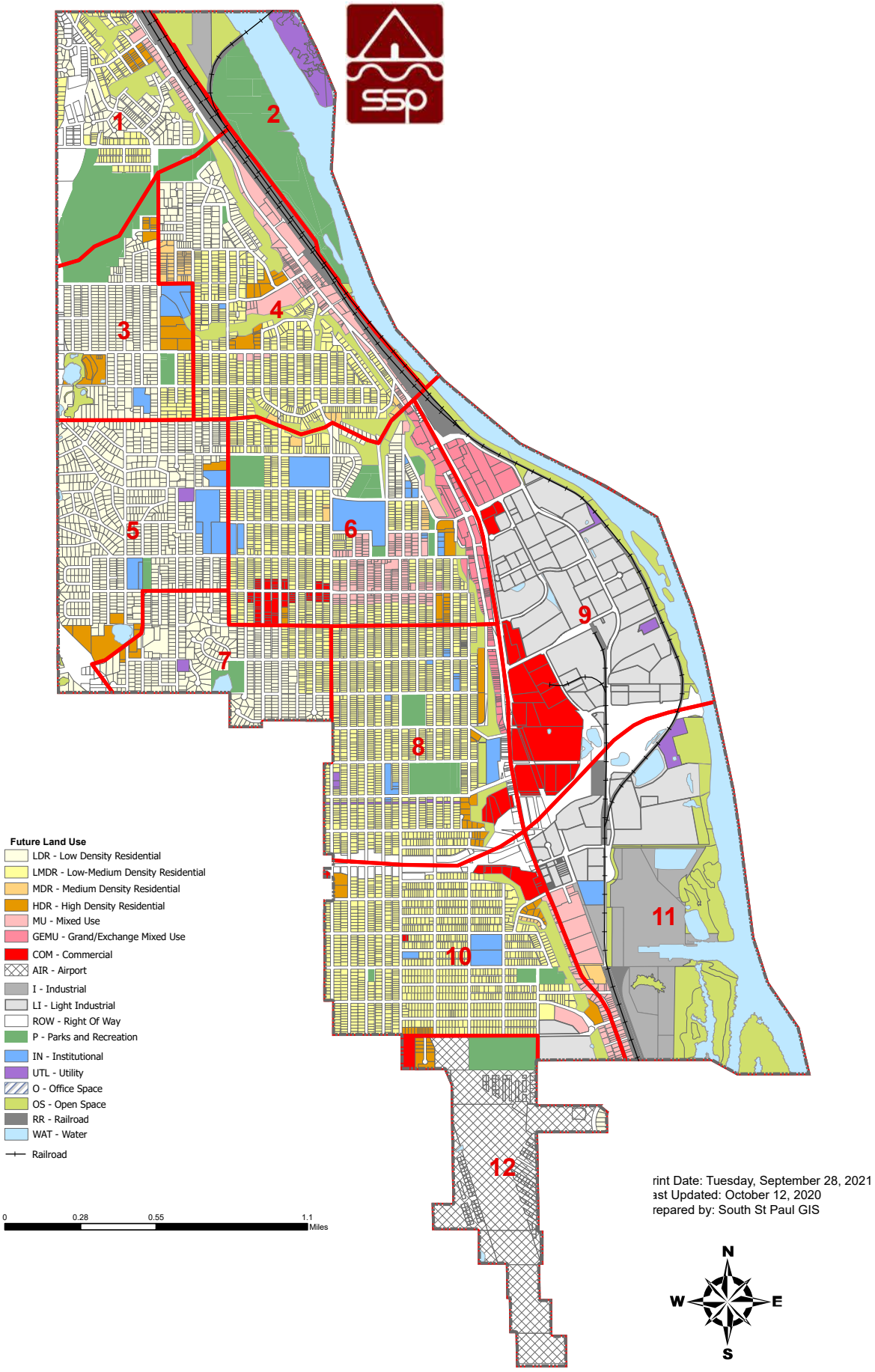
Note: This table was updated in 2022 due to the Grand/Exchange Mixed Use Area Comprehensive Plan Amendment.

Table 4.6: Potential Employment Phasing

Future Land Use	FAR		Sq. Ft./ Job	% Non-Res	2016-2020		2021-2030		2031-2040		Total	
	Min	Max			Min Jobs	Max Jobs	Min Jobs	Max Jobs	Min Jobs	Max Jobs	Min Jobs	Max Jobs
Commercial	0.2	0.5	800	100%	67	67	14	36	4	11	86	114
Light Industrial	0.2	0.4	1,500	100%	65	65	0	0	16	32	81	97
Industrial	0.3	0.5	1,500	100%	0	0	28	47	0	0	28	47
Institutional	0.1	0.3	1,200	100%	0	0	0	0	0	0	0	0
Office	0.2	0.5	600	100%	0	0	0	0	0	0	0	0
Mixed Use	0.5	0.7	700	60%	19	19	0	0	0	0	19	19
Grand/ Exchange Mixed Use	0.5	0.7	700	60%	0	0	160	224	390	546	550	770
Total					**151**	**151**	**202**	**307**	**410**	**589**	**764**	**1,047**

Note: This table was updated in 2022 due to the Grand/Exchange Mixed Use Area Comprehensive Plan Amendment.

Figure 4.3: Planning Districts

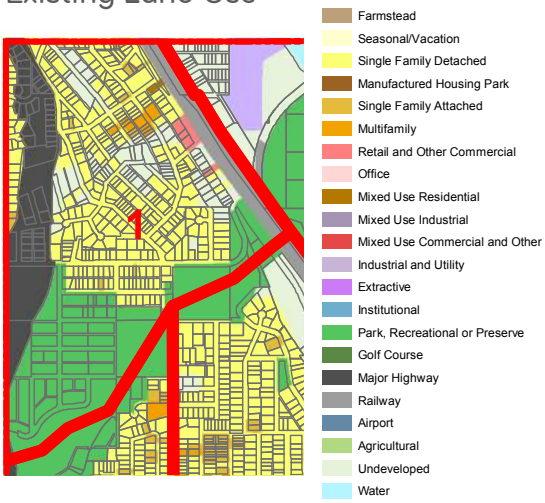


Planning Districts

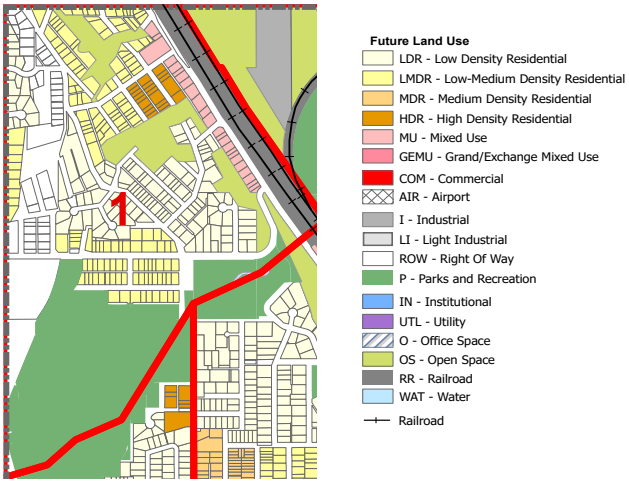
District 1

District 1 is bordered on the west by Highway 52 and the City's western border, on the north by Annapolis Street which is the City's northern border, on the south by the expansive open space of Kaposia Park and Simon's Ravine, and on the east by the Union Pacific Railroad line.

Existing Land Use



Future Land Use



Land Use Issues

District 1 is primarily a residential area which is largely separate from the remainder of the City due to roadways and topography. Highway 52 runs along the western side of this district and a small sliver of the district is isolated on the western side, accessible through West Saint Paul. At the south side of this district is the large Kaposia Park, Simon's Ravine and River-to-River Greenway (R2RG) regional trail which provide a beautiful recreational setting but also separate this area from most of the community.

The District 1 area is primarily detached single-family residential homes or low-density residential property and is characterized by several other ravines and steep slopes. As with Simon's Ravine, these features provide buffering between residential properties and lead to smaller neighborhoods than the grid system found in much of South St. Paul. This district has also had over 30 new single-family homes built since the year 2000, including the Wilson Heights area; which is a significant cluster of new development for a fully developed community like South St. Paul.

An area of high density residential is located south of Bircher Avenue and east of Motor Avenue but the newest apartment units in this area were built in the late 1960's. Areas designated as Open Space in this district relate to the location of the ravines and bluffs, which are also subject to the Mississippi River Critical Corridor Area (MRCCA). There are presently just a handful of businesses in District 1 that are located along the west side of Concord Street in an area that is guided and zoned for mixed-use development. The natural features, slopes, and rail infrastructure in the area also create physical limitations on the development potential of this district.

Future Land Uses

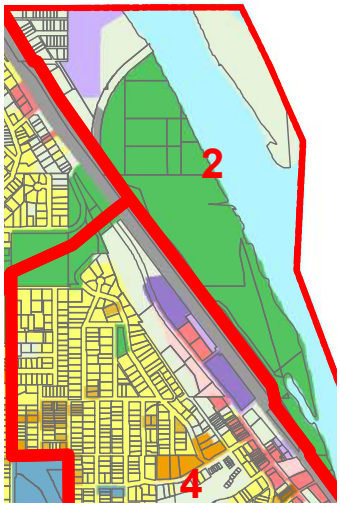
The largest potential for land use change in this area would be the redevelopment of the west side of Concord Street below the bluffs from Butler to the City's northern border. This area is zoned NCMU (North Concord Mixed Use) and guided for Mixed-Use. Mixed-Use was selected as it allows for the most flexibility in development as it could include a mixture of commercial and residential uses spread out within the district or may be a mixture of those uses within the same building. However, given the proximity to heavy industrial uses in Saint Paul, the lower traffic counts on this section of Concord Street, and the natural features which limit development to a very shallow strip of land along the west side of Concord Street, redevelopment of this area may prove to be challenging to develop and likely will require more flexibility. Redevelopment should take place at the toe of the bluff which is where development has historically occurred, leaving the bluff intact as open space / buffer between this area and the Single Family Residential neighborhoods above the bluff. Today this area is home to approximately three businesses and approximately ten houses.

Most of the residential land in this district has already been developed. However, there is an area of undeveloped residential property located in a triangular area east of Highway 52, north of Wilson/Outlook Avenue, and west of Stickney Avenue that could be developed for more single-family housing. This area provides an opportunity for new single-family homes similar to the adjacent development in Wilson Heights.

District 2

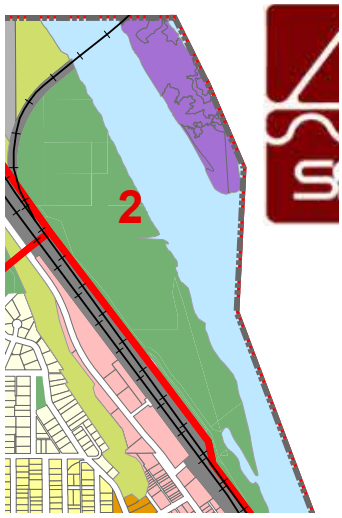
The District 2 area is bordered on the west by the Union Pacific Railroad switching yard and tracks, on the north by the City's northern border, on the east by the Mississippi River and the City's eastern border, and on the south by Wentworth Avenue.

Existing Land Use



Farmstead
Seasonal/Vacation
Single Family Detached
Manufactured Housing Park
Single Family Attached
Multifamily
Retail and Other Commercial
Office
Mixed Use Residential
Mixed Use Industrial
Mixed Use Commercial and Other
Industrial and Utility
Extractive
Institutional
Park, Recreational or Preserve
Golf Course
Major Highway
Railway
Airport
Agricultural
Undeveloped
Water

Future Land Use



Future Land Use
LDR - Low Density Residential
LMDR - Low-Medium Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
MU - Mixed Use
GEMU - Grand/Exchange Mixed Use
COM - Commercial
AIR - Airport
I - Industrial
LI - Light Industrial
ROW - Right Of Way
P - Parks and Recreation
IN - Institutional
UTL - Utility
O - Office Space
OS - Open Space
RR - Railroad
WAT - Water
Railroad

Land Use Issues

District 2 is another section of the City that is largely separated from the rest of the community. There are only 2 access points from the remainder of the community into this area including a vehicle bridge at Bryant Avenue and one pedestrian bridge at Simon's Ravine, just south of Butler Avenue. Access to the northernmost part of this district is currently only possible by crossing from a property in neighboring Saint Paul. The majority of this district is the 87-acre Kaposia Landing park (formerly referred to as Port Crosby) which was a former construction landfill area that was cleaned and capped for redevelopment as a park. The development of the Kaposia Land site has been a long time coming with construction of the bridge to the property in 2002 and cleanup of the park site beginning in 2006. However, development of the park space began in earnest with the 2010 voter approved parks levy which provided the first phase of funding beginning on the north side of the park with 4 lighted softball fields, a lighted baseball field, concessions/restrooms and parking. A sizable dog park also runs along the western side of this park, abutting the Union Pacific Railway property. Future phases of park development call for a play structure, picnic lawn, a pavilion, bocce/lawn game areas and other recreational amenities.

Future Land Use

The existing Mississippi River Regional Trail (MRRT) is planned to be extended north from the Kaposia Landing park area via a bridge over the Union Pacific railway, to the northern portion of Planning District 2, and connecting from their via trail and other pedestrian ways to Harriet Island Regional Park in Saint Paul. This trail would run along the western side of Planning District 2, through property owned by the City of South St. Paul, and would be just east of the Union Pacific railway property. The start of this trail construction is expected to begin in 2019.

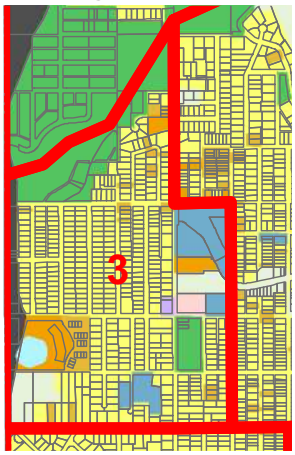
East of the MRRT, there is approximately 5-6 acres of City owned property that is currently undeveloped. This undeveloped land has largely been forgotten as the only access to this property comes from Barge Channel Road in Saint Paul and then would require access to the site through either the Saint Paul Police Impound lot to the north or the Alter Recycling properties that are to the northeast and east of this property. Additional study of this area would be needed to determine the highest and best future land use(s) for this area but the current lack of access to the property certainly limits the possibilities for future development. The site may provide an opportunity for locating a solar garden.

East of the City property is a 17-acre parcel owned by Alter Recycling. The western half of this parcel is currently used for sporadic exterior storage and sorting for Alter's metal recycling operation and there is an old rail spur separating the two halves of the Alter parcel. Additionally, there is an old building pad on the western half of the parcel where the building was removed but the pad was retained and is currently used for salt storage. The eastern half of the parcel is largely undeveloped from the railroad spur and east to the Mississippi River. Most of Alter's operation including their barge slip and their buildings are located in Saint Paul, in the area just north of the City's border. The existing trees and vegetation along the southern part of this parcel provide an essential buffer between the heavy industrial uses to the north and the City's substantial investment in Kaposia Landing to the south.

District 3

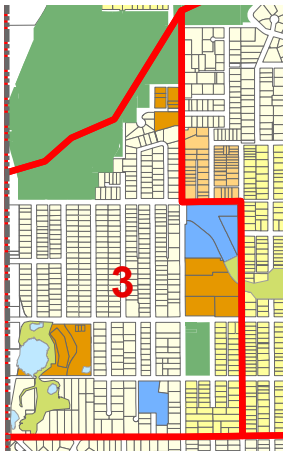
District 3 is bordered on the west by Highway 52 / the City's western border, on the north by Kaposia Park and ravine, on the east by 19th Avenue north of Bromley Street and 17th Avenue south of Bromley Street, and on the south by Wentworth Avenue.

Existing Land Use



Farmstead
Seasonal/Vacation
Single Family Detached
Manufactured Housing Park
Single Family Attached
Multifamily
Retail and Other Commercial
Office
Mixed Use Residential
Mixed Use Industrial
Mixed Use Commercial and Other
Industrial and Utility
Extractive
Institutional
Park, Recreational or Preserve
Golf Course
Major Highway
Railway
Airport
Agricultural
Undeveloped
Water

Future Land Use



Future Land Use
LDR - Low Density Residential
LMDR - Low-Medium Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
MU - Mixed Use
GEMU - Grand/Exchange Mixed Use
COM - Commercial
AIR - Airport
I - Industrial
LI - Light Industrial
ROW - Right Of Way
P - Parks and Recreation
IN - Institutional
UTL - Utility
O - Office Space
OS - Open Space
RR - Railroad
WAT - Water
Railroad

Land Use Issues

This area of the community is largely single-family housing that dates to the 1950's but the district also includes three locations of high density residential: Parkwood Drive, LeVander Estates, and the former Divine Redeemer Hospital site. The LeVander Estates development began construction in 2006 and includes a condominium building and townhouses that provided some new housing choices to the area. The Divine Redeemer Hospital site sits at the eastern edge of this district and is part of an expansive block of property. The southern 8.4 acres of this block includes a former medical office building built in 1970, a senior apartment building was added to the area in 1997 and an assisted living facility was added in 2000. The hospital use left the site years ago and for a while the building was used as a nursing home. However, the use ceased and the building was demolished in 2013 leaving a three acre parcel vacant. District 3 also is home to Northview Park that has the only City run outdoor swimming pool. Northview Park is located south of the Divine Redeemer site. The south side of Kaposia Park borders the north side of District 3 and includes an open green space area and skating rink (during the winter months). At the southern border of District 3 is Wentworth Avenue, which will have a new sidewalk built along the south side of the street in 2019. There is already sidewalk on the other main east-west street, Thompson Avenue, but very few of the streets in the area have sidewalk connecting to these main roadways.

Future Land Use

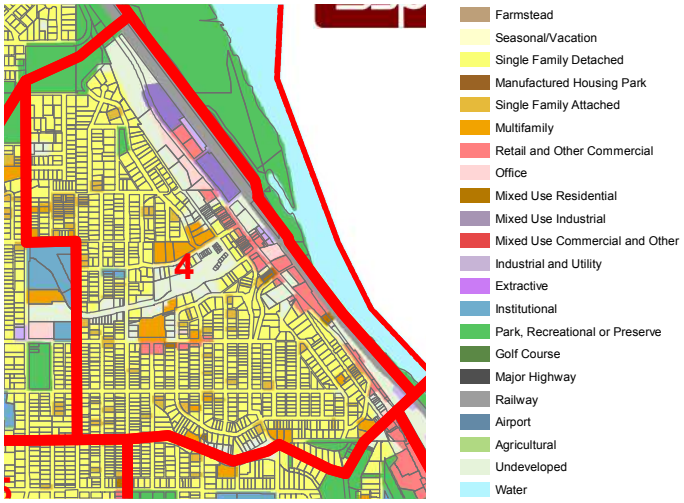
The Divine Redeemer site is one of the last sizeable undeveloped parcels and is surrounded by some larger scale buildings such as an office building, a senior apartment building, and an assisted living apartment building. The undeveloped property is just over 3 acres in size and given the open space, nearby park, and access to a transit line, provides an excellent location for quality high-density residential development. Open space on the eastern side of the site provides an opportunity to buffer development from single-family homes on that side while the slope at the western side of the property provides an opportunity to utilize that grade change and minimize the perceived height of structures viewed from the west. While the former hospital operator still operates an office building at the southwestern corner of this site, it is not a typical location for such a facility and it would likely be difficult to fill that space if the current user was to vacate. Moving forward, the office property may also provide an opportunity for high density residential either in conjunction with the former hospital parcel or as a stand-alone reuse or redevelopment of the site. Careful attention will need to be paid to ensure access to both sites can be provided in a way that minimizes impacts on the surrounding area.

Northwest of 20th Avenue North and Wentworth Avenue is a roughly one-acre parcel of land owned by the First Presbyterian Church of South St. Paul. The parcel is currently used as a community garden site that is operated by the church but does offer some possible space for development. This parcel was platted to meet the size standards for single-family residential lots but would need to have street or driveway access extended to the site along with any utilities necessary for development. Given that the site could only accommodate a few homes, development on the site would be dependent on the market price for the development outweighing the cost of the utilities and other site improvements.

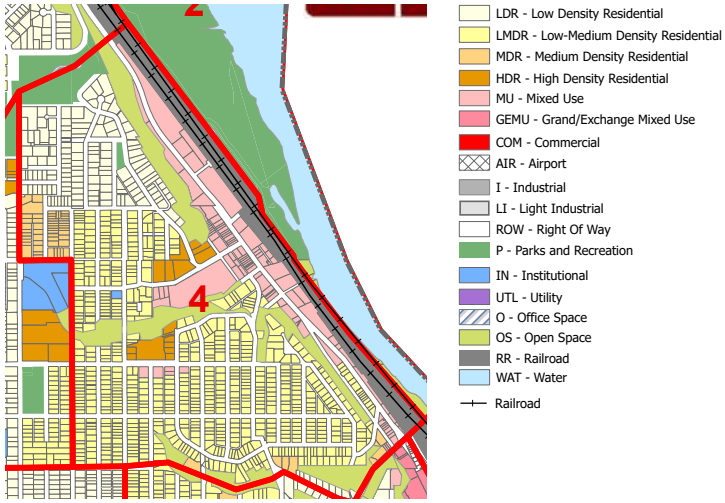
District 4

District 4 shares the western border with the eastern border of District 3; 19th Avenue north of Bromley and 17th Avenue south of Bromley. It is bordered on the north by Simon's Ravine, on the east by the Union Pacific Railroad, and on the south by the platted Wentworth Avenue Right of Way.

Existing Land Use



Future Land Use



Land Use Issues

This district has a number of different land uses / neighborhoods:

Planning District 4 has a wider variety of development than District 3 and the housing is typically older with the majority of it constructed prior to 1950. Within the single-family land uses in this district, there are four sections of larger lot sizes for single family residential within this district. These four areas of larger lot sizes include: north of Hawley Avenue stretching from the western district border to the bluffs on the east, the end of Stewart Lane north of Thompson Avenue, six single family lots created around the Thompson Heights senior building located just northeast of Thompson Avenue and 15th Avenue North, and at the far southeastern side of the district in the Wentworth Hollow area. The Wentworth Hollow development, which straddles Planning Districts 4 and 6, includes 12 single-family homes that were built in the early 2000's and offered another opportunity for "move-up" housing within the community. The Thompson Heights development also included six larger single-family lots with the first of these lots developed in 2017. These single-family residential areas described above have lot sizes that range from ¼ to ½ of an acre and are designated R-1: Single Family Residential on the City's Zoning Map.

The remaining areas of single-family development within District 4 tend to be less than ¼ of an acre and development generally occurred prior to 1950, and in some cases as early as the 1890's (two of the first homes built in South St. Paul are located in Planning District 4). Single-family homes in this area are designated R-2: Single and Two-Family

Residential on the City's Zoning Map. This area also has occasional duplexes and small apartment buildings that can still be found mixed into the neighborhoods.

Planning District 4 has three areas where medium density residential or high density residential is designated. North of the Divine Redeemer site, mentioned in Planning District 3, there is an area of single-family attached housing that is shown as medium density residential. Northeast of the intersection of 15th Avenue and Thompson Avenue are the Thompson Heights senior apartments which are the newest of the three senior apartment buildings in South St. Paul that were built and managed by the Dakota County Community Development Agency. Finally, east of 15th Avenue North and centered on Bryant Avenue there is one of the City's largest areas designated for high density residential. There are currently six apartment buildings built in this area on the northern side of Bryant Avenue. The south side of Bryant Avenue currently has a couple of single-family homes but has previously been approved for a mixture of single-family homes and condominiums.

At the eastern edge of Planning District 4 is the North Concord area centered on Bryant Avenue and Concord Street. This has also been known as "South Park" which is one of the first areas of development in the community. The area currently has a mixture of commercial, office, residential, and some industrial uses but the parcels are all quite shallow and development typically extends right up to the toe of the bluff. Heading south from this area along Concord Street there are some business sites located on narrow parcels between the road and adjacent railroad. Across from the Thompson Heights development there is a small stretch of neighborhood oriented commercial property.

Future Land Use

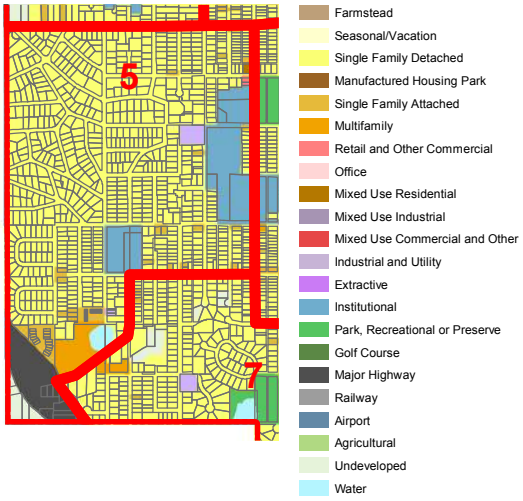
Most of the property in District 4 is fully developed and substantial land use changes are not anticipated. Given the development of the new park at Kaposia Landing, with the only access via bridge at Bryant Avenue, and the connection up Bryant Avenue to the large mixed-use parcel and connection provided to the surrounding community, the node at Bryant and Concord could be one of the key areas of development over the next 20-30 years. Similar to the issue noted in District 1, the topography in District 4 presents a challenge for development and redevelopment. In particular, the topography makes for shallow parcels for development, which require more frontage to have adequate development space, and poses challenges for accommodating parking on the sites. The City should study this development node to provide more clarity on future land uses and provide direction on specific development or zoning standards. The City should also work to preserve historic buildings in the area by encouraging adaptive reuse of the structures and using demolition as a last resort when buildings are determined to be beyond reclamation.

The section of Concord Street, which runs through South St. Paul, from Annapolis Street to Interstate 494, is proposed to be reconstructed in 2021. The proposed reconstruction of this central artery of the community provides the ability to update the road design, accommodate more modes of transportation, and can enhance the character of the adjacent land uses.

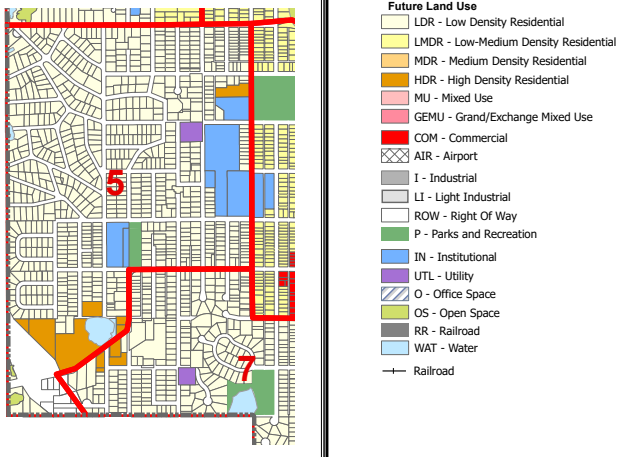
District 5

Planning District 5 is bordered on the west by Highway 52 and the City's western border, on the north by Wentworth Avenue, on the south by 20th Avenue South and Southview Boulevard, and on the east by 15th Avenue.

Existing Land Use



Future Land Use



Land Use Issues

District 5 is predominantly single-family homes, most of which were developed in the 1950's or later. The area is not developed on the same street grid system as the older part of the community to the east. The northern and western parts of this district have a more variable street pattern, which gives the area a suburban feel when compared to the older areas of the community. At the intersection of Highway 52 and Southview Boulevard there is a large high-density residential development known as Waterford Green that was developed in the early 1990's. The development provides some diversity to the housing stock and was one of the last large residential developments until the construction of LeVander Estates (District 3) in 2006. District 5 also includes 14 acres of cemetery and approximately 6 acres from the former Jefferson school site.

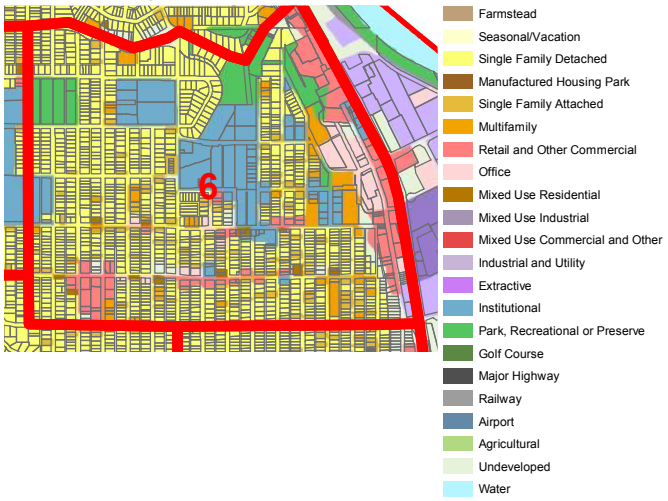
Future Land Use

The biggest future land use questions for District 5 surround the future use of the Jefferson school site. The entire six acre site is owned by the South St. Paul School District, and the former school building was recently demolished. The eastern side of the property currently includes a softball field, play structure, sliding hill, skating rink, and accessory building. While this eastern side of the property is not a City park, the community has come to regard it in much the same way. The closest City parks are Veteran's Field and Seidel's Lake (which does not have any play structures or ballfields) so without some park space at this location the area would be underserved. The Jefferson school site is currently undeveloped, save for the amenities noted above. Future redevelopment of the site is anticipated to be institutional (school/ school district uses) but another option would be residential uses. Further study would be necessary to determine the best land use for the site. When redeveloped, some portion of the property should be designated for park space.

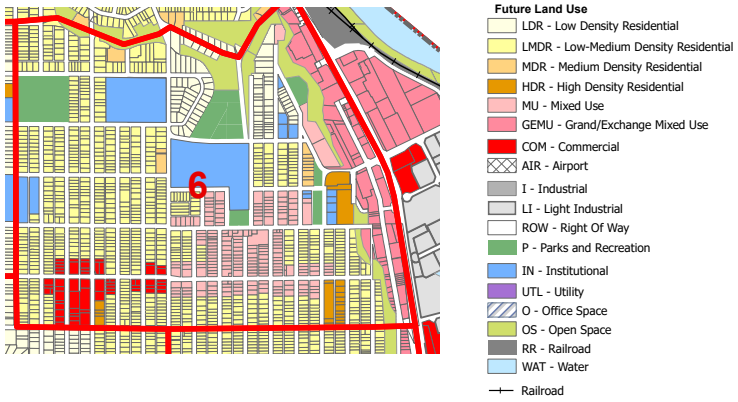
District 6

Planning District 6 is bordered on the west by 15th Avenue, on the north by Wentworth Avenue and the Wentworth Ravine, on the east by Concord Street, and on the south by 3rd Street South.

Existing Land Use



Future Land Use



Land Use Issues

This district is the city center area and includes one of the main retail areas, Southview Hill, along with six churches, four parks, two schools, the South St. Paul School District office, City Hall, the Dakota County Historical Society and Museum, the City's historic library, two senior apartment towers, and the Concord Exchange commercial area. This area also has a mixture of single-family housing, duplexes, and small apartments that surround these non-residential elements. The area was built on a street grid pattern with lots that were platted at 40-feet wide and sidewalks that connect most of this central area of the community. Residential properties in this area are on average some of the oldest sections of the community (along with District 8). The topography of the northern and eastern parts of this district includes ravines and bluffs which provide for some beautiful vistas but also create difficulty in trying to connect the majority of the community to the area below the bluffs.

There is one area of larger lot single-family residential within this district that is generally located between 9th Avenue, Wentworth Avenue, 4th Avenue and 3rd Street North. Single-family homes in this area tend to have lot sizes around ¼ of an acre and the zoning designates these areas as R-1: Single-Family Residential. The remaining single-family homes in District 6 tend to have lot widths of 40 feet (around 1/8 of an acre) and are designated as R-2: Single and Two-Family Residential on the City's Zoning Map.

Future Land Use

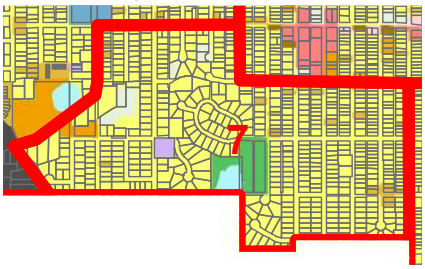
The Southview Hill area is the heart of the community centered on the east-west streets of Southview Boulevard and Marie Avenue and the north-south streets of 5th Avenue and 7th Avenue. The existing mixture of residential, commercial, some small offices, and civic institutional spaces gives the area its authentic character. In 2014, the City finished a study on the Southview Hill area that recommended changes to the future land use and zoning to strengthen and reinforce the character of the area. The study determined that most of the area was guided as High Density Residential or Commercial but there were few remaining undeveloped parcels. Additionally, while much of the area was guided in a narrow band of commercial the size of those parcels tended to be too small for standard retail development, and the traffic counts in the area would not meet the standards of conventional "box" retailers. The study recommended changing future land uses from a narrow band of Commercial surrounded by High Density Residential, to two nodes of development surrounded by Low Density Residential (or low-medium) which correlated with the existing development pattern. The node at 12th-13th Avenues and Southview was proposed to be a standard commercial node similar to the development that was already in the area. The development node centered near the area of Southview Boulevard / Marie Avenue and 5th Avenue / 7th Avenue was proposed to be a mixed-use area that would allow for uses that are consistent with the walkable character of the area. The mixed-use designation is also consistent with the organic mixture of single-family homes, commercial, civic institutions, and small apartments that are all currently present in this area. The Southview Hill study included several open houses, which were well attended, and opportunities for online citizen engagement. One of the notable elements from that engagement was the public support for improving or even expanding Central Square Park. The Central Square Park is on South St. Paul School District property rather than city property, but the park is thought of as the "town square" and hosts many of the essential civic events and celebrations that contribute to South St. Paul's character. The park currently includes a play structure, picnic lawn, and a sunken amphitheater but the park could stand some revitalization. The City should work together with the School District to see that this park space is preserved and improved so that it can continue to provide recreation space and the central gathering space for the community. In addition, the study identified several catalyst sites where development / redevelopment could best help to revitalize the area. Some of these sites have since been developed but the Economic Development Authority (EDA) owned site just west of Central Square is an opportunity for mixed-use redevelopment.

Another major development area in Planning District 6 is the Concord Exchange area centered on Concord Exchange and Grand Avenue. This area historically provided commercial businesses that served the community as a whole but also catered specifically to the industries to the east such as the packing houses, stockyards, and slaughtering operations that were prevalent. As those industries vanished from the community and commercial development followed metropolitan trends and spread further into the suburbs the impact felt distinctly in this area. Urban Renewal cleared several of the old buildings that lined Concord Exchange and left it a shadow of its former commercial self, pockmarked with parking lots and vacant parcels. Development in this area has recently begun to pick up momentum with substantial renovations of long-vacant buildings into a glass-blowing studio and a market rate apartment building. The area is guided mixed-use and the area has a mixed-use zoning district, which was established in 2004. Additional planning for this area should be undertaken to further refine development opportunities within the area but also for the connections that this area can provide to Southview Hill and the rest of the community which are up the "hill" to the west, and for the connections that the area can help foster with the Mississippi River via Hardman/ Concord Triangle area (District 9).

District 7

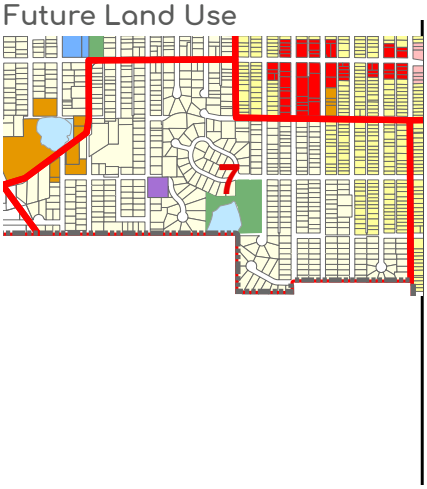
Planning District 7 is bordered on the west by Highway 52 and Southview/20th Avenue, on the north by Southview Boulevard and 3rd Street South, on the east by 15th Avenue and 9th Avenue, and on the south by the City's southern border.

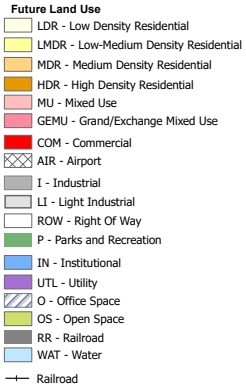
Existing Land Use





Future Land Use





Land Use Issues

The dominant land use in Planning District 7 is single-family residential development. On average, the homes in this area are the newest in the community with the majority of them constructed in the 1980's. The western portion of the district is zoned R-1: Single Family Residential while the northeastern part of this district includes a handful of blocks that are zoned R-2: Single and Two-Family Residential. The southern side of the district abuts an area of neighboring Inver Grove Heights, which is cut off from the remainder of that community by Highway 52 to the west, and Interstate 494 to the south. The western portion of this area of Inver Grove Heights includes a large townhome development while further east the area is more single-family homes that are consistent with the abutting single-family homes in South St. Paul. Along the southern border of the city, in the middle of Planning District 7, is the northern part of Seidel's Lake. The lake straddles the border between South St. Paul and Inver Grove Heights and the two communities have looked at opportunities to establish a loop trail around the lake that residents of either community can enjoy.

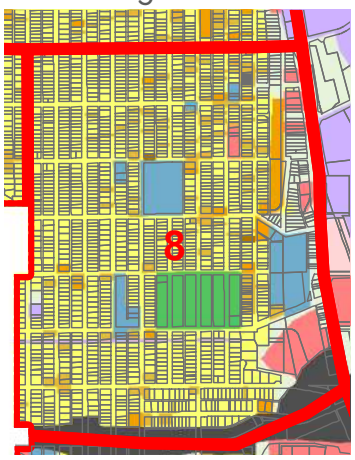
Future Land Use

As a fully developed area with few, if any remaining vacant parcels there are not many changes anticipated in this area during the time of this plan. The primary future land use issue in this district is the development of Seidel's Lake Park. The park has not be developed so it is currently just open space. However, as the park is only City park space in at least ½ of a mile it is an important amenity for recreational space in the community. Furthermore, the opportunities to work with Inver Grove Heights and develop a trail system that loops around all of Seidel's Lake would provide a unique recreational amenity that is not present elsewhere in the community.

District 8

District 8 is bordered on the west by 9th Avenue South and the City's western border, on the north by 3rd Street South, on the east by Concord Street, and on the south by Interstate 494.

Existing Land Use



Farmstead
Seasonal/Vacation
Single Family Detached
Manufactured Housing Park
Single Family Attached
Multifamily
Retail and Other Commercial
Office
Mixed Use Residental
Mixed Use Industrial
Mixed Use Commercial and Other
Industrial and Utility
Extractive
Institutional
Park, Recreational or Preserve
Golf Course
Major Highway
Railway
Airport
Agricultural
Undeveloped
Water

Future Land Use



Future Land Use
LDR - Low Density Residential
LMDR - Low-Medium Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
MU - Mixed Use
GEMU - Grand/Exchange Mixed Use
COM - Commercial
AIR - Airport
I - Industrial
LI - Light Industrial
ROW - Right Of Way
P - Parks and Recreation
IN - Institutional
UTL - Utility
O - Office Space
OS - Open Space
RR - Railroad
WAT - Water
Railroad

Land Use Issues

Planning District 8, like Planning District 6, is one of the areas with the oldest housing in the community. In previous Comprehensive Plans, the area was identified as the East Roosevelt Strategy Area, which placed an emphasis on housing programs and plans to benefit the area. Over 50 of the new homes built in this district since 1990 were redeveloped through the City's Rediscover South St. Paul program which acquired residential properties that were underdeveloped or in poor shape and cleared the lots to make way for new construction. District 6 is a mix of single-family homes, a large park, recreational sports fields, some institutional uses, some high-density residential properties along the bluff, and below the bluff a continuation of the Concord Exchange area mentioned in District 6, and one large commercial parcel. The large commercial parcel is a former car and truck dealership site that began redevelopment into a new car dealership in late 2018. The single-family homes in District 8 generally have lot sizes that are around a tenth of an acre and the corresponding zoning is R-2: Single and Two-Family Residential. The area also includes several duplexes, and a few triplexes or small apartments that have been mixed in with the single-family development.

Future Land Use

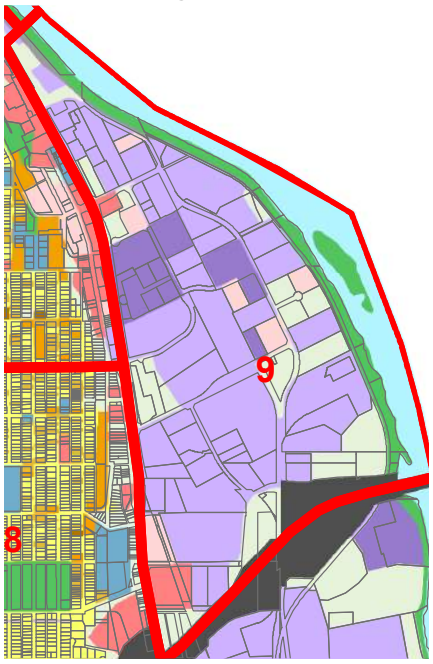
In Planning District 8 the only major changes to future land uses from the last Comprehensive Plan are along the eastern border. The property along both sides of 1st Avenue South was shown in the previous Comprehensive Plan as Medium Density Residential but the area was already fully developed and primarily by single-family homes on small lots that averaged about 40-feet wide (roughly one-tenth of an acre), which is just like the rest of the district. These smaller lot sizes for single-family homes are common in District 8, which gives the area an average density of 6-8 units per acre, and would have placed them in the Medium Density Residential in the last Comprehensive Plan. In this Comprehensive Plan Update, the area has been designated as Low-Medium Density Residential (LMDR) to highlight the difference in density from the larger lots in the newer development areas that are located to the west. The densities on 1st Avenue were similar to the remainder of the homes in District 8 and have been incorporated into the LMDR land use category. The benefits of the density on is that the area is already built to a scale that is walkable and can support bicycling and transit as modes of transportation within the community. Given the proximity to the Southview Hill area in District 6, there are also opportunities to maximize the benefits of the existing scale of development.

Below the bluff, the district includes a section of the Concord Exchange development area that was discussed in District 6. This section of Concord Exchange is different in that there is only development space on one side of the street giving the area the look and feel of a frontage road. The properties here were included in the CGMU zoning district but were given a separate CGMU-2 sub-district, which allowed smaller minimum heights and slightly reduced architectural standards. The area is supposed to look similar to the buildings in the development area to the north and provide for pedestrian oriented design but recognizes that the frontage road feel would likely result in a slightly different type of development. The Kaposia Club restaurant developed in 2018 on a long-time vacant parcel in this area, providing an example of the type of uses and look for future developments in this area.

District 9

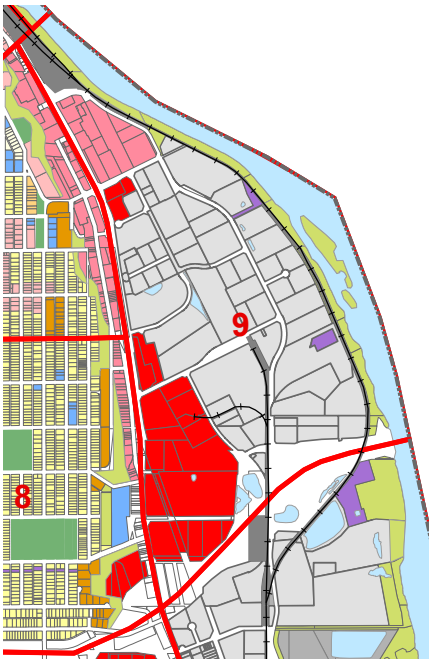
District 9 is bordered on the west by Concord Street, on the north by Wentworth Avenue, on the east by the Mississippi River and City's eastern border, and on the south by Interstate 494.

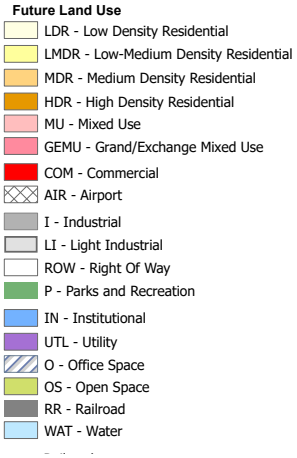
Existing Land Use





Future Land Use





Land Use Issues

Planning District 9 is the portion of the community that once housed the stockyards and meat packing industry, and there are still a few vestiges of those former uses but much of the area has been transformed into a thriving business park known as BridgePoint. Most of the property between Grand Avenue and Armour Avenue has been developed over the last 30 years but the same level of development has not occurred south of Armour Avenue or north of Grand Avenue. The City's one large block of regional commercial property located between Concord Street and Farwell Avenue and South of Armour Avenue is guided Commercial and zoned GB: General Business. While there has been some new commercial development in this area, such as the Kwik Trip convenience center, the area still has a mixture of older industrial facilities as well. North of Grand Avenue and bordered by Concord Street and Hardman Avenue is a large triangle of property which once was home to the Swift meat packing plant. This Concord/Hardman Triangle property today still includes several buildings that date back to the Swift era and several of the uses in this area have large amounts of exterior storage.

Future Land Use

Future land uses in District 9 are guided similarly to the last Comprehensive Plan Update with most of the property in the district shown as Light Industrial. The block between Concord Street and Farwell Avenue, south of Armour Avenue will be designated Commercial, as it was in the last Comprehensive Plan Update. The commercial designation would allow for offices and commercial / retail uses which may be supportive of the office/industrial properties in the BridgePoint area or may be too large to work in the Concord Exchange mixed-use area to the west.

In addition, the City has been working for many years to obtain a parcel of excess right-of-way from MnDOT that is located at the southwestern corner of the district that the City would like to add as Commercial property.

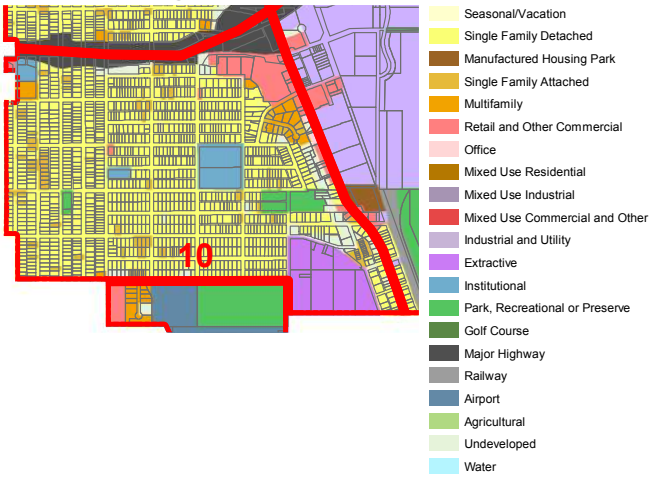
The emphasis will also remain on improving the uses and aesthetics as well as decreasing areas of extensive exterior storage for in the area south of Armour Avenue, referred to in the last update as the "494 Corridor". There is a continued emphasis on mitigating the presence of odors from odor causing land uses. New land uses and expansions require determination to confirm that the land use will not generate objectionable odors, while the City teams with a consulting company to help determine the sources of odor complaints for existing uses.

North of Grand Avenue the City has guided the properties for mixed-use which is a change from the previous designation of Office-Research from the last update. The area would provide a link from the rest of the community west of Concord Street, to the river, something that has long been desired by the community. The area would need further study to provide better guidance on land uses and the economic market for uses in the area.

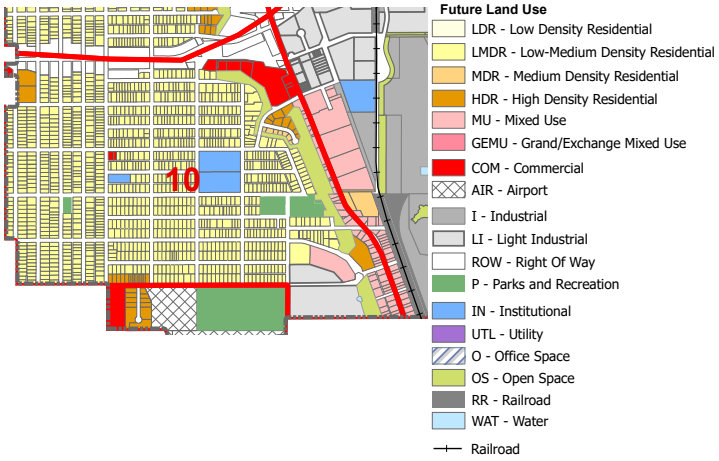
District 10

Planning District 10 is bordered on the west by the City's western border/9th Avenue, on the north by Interstate 494, on the east by Concord Street, and on the south by South Street.

Existing Land Use



Future Land Use



Land Use Issues

Planning District 10 is dominated by small lot single-family homes and some duplex uses. The majority of the homes in this area were built since 1945. Kaposia Education Center, built in 1996, is the elementary school and ECFE site in this district and is the newest school in the community. Below the bluff, the district also includes a large commercial car dealership site and the western side of the properties along Concord Street South which area a mixture of residential and commercial uses. High-density residential apartment uses are present at the northwest corner of the district and the northeast corner across from the car dealership. The area includes two smaller parks and is across the street from the large McMorrow Field (District 12). At the southeastern corner of the district is the northern half of the Dawn Way landfill site. The demolition landfill straddles the border between South St. Paul and Inver Grove Heights and is currently operated by Frattalone companies.

Future Land Use

Areas of future development for District 10 are anticipated in a few locations; the west side of Concord Street, the Dawn Way landfill site, and the vacant parcel at the corner of South Street and 5th Avenue South. The parcel at South Street and 5th Avenue South had zoning approval for a 28-unit apartment building in the summer of 2017 but the development never occurred. The area is guided for High Density Residential and zoned for multifamily residential development.

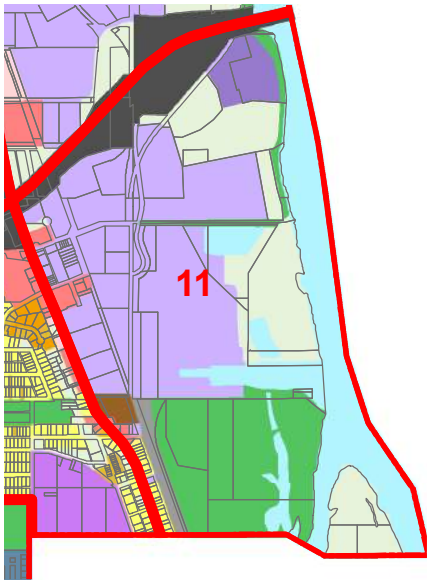
When the Dawn Way Landfill site was last purchased, one part of the agreement was a land use plan for the eventual redevelopment after closure of the landfill site. The plan for the site included primarily light industrial uses with an area of low residential and mixed-use along the northern portion of the site abutting the existing residential uses. The landfill site land use plan also included a possible road or transportation link through the site that could connect from Henry Avenue at the top of the hill to Poplar Street at the bottom.

The west side of Concord Street south of Richmond Street is a mixture of businesses and homes that abut the toe of the bluff. These properties have been guided as mixed-use though further study will be necessary to determine the best mixture of land uses both on the west side of Concord Street and those across Concord Street which are in Planning District 11.

District 11

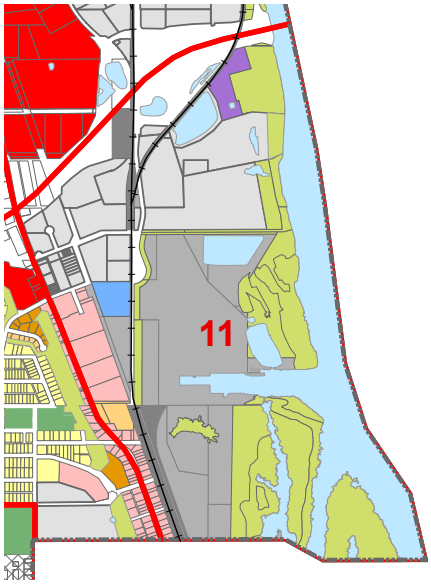
Planning District 11 is bordered on the west by Concord Street, on the north by Interstate 494, on the east by the Mississippi River, and on the south by the City's southern border at Linden Street.

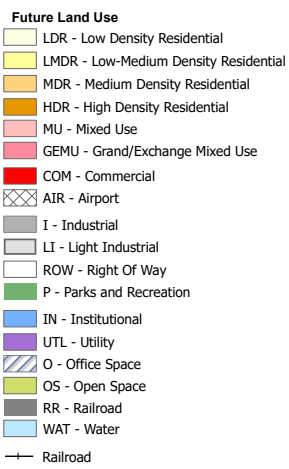
Existing Land Use





Future Land Use





Land Use Issues

The land uses in Planning District 11 are a range of industrial, commercial, and some residential uses. The area includes one of the largest privately owned properties in the community, the 90+ acre Kinder Morgan – Dakota Bulk plant which deals in bulk commodities transported by barge or rail. The area also includes a gun club site, the only manufactured home park in the city, a smattering of single-family homes, and the 30+ acre Danner site. The Mississippi River Regional Trail (MRRT) winds its way along the river through this district and then along the Union Pacific Railroad tracks before continuing into Inver Grove Heights. At the northeast corner of this district is the DNR boat launch property, which includes a fishing pier, the only public boat launch site in the community, and on the property's western side, is the community garden.

Future Land Use

The area north of Richmond Street and the regional trail includes properties that are very visible from Interstate 494 and are an area that the City again is stressing the important of aesthetics, and trying to minimize areas of exterior storage. Similar to District 9, this area also has a continued emphasis on reducing the impact of odor generating land uses. New land uses and expansions require determination to confirm that the land use will not generate objectionable odors, while the City teams with a consulting company to help determine the sources of odor complaints for existing uses.

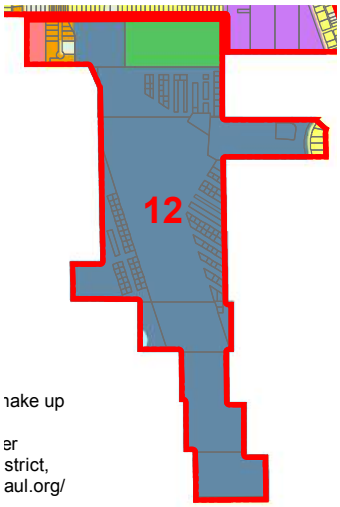
The Danner property is the largest development site in the community and the character and appearance of development at this location is vital to the community's development potential in the BridgePoint area or this office/industrial area south of the Wakota Bridge. The City has worked with ownership and prospective developers to get necessary approvals in place to allow development of the site.

The properties on the east side of Concord Street and between Richmond Street and Spruce Street are guided for mixed-use but many of these parcels have been contractor's yards and similar uses in the past. In addition, the sites have a split zoning with the western half being commercial and the eastern half as industrial. The mixed-use designation would be consistent with planned future land uses on the west side of Concord Street and could help to provide a buffer between the industrial uses to the east and residential properties west of Concord Street. Additional study of these parcels will be necessary to refine the land uses and determine the market for the properties.

District 12

Planning District 12 is bordered on the west by the City's border at 5th Avenue and the edge of the airport, on the north by South Street and Airport Road, on the east by Henry Avenue as well as Cromwell Court and South Gate Road, and on the south by 70th Street East.

Existing Land Use

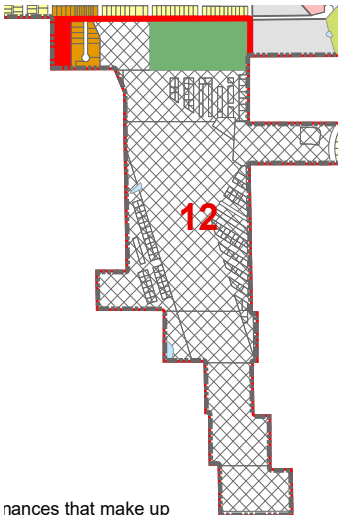


ıake up

er
strict,
aul.org/

- Farmstead
- Seasonal/Vacation
- Single Family Detached
- Manufactured Housing Park
- Single Family Attached
- Multifamily
- Retail and Other Commercial
- Office
- Mixed Use Residential
- Mixed Use Industrial
- Mixed Use Commercial and Other
- Industrial and Utility
- Extractive
- Institutional
- Park, Recreational or Preserve
- Golf Course
- Major Highway
- Railway
- Airport
- Agricultural
- Undeveloped
- Water

Future Land Use



ıances that make up

Future Land Use

- LDR - Low Density Residential
- LMDR - Low-Medium Density Residential
- MDR - Medium Density Residential
- HDR - High Density Residential
- MU - Mixed Use
- GEMU - Grand/Exchange Mixed Use
- COM - Commercial
- AIR - Airport
- I - Industrial
- LI - Light Industrial
- ROW - Right Of Way
- P - Parks and Recreation
- IN - Institutional
- UTL - Utility
- O - Office Space
- OS - Open Space
- RR - Railroad
- WAT - Water
- Railroad

Land Use Issues

Planning District 12 is the location of the City's municipal airport, as well as the large McMorrow Field Park. A 1960's shopping center and area of High Density Residential are located at the northwest corner of this district, while a small area of new single-family homes from the early 2000's sits at the far eastern extremity of the district. McMorrow Field was recently renovated and changed from a softball-oriented park to a flat field park for sports such as soccer and football. Properties in this district are also subject to restrictions for uses and building heights based on their proximity to the airport.

Future Land Use

The commercial and high density residential land uses at the far northwestern part of this district are dated and in need of some updating. This area should be studied to determine what could be done to improve this corner of the community.

Special Resources

Historic Preservation

South St. Paul is a community that is rich in history and tradition. The City was incorporated in 1887 and still includes some homes dating back to this era. Historic buildings and places help to frame the character of the community and give it a unique feel. The community includes three buildings on the National Register including; the Historic Concord Exchange Building (1887), the Serbian Home cultural center (1924), and St. Stefan's Church (1924). The City will encourage the preservation of these structures and celebrate the historic places and buildings that provide the community with unique architecture and help to reinforce the community's small town feel.

In addition, the Comprehensive Plan acknowledges the importance of historic preservation and the sustainability benefits of reutilizing existing buildings by emphasizing reuse of existing buildings wherever possible and using demolition of buildings as a last resort where buildings are no longer salvageable.

Solar and Alternative Energy

Solar energy and alternative energy resources present an opportunity for the community to provide a more sustainable future. As a developed community, there is not much remaining land to accommodate stand-alone alternative energy sites. However, much of the BridgePoint and Wakota industrial areas show excellent solar power potential and could be accommodated there as permitted accessory uses. The City will work with property owners in these areas to explore the potential for rooftop solar gardens, which generally require buildings that have a footprint larger than 50,000 square feet. Rooftop solar generation potential in South St. Paul is projected at 94,139 - megawatt hours per year. The City will also consider sites with limited development/ redevelopment potential for solar gardens or solar farms either as a longer-term resource or as a transitional use. Finally, the City should develop regulations and performance standards, which allow properties to utilize solar and other alternative energy systems while ensuring potential impacts on adjacent properties are mitigated.

The Land Use chapter of the Comprehensive Plan builds off the major assumptions and overall goals cited in the previous chapter and the overall vision for the community and guides land uses to achieve the community's vision.

Aspects of Sustainability:
- » Energy
- » Land Use/Buildings

Table 4.7: South St. Paul Solar Potential

Gross Potential (Mwh/yr)	Rooftop Potential (Mwh/yr)	Gross Generation Potential (Mwh/yr)	Rooftop Generation Potential (Mwh/yr)
8,289,784	941,393	828,978	94,139

Source: Metropolitan Council

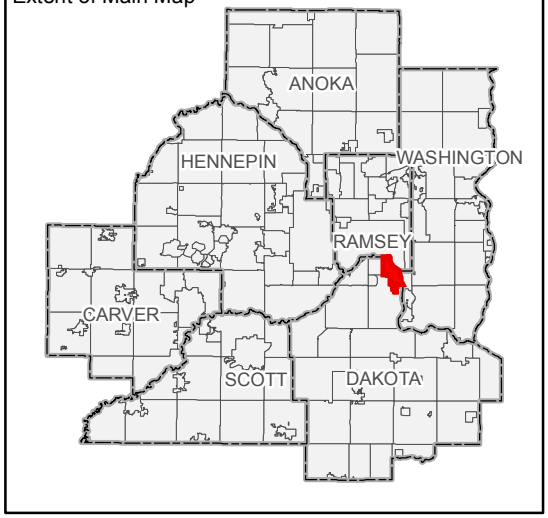
Figure 4.4: South St. Paul Gross Solar Potential



0 0.5 1 2 3

Miles

Extent of Main Map



Gross Solar Potential
(Watt-hours per Year)

High : 1271898

Low : 900001

Solar Potential under 900,000 watt-hours per year

County Boundaries

City and Township Boundaries

Wetlands and Open Water Features

Source: University of Minnesota U-Spatial Statewide Solar Raster.

Goals and Policies

General Land Use Goals and Policies

Goal 4.1: Consider the critical importance of safe and adequate site access in all land use decisions.

Policy 4.1.1: Evaluate all site plans and land use decisions through an equitable lens that includes accessibility for those of all abilities, ages, and those using alternative modes of transportation.

Policy 4.1.2: Prioritize infrastructure improvements that improve usage and passage by those of all abilities, ages, and those using alternative transportation modes.

Policy 4.1.3: Review zoning standards and policies to make certain that regulatory structures align with desired redevelopment outcomes in all key opportunity areas.

Goal 4.2: Keep South St. Paul as an attractive place to live, work, and play by promoting sustainable land-use patterns, land-use changes, and new developments that contribute to the preservation and enhancement of the community's vitality and sense of identity.



Aspect of Sustainability:
» Land Use/Buildings

Policy 4.2.1: Promote and provide for informed and meaningful citizen participation in planning and review processes.

Policy 4.2.2: Ensure that the City's official controls are maintained to be consistent with the 2040 Comprehensive Plan.

Policy 4.2.3: Protect the small town look and feel of the community. Capitalize on the existing small town character of commercial areas by utilizing mixed-use development and traditional urban design standards to revitalize nodes such as Southview Hill, Concord Exchange, North Concord, and South Concord.

Policy 4.2.4: Ensure high-quality design, innovation, sustainability, and aesthetic appeal in private and public development and redevelopment, with emphasis on efficient site access, appropriately sized parking areas, and overall beautification through the adoption and utilization of year-round landscaping and site design standards, guidelines, principles, and other criteria.

Policy 4.2.5: Maintain orderly transitions between different land uses in accord with the general land-use guidance of the Comprehensive Plan by establishing or strengthening design standards.

Policy 4.2.6: Encourage improvements to the connectivity and walkability between and within the community's neighborhoods, gathering places and commercial areas through new development, redevelopment, and infrastructure projects. Encourage improvements that support alternative transportation such as bicycling and transit.

Policy 4.2.7: Reduce land consumption for surface parking by encouraging construction of structured parking facilities, shared parking facilities, and other strategies that minimize surface parking areas while providing adequate off-street parking.

Policy 4.2.8: Encourage and support new development, redevelopment, and infrastructure improvements that incorporate and protect alternative energy sources, such as solar access, geothermal, and wind.

Policy 4.2.9: Support and facilitate cutting-edge telecommunications and transportation infrastructure to all local centers of economic activity, business, industrial and office areas.

Policy 4.2.10: Use creative placemaking and public art to ensure excellent urban design, develop a unique community character, and activate public spaces.

Goal 4.3: Maintain and improve the mix of residential, commercial, employment, parks and civic land uses throughout the community to promote a balanced tax base and to anticipate long-term economic and social changes.



Aspect of Sustainability:
» Maintenance

Policy 4.3.1: Review the Land Use Plan regularly to ensure its usefulness as a practical guide to current and future development. Whenever practicable, coordinate the Plan with plans of neighboring communities, the county, school districts, and the most current Metropolitan Council system plans.

Policy 4.3.2: Promote and support transit-oriented development and redevelopment near existing and future transit corridors.

Policy 4.3.3: Encourage a broad mix of commercial businesses within the community to diversity and strengthen the tax base and employment opportunities.



Aspect of Sustainability:
» Environment

Goal 4.4: Identify underutilized, deteriorated, or blighted properties and guide them toward revitalization, reinvestment, or redevelopment consistent with community goals and good planning and development principles.

Policy 4.4.1: Support the use of small area master plans for small redevelopment areas.

Policy 4.4.2: Promote redevelopment that reduces blight, expands the tax base, enhances the mix of land uses in the community, and achieves other community objectives.

Policy 4.4.3: Apply strategies to effectively enforce City codes related to maintenance of buildings and property.

Goal 4.5: Protect, improve, and expand the community's natural amenities and environmental quality.

Policy 4.5.1: Promote the use of energy-saving and sustainable practices during all phases of development including land uses, site design, technologies, buildings and construction techniques.

Policy 4.5.2: 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.

Policy 4.5.3: Seek to use environmental best practices for further protection, maintenance, and enhancement of natural ecological systems including lakes, lakeshore, wetlands, natural and man-made storm water ponding areas, aquifers, and drainage areas.

Policy 4.5.4: Promote preservation, replacement, and addition of trees within the community.

Policy 4.5.5: Existing and future development of businesses and industry, shopping, transportation, housing, entertainment, leisure, and recreation opportunities shall be in harmony with the commitment the City of South St. Paul has made to its environment and quality of life, without compromising the ability of future generations to meet their own needs.

Goal 4.6: Create meaningful opportunities for community and neighborhood engagement in land-use decisions.

Policy 4.6.1: Utilize traditional and innovative ways to notify the public, the community, and neighborhoods about upcoming land-use decisions as early as possible in the review process.

Policy 4.6.2: Encourage meetings between the land-use applicant and affected persons and/or neighborhoods for changed in land-use designations and projects that have significant impacts, prior to submittal of the request to the City.

Policy 4.6.3: Provide for and promote opportunities for informed citizen participation at all levels in the planning and review processes at both the neighborhood and community level.

Policy 4.6.4: Ensure adequate and diverse representation of the appropriate stakeholders in land-use studies and advisory bodies.

Residential Area Goals and Policies

Goal 4.7: Encourage residential development that provides a diverse housing stock to meet the evolving needs of the community.

Policy 4.7.1: Guide areas for high-density housing development, moderate density housing, and single-family housing.

Policy 4.7.2: Support existing residential areas through enforcement of property maintenance and rental licensing codes.

Policy 4.7.3: Plan for areas that can accommodate work force housing and areas that can accommodate affordable housing. Plan for areas to accommodate senior housing and assisted living housing.

Policy 4.7.4: Encourage development of new single-family housing through scattered site development programs.

Policy 4.7.5: When looking at redevelopment sites for residential development review the Parks Master Plan and park service areas, require park space where the property can fill a gap in the park service areas.

Policy 4.7.6: Explore the potential of the sparsely developed residential area north of Wilson Heights and west of Stickney Avenue for new infill single-family housing. Explore zoning changes for the area to encourage this development.

Policy 4.7.7: The former Jefferson school site is currently owned by the South St. Paul School District and as one of the larger undeveloped sites offers an opportunity for either school/community service or residential development. Work with the School District to identify the highest and best uses for this site. Include some neighborhood park space on this parcel to fill a gap in the park service area.

Policy 4.7.8: The former Divine Redeemer hospital site, northeast of Thompson Avenue and 19th Avenue, offers another opportunity for infill residential development. Plan the area for an intensive mix of residential development that can take advantage of the surrounding high-density residential properties, proximity to Northview Park and access to public transit. Ensure that development uses setbacks, stepped back building heights, and quality architectural character and site design are used to be sensitive to the single-family homes across the street from the site.

Goal 4.8: Design new neighborhoods to be attractive, walkable and interesting. These new neighborhoods will have better streetscape, site planning, building architecture, signage, and lighting.



Aspect of Sustainability:
» Land Use/Buildings

Policy 4.8.1: Use regulations and incentives to produce new infill neighborhoods that are attractive, diverse and have lasting value. Require infill and redevelopment buildings to 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.

Policy 4.8.2: 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 where boulevard widths allow.

Policy 4.8.3: 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.

Policy 4.8.4: 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.

Commercial Area Goals and Policies

Goal 4.9: Plan for areas of regional and community commercial development that can support the varying needs of the region and community.

Policy 4.9.1: Direct new commercial development to Concord Street and the Southview Hill area to help establish a critical mass necessary to sustain commercial development.

Policy 4.9.2: Recognize the changing nature of retail/commercial development as more traditional retail areas transform into mixed-use areas and more retail is carried out online with more demand for office/warehouse uses to handle the needs of this trend.

Policy 4.9.3: Do not focus on big box retail development, which is already focused in the adjacent communities of West St. Paul and Woodbury. Focus on mixing retail into mixed-use areas with residential, service retail, and nurturing a craft economy that encourages unique retail opportunities, small start-ups uses, and supports residential and employment uses in the community.

Goal 4.10: Plan for a continued node of community commercial development in the Southview Hill area centered on Southview Boulevard and the block between 12th and 13th Avenue.

Policy 4.10.1: Emphasize an area of community commercial area in the Southview Hill area that will provide retail and commercial services (such as grocery stores, local banks, moderate sized offices, restaurants, and service stations) primarily to South St. Paul residents.

Policy 4.10.2: Support development and redevelopment of the area where parking is limited by encouraging joint parking agreements between properties, that can help accommodate parking for multiple businesses, or by decreasing minimum parking requirements for parking in this area.

Policy 4.10.3: Partner with the local businesses to identify unifying streetscape and landscape improvements for the area.

Policy 4.10.4: Work with area businesses to address Southview Hill business district style signage directing people to this area of town.

Policy 4.10.5: Market the "Southview Hill" area through the community and surrounding region to establish an identity that is regionally identifiable.

Policy 4.10.6: Explore ways implement improvements (that are consistent with the City's Economic Development Strategy) through cost-sharing programs like low-interest loans, grants, donations, and volunteerism.



Aspect of Sustainability:

» Budget/Economy

Policy 4.10.7: Encourage private sector investment in redevelopment and rehabilitation of existing buildings in this area. Build off the recent development of the MidWestOne Bank and renovation of an existing office building for Allstate and the License Center.

Policy 4.10.8: Encourage a strong pedestrian link throughout Southview Hill and the surrounding neighborhoods as well as between "Southview Hill" and the mixed-use and regional commercial area of Concord Exchange/ Grand Avenue.

Goal 4.11: Identify the highest and best land uses for the existing community commercial area at 5th Avenue South and South Street.

Policy 4.11.1: The community commercial area at 5th Avenue South and South Street currently provides opportunities for retail and services serving the surrounding neighborhood and is adjacent to community commercial uses in Inver Grove (gas station, fast food, and pharmacy).

Policy 4.11.2: Develop a small area plan to identify the highest and best land uses for the existing community commercial area, amend the future land use to be consistent with the small area plan.

Policy 4.11.3: If changes to the future land uses for the area, investigate ways to assist transitional uses for the area while the area redevelops.

Goal 4.12: Small nodes of neighborhood commercial uses was once commonplace in South St. Paul but gradually many of these uses have been redeveloped. Only a few small pockets of neighborhood commercial remain. Explore ways to help these uses transition to be consistent with the future land use plan.

Policy 4.12.1: Neighborhood commercial uses shall only include small offices, and limited service retail where the scale, hours, and parking demand are very limited and the impacts on adjacent residential uses should be minimal.

Policy 4.12.2: Policy 6.12.2: Explore the use of Interim Use Permits (IUP's) and/or Nonconforming Use Permits to accommodate transitional uses for these neighborhood commercial nodes until such time as the properties are ready for redevelopment.

Policy 4.12.3: Ensure that transitional uses are consistent with the intent of neighborhood commercial uses and do not negatively impact adjacent residential uses.

Goal 4.13: Plan for an area of high quality regional commercial development on Concord Street north of Interstate 494

Policy 4.13.1: Plan for an area of regional commercial that can accommodate uses that meet regional needs (such as offices, new car dealerships, hotels, offices, restaurants, etc.) and can support the primary employment uses of the BridgePoint area.

Policy 4.13.2: Establish architectural and site design standards which encourage high quality, high amenity buildings that provide a good image for this "front door" area of the community and complement the quality of development in BridgePoint.

Policy 4.13.3: Encourage redevelopment of uses with high amounts of exterior storage and low levels of architectural and site design.

Policy 4.13.4: Work with the State of Minnesota to acquire the excess property adjacent to 494 and develop the site with a regional commercial or office uses.

Industrial / Employment Area Goals and Policies

Goal 4.14: Provide a variety of office and industrial development opportunities in order to create a strong and diverse tax base.

Policy 4.14.1: Guide parcels for potential office and industrial development.

Policy 4.14.2: Identify parcels that can be used as "transitional" industrial uses; office, research and development or light manufacturing.

Policy 4.14.3: Continue to develop, redevelop, and expand the existing BridgePoint Business Park area east of Concord Street to provide a vibrant employment center for the community.

Policy 4.14.4: Encourage development of companies that will provide primary wage earner jobs.

Policy 4.14.5: Revisit the work from the South Concord Corridor planning and transportation studies and consider updated land uses for the area south of Interstate 494 and east of Concord Street.

Policy 4.14.6: Provide high quality architectural and site design standards to underscore the quality of development for the area.

Policy 4.14.7: Explore zoning changes to encourage areas for high quality office and industrial development.

Goal 4.15: Establish enhanced design and site development standards for the 494 Corridor Area (from the edge of the residential areas above the bluff to the Mississippi River and from Armour Avenue to Richmond Street) to present a positive image from the community's "front door".

Policy 4.15.1: Develop zoning regulations to apply to this corridor to ensure that development will be high quality office/industrial/retail comparable to the development standards set by the nearby cities of Saint Paul and Cottage Grove.

Policy 4.15.2: Develop architectural, signage, and landscaping standards/performance standards for new development and redevelopment of existing sites and buildings to provide an area that will be attractive and present a positive view of the image from Interstate 494, the "front door" of the community.

Policy 4.15.3: Identify parcels of land suitable for office and regional commercial uses (such as restaurants, banks, and hotels) in the corridor and encourage their development as office or regional commercial uses which enhance the appeal of the area as an employment center.

Policy 4.15.4: Work with Progress Plus to market parcels in the corridor to restaurant, office, and high finish office/industrial users.

Policy 4.15.5: The Danner property and excess portion of the adjacent MCES site together provide approximately 40 acres of property which could be the cornerstone for the redevelopment of the 494 Corridor area. Work with the owners of the Danner property to ensure that property is developed consistent to the new standards.

Goal 4.16: Actively work to redevelop and encourage redevelopment of land uses which inhibit the orderly development/redevelopment of the business park due to their nuisance factors (such as excessive odors, large amounts of exterior storage, extremely poor aesthetics or property maintenance).

Policy 4.16.1: Identify land uses which exhibit nuisance factors.

Policy 4.16.2: Work with property owners to determine if nuisance factors can be mitigated and if they can be mitigated, encourage nuisance mitigation.

Policy 4.16.3: Require nuisance mitigation as part of new construction as well as for expansions and renovations to properties that exhibit nuisance factors.

Policy 4.16.4: Encourage redevelopment of the properties with these nuisance factors where the nuisances cannot be mitigated or where mitigation of the nuisances would not be financially feasible.

Policy 4.16.5: Work with adjacent communities and government agencies to address regional nuisances.

Goal 4.17: Assist existing industries that do not exhibit nuisances in maintaining a presence in the City.

Policy 4.17.1: Explore incentives for industries to expand or relocate in South St. Paul which are consistent with the City's Economic Development Strategy.

Policy 4.17.2: Identify programs that will assist industries to stay competitive in a global and changing marketplace.

Policy 4.17.3: Evaluate the impact of ordinance changes on existing businesses and minimize adverse impacts.

Goal 4.18: Prepare and adopt design guidelines for the office and industrial areas that will ensure lasting value and a relatively high level of investment in exterior materials and site improvements.

Policy 4.18.1: Use architectural standards to encourage better quality and higher value buildings.

Policy 4.18.2: Explore zoning changes to encourage higher quality development with fewer potential nuisances.

Policy 4.18.3: Establish site design and performance standards to encourage less exterior storage or excessive pavement areas and more utilization of the site for buildings and landscaping.

Policy 4.18.4: Ensure there is adequate infrastructure, transportation access, and telecommunications capacity so that these office and industrial areas are highly competitive in the metropolitan region.

Goal 4.19: Ensure that Fleming Field Airport remains a community focal point and important facility for the generation of commerce in South St. Paul.

Policy 4.19.1: Update the current airport zoning ordinance.

Policy 4.19.2: Work to achieve the runway clear zones (particularly 40 to 1 approach) as established by the FAA where feasible.

Policy 4.19.3: 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.

Policy 4.19.4: Ensure there is adequate infrastructure, transportation access, and telecommunications capacity for industries located at the airport.

Mixed-Use Goals and Policies

Goal 4.20: Improve the community's mix of land uses by encouraging mixed medium and high-density residential uses with high-quality commercial and employment uses in designated areas.

Policy 4.20.1: Develop and utilize master plans, as official controls, for redevelopment areas in order to achieve an appropriate mixture of uses in the mixed use areas designated on the 2040 Future Land Use Map.

Policy 4.20.2: Facilitate the improvement, environmental remediation, and redevelopment of underutilized, properties dominated by exterior storage and heavy-industrial land in designated locations into a compatible mixture of residential and employment uses.

Goal 4.21: Promote and support the development of mixed-use areas that have a rich mix of related and mutually reinforcing uses within walking distance of each other.

Policy 4.21.1: Encourage a mix of two or more uses within each development project either within the same building or horizontally on the site. Consider development within its context and the potential for existing development to provide a mixture of mutually supportive land uses.

Policy 4.21.2: Plan for a sustainable community by promote increased concentrations of jobs and housing at development nodes in order to efficiently use existing transportation and utility infrastructure while reinforcing alternative modes of transportation such as walking, biking, and transit.

Policy 4.21.3: Develop small area master plans and official controls to ensure development is context sensitive, and that all mixed-use development is cohesive, compact, and pedestrian-oriented, consisting of high-quality design, efficient parking strategies, and appropriate site landscaping.

Policy 4.21.4: Promote and support the provision of a robust system of public spaces within mixed-use areas such as parks, plazas, pathways, streets, and civic uses to encourage community gathering and connections.

Policy 4.21.5: Discourage piecemeal development that does not achieve the goals and policies for mixed-use areas.



Aspects of Sustainability:

» Land Use/Buildings
» Energy

Goal 4.22: Improve the appearance of Concord Street using the reconstruction of Concord Street, improving bicycle and pedestrian amenities, and planning for quality mixed use development adjacent to Concord Street.

Policy 4.22.1: Encourage the reconstruction of Concord Street to include improved streetscaping and pedestrian and bicycle amenities.

Policy 4.22.2: Create an off-street trail or sidewalk along Concord Street's entire length. Through the Concord Exchange area, which is planned for walkable pedestrian scale development, have the pedestrian access run along Concord Exchange before reconnecting with Concord Street.

Policy 4.22.3: Explore aesthetic improvements like the removal of billboards and placing overhead wires under-ground.

Policy 4.22.4: Carefully regulate the land uses along Concord Street that have the potential to create adverse secondary land use impacts.

Policy 4.22.5: Promote Concord Street through the River Heights Chamber of Commerce and Progress Plus.

Policy 4.22.6: Coordinate land use planning along Concord Street with the cities of St. Paul and Inver Grove Heights.

Goal 4.23: Continue to support Southview Hill as the historic, social, and psychological heart of the city.

Policy 4.23.1: 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.

Policy 4.23.2: Encourage improvements through cost-sharing programs like low-interest loans (where consistent with the City's Economic Development Strategy), grants, donations, and volunteerism.

Policy 4.23.3: Continue to work with the South St. Paul School District to preserve Central Square as the "town square" and central community gathering space.

Policy 4.23.4: Partner with residential properties and local businesses to identify unifying streetscape and landscape improvements for the area.

Policy 4.23.5: Encourage a strong pedestrian link between Southview Hill and the larger scale mixed-use area centered on Concord Exchange/Grand Avenue. Reinforce this link through design and streetscaping standards.

Policy 4.23.6: Explore using streetscaping and signage on Southview Boulevard, Wentworth Avenue and 15th Avenue to provide visual linkages between Highway 52 and the Southview Hill area.

Policy 4.23.7: Review zoning standards to ensure mutually supportive land uses and complementary architectural character.

Policy 4.23.8: Excessive surface parking interrupts the character of the area and is an inefficient use of land. Emphasize sustainable design that supports walkability and reduces reliance upon surface parking lots. Consider decreasing the required parking minimums, adding community parking lots, or allowing flexibility for increased bicycle parking or other innovative ways of providing transportation access to uses in the area.

Goal 4.24: In the Southview Hill area, emphasize a node of neighborhood mixed use generally located in the area of Southview/Marie and 5th/7th Avenues that will build on the existing mixture walkable residential, commercial, and institutional uses. Promote redevelopment that is walkable, dense, diverse, and is complementary with the pedestrian scale and architectural character.

Policy 4.24.1: Support development and redevelopment of the area where parking is limited by either providing public parking lots that can help accommodate parking for multiple businesses, or by decreasing minimum requirements for parking in this area.

Policy 4.24.2: Utilize the Southview Hill plan as a guide for redevelopment of the area.

Policy 4.24.3: Prioritize redevelopment of sites identified in the Southview Hill plan as catalyst sites.

Policy 4.24.4: Establish a distinct mixed-use zoning district for the area which allows infill development while respecting the established pedestrian scale of the area.

Policy 4.24.5: Explore the concept of Southview Hill as a financial services and business services area for the community.

Policy 4.24.6: Work with area businesses to address "Southview Hill" business district signage to help establish a regional identity for the area and to help direct people to this part of town.

Policy 4.24.7: Plan revised streetscaping and street lighting for main roads in the Southview Hill area (7th Avenue, 5th Avenue, and Marie Avenue) that provide a consistent character to Southview Boulevard.

Policy 4.24.8: Actively work to redevelop 5th and 7th Avenues between Marie and Southview to provide better linkages.

Policy 4.24.9: Plan the City-owned parcel on 7th Avenue by Central Square for mixed-use with Residential, or moderate to high density residential, which is similar to the scale and design quality of the Wakota on Fourth condominiums that are located behind City Hall.

Policy 4.24.10: Improve the linkage between the Southview Hill area and Concord Street. Explore streetscape and design as ways to visually link the two areas.

Goal 4.25: Create a community mixed-use destination area in the vicinity of Concord Street and Grand Avenue which capitalizes on the historic and natural resources of the City, close proximity to the Mississippi River and the recreational amenities that proximity provides.



Aspect of Sustainability:
» Maintenance

Policy 4.25.1: Create a "gateway" at Grand Avenue that would link Concord Exchange, east along the Grand Avenue sidewalk, to the Mississippi River Regional Trail (MRRT) pedestrian overpass. Explore additional streetscaping, signage, and public art to enhance the connection to the river.

Policy 4.25.2: Redevelop Concord Exchange with a mixture of housing, offices, retail shops, artisan establishments, and restaurants that will enhance the environment formed by the Historic Concord Exchange building and the historic South St. Paul Post Office.

Policy 4.25.3: Provide decorative signage and decorative pedestrian lighting connecting the Mississippi River Regional Trail (MRRT) to Concord Exchange with a strong sensitivity to avoiding negative aesthetic impacts and avoiding excessive glare.

Goal 4.26: Establish a community mixed-use destination area in the vicinity of the Hardman/Concord Triangle.

Policy 4.26.1: Explore a mixture of residential, office, retail, and service uses and encourage uses that can provide improved bicycle and pedestrian connections from the mixed-use and residential property west of Concord Street with the recreational amenities along the river, and exhibits a high level of architectural and site design.

Policy 4.26.2: Establish a small area plan and market study for the Hardman Triangle area.

Policy 4.26.3: Proactively work with property owners in the area to coordinate redevelopment of the Hardman Triangle. Explore opportunities to retain businesses from this area within the community.

Policy 4.26.4: Coordinate development of the Hardman Triangle area with the Concord Exchange mixed-use area, just west of the area across Concord Street, to ensure that uses are complementary.

Goal 4.27: Establish a community mixed-use destination area in the vicinity of Concord Street and Bryant Avenue which capitalizes on the available property for development on Bryant Avenue, access to Kaposia Landing park, and proximity to the Mississippi River.

Policy 4.27.1: Prepare a small area plan for the North Concord Mixed Use area that can help to target specific development types that would be consistent with the highest and best use for that area.

Policy 4.27.2: Explore potential uses in the North Concord Mixed Use area which can be provide complementary services to Kaposia Landing park and the residential properties up Bryant Avenue.

Policy 4.27.3: Explore the potential of this area for transit oriented development which can take advantage of the proximity to Saint Paul and the existing transit routes.

Goal 4.28: Create a clear long-term vision for the planned mixed-use area for the South Concord Corridor area along Concord Street from Interstate 494 to the City's southern border.

Policy 4.28.1: Establish a new small area plan for the South Concord Corridor and develop zoning regulations to ensure that the area is developed consistent with that plan.

Policy 4.28.2: Explore a mixture of residential, office, retail, and service uses along South Concord Street and encourage uses that can provide improved bicycle and pedestrian connections to recreational amenities along the river, takes advantage of the proximity of the area to the Interstate system, can act as a buffer from industrially guided properties east of Concord Street and exhibits a high level of architectural and site design.

Policy 4.28.3: Build off of the information from previous South Concord planning efforts (2009) which identified challenges for the development of this area, including: properties on the west side of Concord Street are very shallow due to the bluffs which limits available space for development, access to some properties to the east can be interrupted for up to 20 minutes at a time due to the location of property road access and location of the rail line, most of the properties south of 494 and east of Concord Street are not protected by the levee and some may be subject to occasional flooding, adjacent heavier industrial uses can limit the appeal of properties in the area.

Policy 4.28.4: Explore using Interim Use Permits (IUP's) or Nonconforming Use Permits as a way to allow uses that may not be consistent with the long term plans for the area, but can coexist in this area while it transitions toward the planned Mixed-Use area identified in the small area plans.

Goal 4.29: Plan for a mixture of residential, service commercial, and light industrial uses for the Dawn Way construction landfill site.

Policy 4.29.1: Plan for the eventual re-use of the Dawn Way construction landfill site (south of Poplar Avenue) to include a mixture of residential, commercial and light industrial uses.

Policy 4.29.2: Future redevelopment of the site may also include an east-west transportation link through the site to provide better connections to the area above the hill, the airport, and to Concord Street.

Policy 4.29.3: Locate commercial or light industrial uses on the southern portion of the property which can align with the airport uses to the west. New residential uses should be located along the northern part of this property to help buffer commercial and light industrial uses from existing residential uses.

Policy 4.29.4: Work in conjunction with the City of Inver Grove Heights to plan for the eventual re-use of the entire Dawn Way construction landfill site and ensure there is a coherent development pattern between the two portions of the property.

Historic Preservation and Special Resource Goals and Policies

Goal 4.30: Protect significant historic places and architectural properties.

Policy 4.30.1: Identify historical, architectural, cultural, and archaeological resources. Data shall be collected, reviewed, and evaluated on a regular basis.

Policy 4.30.2: Develop a Historic Preservation Plan to protect significant historical and architectural properties and districts.

Policy 4.30.3: Engage the community to identify and preserve important historical and architectural properties. Preserve the character of those properties but also be sensitive to the needs of the property owners.

Policy 4.30.4: Integrate Historic Preservation into all relevant aspects of comprehensive planning in the City, including land use, zoning, housing, parks and trails, and transportation planning.

Policy 4.30.5: Encourage the conservation of existing historic resources through public education and, for locally designated historic properties and historic districts, by design review of proposed exterior changes.

Policy 4.30.6: As an established community with a well-established history, the existing buildings help to reinforce the qualities and character that makes South St. Paul a unique and appealing community for existing residents as well as new development. Reutilizing existing buildings is also far more sustainable, utilizing far less waste than demolition and construction of new structures. Encourage adaptive reuse of existing buildings and use demolition only as a "last resort" when properties are determined to be beyond reclamation.



Aspect of Sustainability:
» Energy

Goal 4.31: Protect and promote options for the employment of solar energy.

Policy 4.31.1: Encourage protection of existing solar collectors from shading by development and vegetation on adjoining parcels. Consider shadow cast studies and actively enforce existing setback and height limits that help preserve solar access.

Policy 4.31.2: Discourage new development from prohibiting use of solar technologies through protective covenants.

Policy 4.31.3: Consider solar access in formulation of plans for public and private landscaping.

Policy 4.31.4: Consider variances, or flexible regulations for zoning and subdivision standards to promote the use of solar energy.

Policy 4.31.5: Encourage the use of solar power when feasible. In particular, encourage the use of rooftop solar on the large industrial buildings within BridgePoint.

Policy 4.31.6: Allow rooftop solar installations as a permitted accessory use.

Policy 4.31.7: Exempt rooftop solar installations from height limitations or allow rooftop solar installations to extend 10-15 feet above the maximum height for a building.

Policy 4.31.8: Encourage the development of solar gardens.

Policy 4.31.9: Explore opportunities for ground-mounted solar development on properties where redevelopment potential is severely limited or as a transitional use.

Policy 4.31.10: Establish regulations to require pollinator friendly landscaping for ground-mounted solar gardens or solar farms.

Policy 4.31.11: Encourage and support public awareness of technological advancements in the use of solar energy.

Goal 4.32: Protect and promote options for alternative energy and low impact development.

Policy 4.32.1: Encourage use of alternative energy systems such as small wind power generation and geothermal.

Policy 4.32.2: Encourage the development of zero net energy buildings. Explore incentives for development that utilize alternative energy systems such as solar, wind, and geothermal.

Policy 4.32.3: Exempt rooftop wind energy conversion installations from height limitations or allow rooftop installations to extend 10-15 feet above the maximum height for a building.

Policy 4.32.4: Establish zoning standards for alternative energy installations and establish permitting processes that area predictable, transparent, and documented.

Goal 4.33: Protect drinking water resources and prevent groundwater contamination.



Aspects of Sustainability:

» Energy
» Land Use/Buildings

Table 4.8: Land Use Actions

Action	Time Frame	Same As
Action 4.1: Create a small area/corridor plan for the North Concord Corridor (from the northern City Border to Wentworth Avenue). This plan should focus on: » Establishing architectural and design standards that promote traditional urban design » Promoting a mix of uses as well as reducing parking requirements, or creating consolidated public parking areas » Placemaking and wayfinding » Establishing connections to Concord Exchange and Kaposia Landing by enhancing the bicycle and pedestrian network and taking advantage of the 2021 reconstruction of North Concord Street » Looking for ways to make Concord a future high-frequency transit corridor	0-5	Action 5.1; Action 7.1
Action 4.2: Create a small area/corridor plan for the Concord Exchange Corridor (Concord Street and Concord Exchange from Wentworth Avenue to Interstate 494). This plan should focus on: » Building off the historical significance of the Concord Exchange building and surrounding area along Grand Avenue » Creating connections for bicycles and pedestrians to the Southview Hill Area to the west, Hardman Triangle to the east, North Concord Corridor to the north, and South Concord Corridor to the south » Through decorative signage and placemaking, this area should act as a gateway on Grand Avenue from Concord to the Mississippi River to the East » Planning for the extension of Concord Exchange » Looking for ways to make Concord a future high-frequency transit corridor	0-5	Action 5.2; Action 7.2
Action 4.3: Update the South Concord Corridor Plan, which was established in 2009 and had an unadopted update in 2012. The update should focus on: » Development and redevelopment potential of the mixed-use areas along the corridor as well as the industrial areas between the corridor and the Mississippi River » Establishing design standards to integrate well with the 494 Commercial area to the north as well as Concord Street as a corridor as a whole » Emphasizing bicycle and pedestrian connections, especially from the corridor to the Mississippi River » Looking for ways to make Concord a future high-frequency transit corridor	5-10	Action 5.3; Action 7.3

Action	Time Frame	Same As
Action 4.4: Continue to follow the Southview Hill Area Plan, established in 2014, and update as needed in the future. The implementation of the plan and future updates should focus on: » Emphasizing the small-town character and traditional urban design of the area » Placing a greater emphasis on identifying economic development opportunities as well as placemaking, wayfinding, and streetscaping improvements » Marketing the businesses of the commercial core around 12th and 13th Avenues as well as the mixed use catalyst sites near 5th and 7th Avenues identified in the Plan » Seeking out opportunities through zoning changes to increase the diversity of housing types in the area as well as decreasing parking standards or establishing centralized parking in the area	5-10	Action 5.4; Action 6.1
Action 4.5: Conduct a Redevelopment Master Plan for the Hardman Triangle Area. This plan should focus on: » Completing a market study to identify what mix of uses can feasibly thrive within the area » Establishing official controls, such as zoning standards, to accomplish the plan » Establishing design standards and creative concepts for redevelopment of the area » Promoting a mix of uses that fit between the Concord Exchange Core to the West, the Mississippi River to the East, and BridgePoint Business Park to the South	0-5	Action 5.5
Action 4.6: Conduct a market study and design plan for the 494/Armour Avenue Commercial Area. This Plan should focus on: » Establishing the area as a regional commercial hub, and to act as a "front door" from 494 » Finding uses that complement the businesses with BridgePoint Business Park » Emphasizing architectural design, landscaping, and use standards	10+	Action 5.6
Action 4.7: Establish zoning changes to the North Stickney area to promote new single-family residential development similar to nearby Wilson Heights.	10+	Action 6.2
Action 4.8: Work with the School District to identify the highest and best uses for the former Jefferson School site, with possibility of residential uses and the inclusion of some neighborhood park space on this parcel to fill a gap in the park service area.	5-10	Action 6.3; Action 9.4
Action 4.9: 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 where boulevard widths allow.	5-10	Action 7.5

Action	Time Frame	Same As
Action 4.10: Update the current airport zoning ordinance to: » Ensure that the airport remains an attractive place for recreational aviation and encourages new development or aviation related businesses » Continue to 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	10+	Action 7.6
Action 4.11: Establish zoning standards for alternative energy installations and establish permitting processes that area predictable, transparent, and documented. Standards should address the following: » Allow rooftop solar installations as a permitted accessory use » Exempt rooftop solar installations from height limitations or allow rooftop solar installations to extend 10-15 feet above the maximum height for a building » Establish regulations to require pollinator friendly landscaping for ground-mounted solar gardens or solar farms	5-10	Action 8.1
Action 4.12: Plan the former Divine Redeemer site for an intensive mix of residential development that can take advantage of the surrounding high-density residential properties, proximity to Northview Park and access to public transit » Ensure that development uses setbacks, stepped back building heights, and quality architectural character and site design are used to be sensitive to the single-family homes across the street from the site	0-5	Action 6.5
Action 4.13: Explore using Interim Use Permits (IUP's) or Nonconforming Use Permits as a way to allow uses that may not be consistent with the long-term plans for areas identified in this plan for changes, but can coexist in these areas while it transitions toward the changes proposed within small area plans.	ongoing	
Action 4.14: Develop a Historic Preservation Plan to protect significant historical and architectural properties and districts.	10+	
Action 4.15: Add information to city policies and guidance about the importance of taking wildlife movement into consideration. Consider referencing the MnDNR's Best Practices for the Protection of Species and the Roadways and Turtles Flyer.	0-5	
Action 4.16: Amend the Zoning Map to align in with the 2040 Land Use Plan.	0-5	



5. ECONOMIC DEVELOPMENT

The City of South St. Paul is committed to the continued redevelopment of the commercial and industrial areas of the City in addition to the rehabilitation and redevelopment of the City's housing stock. These redevelopment investments revitalize declining areas of the City and contribute to the continued vitality of the community. Previous efforts redeveloping the abandoned Swift and Armour meat packing plants, and more recently the South St. Paul Stockyards, have transformed much of the former heavy industrial land into a prosperous business park and allowed the area to continue as the community's employment center. Economic development investments in housing programs have refreshed sections of the City's housing stock and provided opportunities for new housing construction and more diversified housing choice.



South St. Paul's Economic Development Authority (EDA) is the primary agency that carries out the City's economic development goals. The EDA administers programs and policies that are focused on job creation, business retention and expansion, stabilization and expansion of the City's property tax base, and revitalization and redevelopment of sites and areas that exhibit or are threatened by blighting conditions. Progress Plus, an economic development partnership between the River Heights Chamber of Commerce and the cities of South St. Paul and Inver Grove Heights, and South St. Paul Futures, a for-profit development corporation, are also valued partners in City's mission for economic development and redevelopment.

Economic Development Strategy 2017-2020



Developed between October 2016 and March 2017, the primary purpose of South St. Paul's Economic Development Strategy 2017 – 2020 (the "Strategy") is to guide City Staff, the Economic Development Authority, the Economic Development Advisory Board, and other public and private partners in efforts to support and expand the economic base of the City. The mission, goals, and actions found in the Strategy are intended to be referenced, revisited, and revised over time to prepare for and respond to opportunities and challenges facing the City. The Strategy recognizes South St. Paul's advantageous location, workforce, and real estate characteristics and provides goals and action steps to facilitate the expansion of business and housing development opportunities in the City. Above all else, the Strategy strives to enhance the foundation for policymaker decisions that will help to enhance partnerships, advance programs that pave the way for increased revenues and/or reduced costs for local businesses, and promote a greater diversity in business types in the City.

The City's Strategic Mission as related to Economic Development and as spelled out in the Strategy is to "position South St. Paul to retain, attract, and sustain a diverse and growing economy which provides family-supporting jobs, secures a stable and healthy tax base, and supplies goods and services to the community, the Twin Cities region, and markets across the country and around the globe." In support of this mission, the Strategy identifies the following Goals:

- Support existing South St. Paul businesses;
- Attract strong, growing, and new businesses and developments to South St. Paul;
- Attract, retain, and support a workforce that is positioned for success in the 21st Century;
- Leverage and expand the City's redevelopment toolbox; and
- Build and enhance partnerships.

Aspects of Sustainability:

- Maintenance
- Budget/Economy

Economic Development Programs

The EDA is positioned to work with businesses and developers to analyze project requirements such as planning, zoning, finance and marketing and utilize certain business assistance programs to facilitate and amplify development. The following programs are considered in South St. Paul for the purposes of retaining, expanding, or attracting businesses, stabilizing and expanding the tax base and fostering job creation.



City/EDA Programs

Development Loan Program

The South St. Paul EDA administers a revolving loan fund designed to assist new and expanding employers. Funding is available for leasehold improvements, machinery and equipment or construction of new facilities. Preference for funding is given to firms that demonstrate strong private investment, an increase in tax capacity and job creation. Terms and rates are negotiable and designed to meet the needs of the company.

Tax Increment Financing (TIF)

South St. Paul has successfully utilized its Tax Increment Financing authority for development projects that would have otherwise had challenges to being implemented due to environmental issues or uniquely high infrastructure or site preparation costs. The EDA's TIF policy acknowledges the need to be flexible by working cooperatively with businesses to see that a development that meets the City's economic development goals can be successful even in challenging development circumstances.

Economic Development Property Tax Abatement

For projects meeting specific economic development criteria, the City of South St. Paul will consider abatement of some portion of City property taxes for a defined period of time. Projects requesting abatement are expected to demonstrate and commit to a significant increase in property values and/or employment as a result of the project.

Private Sector Programs

South St. Paul Future, Inc.

South St. Paul Future Inc. [Future] offers competitive fixed asset financing to qualified firms whose operations are based within the City of South St. Paul. Whether financing is needed for new equipment, expansion, startup costs or acquisitions, Future is a useful mechanism for filling in the gap in traditional funding sources.



WHAT WE'VE HEARD

Residents would like to see South St. Paul create"a vibrant downtown and riverside area where the community can come together, eat, shop, and work."

Agency Programs

Redevelopment Incentive Grant (RIG)

Dakota County Community Development Agency (CDA) offers funding on an annual basis, through its RIG program, for a range of redevelopment activities, such as environmental testing and cleanup, site acquisition, assembly and clearance, and infrastructure. South St. Paul has successfully partnered with the CDA on numerous redevelopment projects by leveraging this funding and anticipates additional opportunities to continue to do so in the coming years.

State Programs

South St. Paul has had great success in working with state partners such as the Minnesota Department of Employment and Economic Development (DEED) to identify other financial and technical resources to facilitate economic development and business growth. These programs have proven to be critical elements for funding economic development projects that create jobs and tax base for the community, county and metro area, and the EDA will continue to support and utilize these programs:

- DEED Contamination and Cleanup Program - helps communities pay for assessing and cleaning up contaminated sites for private or public redevelopment.
- DEED Minnesota Investment Fund – provides financing to help add new workers and retain high-quality jobs in industrial, manufacturing, and technology-related industries to increase the local and state tax base.
- DEED Job Creation Fund – provides financial incentives to new and expanding businesses meeting job creation and capital investment targets.
- DEED/MnDOT Transportation for Economic Development Infrastructure (TEDI) Program - competitive grant program available to communities for road and public infrastructure projects that create jobs and support economic development.
- DEED Redevelopment Program and Demolition Loan Program (not funded for 2018) - helps communities with the costs of redeveloping blighted industrial, residential, or commercial sites and putting land back into productive use.

Open to Business

South St. Paul works with the Metropolitan Consortium of Community Developers' (MCCD) "Open to Business" program, which offers free, one-on-one, confidential business consulting to small businesses located or thinking of locating in South St. Paul. Open to Business offers a range of technical assistance to businesses and also is able to provide financing to qualified business development projects.

Key Local Industries and Centers of Economic Activity

BridgePoint Business Park and Concord Street Corridor



Using 2014 data from the U.S. Census Bureau's Center for Economic Studies, it is estimated that more than 57 percent of all of the jobs in South St. Paul are located in Block Group 1 of Census Tract 603.01, encompassing the BridgePoint Business Park and its immediate surroundings along north of I-494. In addition, Block Group 1 of Census Tract 604.02, encompassing the area south of I-494, accounts for another 11 percent of all jobs in the City. All told, these two Block Groups combine to host almost 4,500 jobs - more than two-thirds of all jobs in the City - including the vast majority of the City's manufacturing, wholesale trade, transportation, warehousing, and professional, technical, and scientific service industry jobs.

In terms of property value, private development in the BridgePoint and South Concord industrial and commercial areas held over $178 million in estimated market value in 2017 and contributed a total of $6,383,950 in property taxes paid. Continuing to foster reinvestment, infill, intensification, and growth in this area is an essential focus of the EDA and the City in order to support and sustain the City's economic health and high quality of life.

Southview Boulevard and Marie Avenue Corridors ("Southview Hill")

An additional 15 percent of the City's jobs are located within three different block groups straddling Marie Avenue and Southview Boulevard between 1st and 15th Avenues. Approximately 60 percent of the jobs near the Southview/Marie corridors are in the "Educational Services" industry (the Census Bureau uses the School District's central office as the "address" for all of its employees). Retail Trade is also an especially strong industry in this area, with over 10% of the jobs in the "Southview Hill" area falling into this industry sector.

Fleming Field



Accounting for more than 2.5 percent of all jobs in the City, the area surrounding the South St. Paul Airport at Fleming Field is another vital area of economic activity. More than half of the jobs in this area boast earnings above median earnings for both the City and State, and are on par with Dakota County's median earnings. Jobs in the manufacturing, transportation, and warehousing sectors accounting for approximately 60 percent of the jobs in this area.



North Concord Street Corridor

Business areas along North Concord Street (north of Wentworth Avenue to about Stanley Avenue) account for another 3% of the City's jobs across a variety of industries, including Retail Trade, Construction, and Transportation & Warehousing. This corridor generally serves as a remnant of the City's earliest organization and industrial history and was originally known as "South Park." By current economic development standards, the area is challenged by topography and access as well as challenging lot dimensions. As such, the area is generally populated by small, independent businesses that are not heavily reliant on the visibility and proximity advantages found at BridgePoint and nearer to I-494.

Future Areas of Focus

Infill, Adaptive Reuse, & Redevelopment

As an urban community that has been settled for well over a century, South St. Paul is characterized by a development pattern that was established at a time when influential elements such as transportation and the standards and practices of construction and development were far different than they are today. This development pattern leaves South St. Paul in 2018 as a virtually "built-out" City whose opportunities for increasing the local tax base, expanding employment opportunities, and providing new residential opportunities are focused heavily on the infill and redevelopment of particular sites and/or neighborhoods and districts. The City's Economic Development Strategy, 2017-2022 and the Economic Development Programs introduced earlier in this chapter are reflective of the unique challenges and opportunities that this development character presents. The information below provides further detail related to these issues.

Through the EDA and its predecessor agency, the South St. Paul Housing and Redevelopment Authority (HRA), South St. Paul has utilized Tax Increment Financing (TIF) for many of the critical redevelopment projects to have taken place in the City. TIF has helped to address environmental contamination, blight and obsolescence; enhance land uses and tax base; increase employment opportunities; and strengthen the overall diversity of housing options in the City. As of August 2017, the City had three active TIF districts: the "4th Avenue Village" district, the "Concord Street TIF No. 2" district, and the "Stockyards" district. The City's overall market value – as measured from the "base year" of each district to 2018 – in these three districts alone has increased by over 500%. In this way, TIF has been quite a successful tool in advancing the City's goal of an increased tax base.

Aspects of Sustainability:

» Maintenance
» Land Use/Buildings

Redevelopment of the lands that were formerly occupied by the South St. Paul Stockyards and Armour meat processing plant are two of the most visible and impactful examples of the City's leadership and partnership with private and public sector partners towards the aim of successful and meaningful revitalization and redevelopment. The significance of these efforts notwithstanding, the City recognizes that there are additional areas – specifically portions of those areas identified as "Centers of Economic Activity" earlier in the Comprehensive Plan - that present opportunities for higher, better, and more economically productive uses through creative and adaptive reuse and, when necessary, redevelopment. Many of the policies and implementation strategies found in this Plan and in the City's Economic Development Strategy are intentionally framed to recognize this opportunity.

Commercial, Retail, and Mixed-Use

Ever since the population decline of the 1960s and 1970s, South St. Paul has struggled to establish and grow a significant retail/commercial base. Some of this is attributable to factors such as shifting demographics and competition from nearby commercial concentrations in West St. Paul, Inver Grove Heights, or even Woodbury. However, the fact remains that South St. Paul is still home to over 20,000 residents, almost 7,000 jobs, and affordable, available commercial real estate options that are accessible not only to the local market but potentially, external markets via I-494.

Harnessing these assets and "right-sizing" expectations for what commercial development in South St. Paul might materialize will be critical as infill and redevelopment opportunities are considered. While it may be unrealistic to expect South St. Paul's commercial development opportunities to resemble or function in the same way as a Robert Street or Tamarack Village, for example, the City's authenticity, density, and existing mix of quality jobs and housing should prove to be critical ingredients for locally-focused, convenient, and unique opportunities to dine, entertain, shop, and create at a scale that simply is not available in most other suburban communities.

The City has taken important steps in the past to shift its land use policy to encourage the efficient use of available land in mixed-use zoning districts. Mixed-use zoning is currently focused around the Concord Street corridor – particularly along the Concord Exchange and North Concord Street segments - and allows for greater flexibility and a mixture of uses within the same building and/or in proximity to one another. While new, private, mixed-use development has yet to materialize in these areas, it will be important for the City to monitor the effectiveness of its mixed-use standards over time and proactively identify and address elements such as density of jobs and/or residents, access, parking, and aesthetics to meet the needs of both the community and potential and existing businesses.

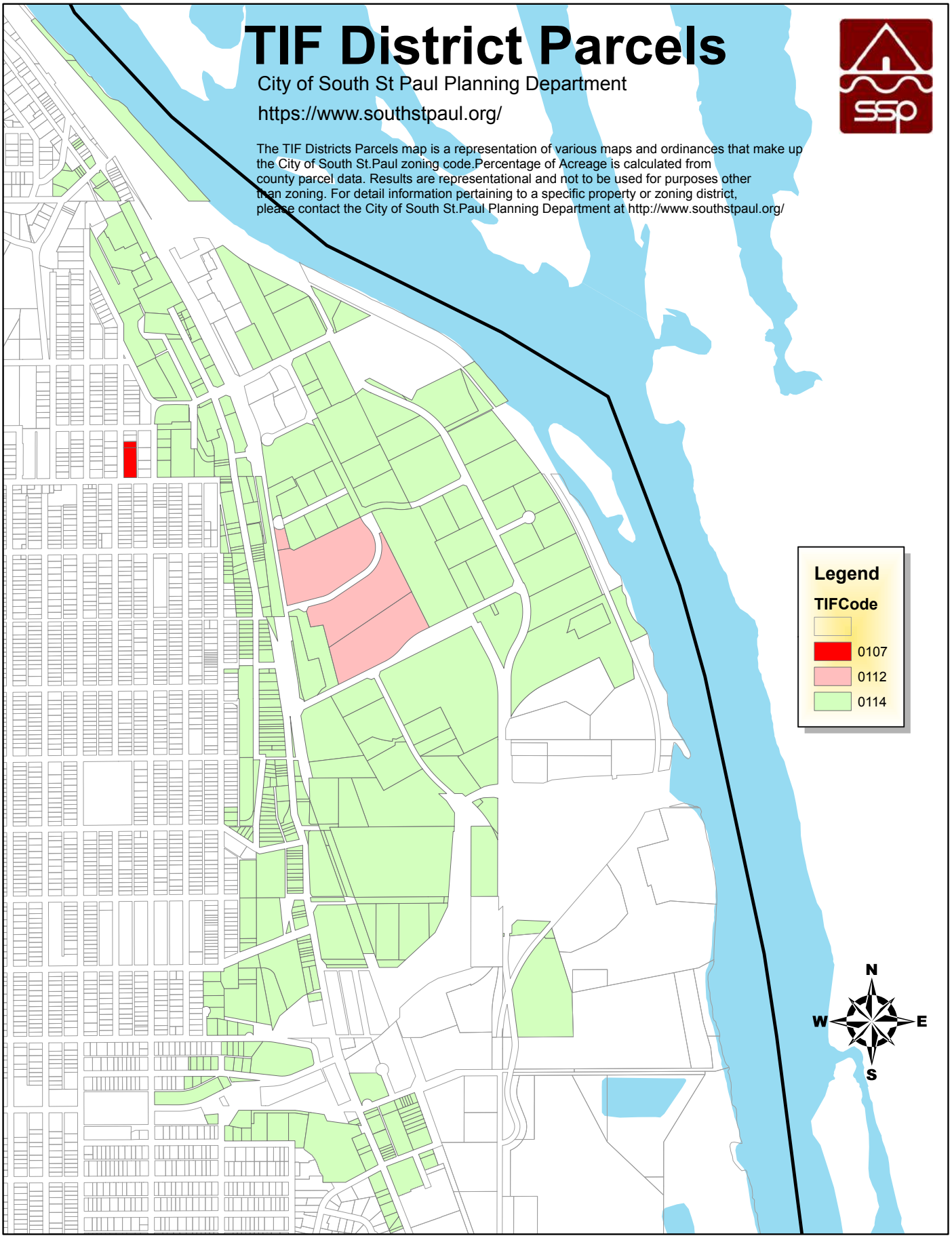
Business Variety

Feedback from the community demonstrated that people in South St. Paul would like to see the development of a variety of businesses including:

- Dining
  - Higher-end restaurants
  - Taproom
  - Microbrewery
  - Pub
  - Bar
- Retail
  - Local businesses/shops
  - Boutique shops
  - Shopping center
  - Grocery store
- Entertainment
  - Movie Theater



Figure 5.1: Active TIF Districts



Nurture a "Craft" Economy

The acceleration of technology and information in the 21st century has ushered in unprecedented growth in a "maker" or "craft" movement that is focused on innovation, entrepreneurship, and often locally-sourced/locally-scaled inputs/outputs in business and industry rather than large, mass-production based, and explicitly growth-oriented businesses. By and large, the "maker" culture is centered in cities – often those that were or are traditional industrial and manufacturing centers. Again, South St. Paul's inherent characteristics of history and authenticity, as well as the character of many of its real estate opportunities, could prove to be an excellent match for the type of environment that these types of businesses originate and thrive in. To this end, the City can serve as a leader in cultivating opportunities for a local "craft" economy to flourish, through various initiatives including:

Explore and Expand Partnerships

Local and regional educational institutions should be better engaged in the City's economic development goals, and the City should seek opportunities to leverage the intellectual, technological, and cultural resources available through these institutions. Additionally, manufacturing remains an important and evolving sector in South St. Paul. The City should seek to provide opportunities for local manufacturers and their employees to interact, engage, and share ideas about innovation and its role in community growth.

"Makerspaces," Incubators, and Accelerators

In the Twin Cities and throughout the country, there is an increasing prevalence of co-working spaces, incubators, and accelerators. These facilities can take a variety of shapes and sizes and provide valuable technical, marketing, and administrative assistance and efficiency to young and emerging businesses while providing a natural environment for networking amongst makers, businesses, and investors. The City will play a key role in identifying locations that could accommodate these types of spaces, and assuring that City policy and regulations do not inhibit opportunities to generate these types of opportunities.

Cluster Innovation/Innovators

Some cities go so far as to designate "Innovation Districts" within the community that are intentional and targeted at the clustering of players in the "Craft" economy. The City should explore whether such an approach would be productive in SSP, and if so evaluate where and how to implement such an approach.

Economic Development Goals and Policies

Goal 5.1: Continue to work with county, state, and private organizations to diversify and expand the local economy while raising the standard of living.

Policy 5.1.1: 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.

Policy 5.1.2: Capitalize on key existing assets, such as proximity to the river, excellent location, historic buildings, the airport, to bring in businesses, cultivate community identity and retain new residents.

Policy 5.1.3: Consider City assistance on projects where a development gap exists or where the City's assistance would result in a higher quality project.

Policy 5.1.4: Seek opportunities to acquire and assemble parcels and/or establish site control in key redevelopment opportunity areas.

Policy 5.1.5: Support and facilitate cutting-edge telecommunications and transportation infrastructure to all local centers of economic activity -- business, industrial and office areas.

Policy 5.1.6: 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.



Aspects of Sustainability:
- Maintenance
- Land Use/Buildings

Policy 5.1.7: 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.

Policy 5.1.8: Encourage reinvestment in existing residential properties and explore City, County, State or other resources that can collaborate to support reinvestment efforts.

Policy 5.1.9: Monitor opportunities to participate in granting programs, such as the Livable Communities Demonstration Account (LCDA) program offered through the Metropolitan Council, which encourage innovative development projects within the city.

Policy 5.1.10: Periodically review and update economic development strategies, policies, investments, and programs to respond to changing economic conditions and opportunities.

Policy 5.1.11: Nurture a "craft" economy focused on attracting and developing art/artisan uses, small locally sourced and or locally targeted industry and unique retail opportunities that can thrive in South St. Paul's unique character and proximity to both Saint Paul and Minneapolis

Policy 5.1.12: Explore and support early-stage business resources (co-ops, incubators, co-working, etc.) that can help with development of a "craft" economy and also encourage those businesses to stay in South St. Paul as they grow.

Goal 5.2: Engage in Economic Development programs consistent with the City's Economic Development Strategy

Policy 5.2.1: Support existing South St. Paul businesses.

Policy 5.2.2: Attract strong, growing, and new businesses and developments to South St. Paul.

Policy 5.2.3: Attract, retain, and support a workforce that is positioned for success in the 21st Century.

Policy 5.2.4: Leverage and expand the City's redevelopment toolbox.

Policy 5.2.5: Build and enhance partnerships.

Goal 5.3: Identify key community redevelopment and revitalization opportunity areas.

Policy 5.3.1: Identify desired economic development and place making outcomes along the critical corridors of Southview Boulevard and Marie Avenue in the Southview Hill area. 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. Amend planning and zoning controls to achieve these goals; including creating new mixed-use standards and review decreasing parking standards or adding community parking lots to provide adequate parking for businesses.

Policy 5.3.2: Encourage creative concepts that will enhance the industrial area east of Concord generally referred to as BridgePoint. Prepare and adopt design guidelines for the BridgePoint 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.

Policy 5.3.3: 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. 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.

Policy 5.3.4: Prioritize opportunities to bring more amenities to Kaposia Landing and the development node at Concord Street and Bryant Avenue, which leads right into Kaposia Landing. Study and plan for development/redevelopment of these areas.

Policy 5.3.5: Work together with private developers and granting agencies to enhance the attractiveness and draw of the riverfront area.

Policy 5.3.6: Encourage creative concepts that will enhance the Concord Exchange, Hardman Triangle, and South Concord Corridor (the area along Concord from 494 to the City's southern border). Explore new design standards for Concord Exchange, Hardman Triangle and the South Concord Corridor. Study and plan for development/redevelopment of these areas.

Policy 5.3.7: 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.

Policy 5.3.8: As an established community with a well-established history, the existing buildings help to reinforce the qualities and character that makes South St. Paul a unique and appealing community for existing residents as well as new development. Reutilizing existing buildings is also far more sustainable, utilizing far less waste than demolition and construction of new structures. Encourage adaptive reuse of existing buildings and use demolition only as a "last resort" when properties are determined to be beyond reclamation.

Goal 5.4: Capitalize on economic development as a means of promoting health and the public good.

Policy 5.4.1: Encourage business development in industrial areas that reduces nuisance odors and hazards and improves public well-being.

Policy 5.4.2: Encourage private developers to include thoughtful pedestrian access and bicycle amenities in project designs.

Policy 5.4.3: Be proactive in supporting projects that produce community amenities, which enhance access to recreation and natural spaces, promote, community building, and improve environmental quality.

Policy 5.4.4: Explore opportunities for creative place making in new development and redevelopment as a way to make public and semi-public spaces more engaging, help nurture creative and cultural activities and public art, and enhance the identity of the community.

Goal 5.5: Continue to work towards building and maintaining a community that is attractive to residents whether they are life-long residents or newcomers.

Policy 5.5.1: Balance the desire to modernize areas with the importance of maintaining South St. Paul's identity as a historic and affordable community.

Policy 5.5.2: Actively market the city to prospective new businesses and residents.

Policy 5.5.3: Encourage projects and infrastructure enhancements that create open, welcoming spaces where people from all backgrounds can mix and interact.

Policy 5.5.4: Maintain the quality of exiting public facilities and infrastructure.

Policy 5.5.5: Encourage open communication with residents and business owners regarding the assets, amenities, gaps and issues that are most important in their neighborhoods.

Policy 5.5.6: 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.

Policy 5.5.7: Design new neighborhoods to be attractive, walkable and interesting. These new neighborhoods will have better streetscape, site planning, building architecture, signage and lighting.



Aspects of Sustainability:

» Land Use/Buildings
» Environment

Goal 5.6: Identify key opportunities to encourage strong relationships between the business community and the city.

Policy 5.6.1: Review zoning standards and policies to make certain that regulatory structures align with desired redevelopment outcomes in all key opportunity areas.

Policy 5.6.2: Engage financial tools, where appropriate, to assist and advance development projects that will provide a significant public benefit.

Policy 5.6.3: Continue to promote communication and partnerships with the local business community. Continue to work in partnership with the River Heights Chamber of Commerce, Progress Plus and similar organizations that bring the City and business community together for economic development and which serves the well-being of the entire community.

Policy 5.6.4: Evaluate opportunities for improved signage and place making to enhance the businesses and the character of the Southview Hill area.

Policy 5.6.5: Offer clear direction on desired development outcomes to signal to developers and business owners the City's vision.

Policy 5.6.6: Ensure an ongoing dialogue by continuing to seek input from residents and the business community about their vision for the city's future.

Table 5.1: Economic Development Actions

Action	Time Frame	Same As
Action 5.1: Create a small area/corridor plan for the North Concord Corridor (from the northern City Border to Wentworth Avenue). This plan should focus on: » Establishing architectural and design standards that promote traditional urban design » Promoting a mix of uses as well as reducing parking requirements, or creating consolidated public parking areas » Placemaking and wayfinding » Establishing connections to Concord Exchange and Kaposia Landing by enhancing the bicycle and pedestrian network and taking advantage of the 2021 reconstruction of North Concord Street » Looking for ways to make Concord a future high-frequency transit corridor	0-5	Action 4.1; Action 7.1
Action 5.2: Create a small area/corridor plan for the Concord Exchange Corridor (Concord Street and Concord Exchange from Wentworth Avenue to Interstate 494). This plan should focus on: » Building off the historical significance of the Concord Exchange building and surrounding area along Grand Avenue » Creating connections for bicycles and pedestrians to the Southview Hill Area to the west, Hardman Triangle to the east, North Concord Corridor to the north, and South Concord Corridor to the south » Through decorative signage and placemaking, this area should act as a gateway on Grand Avenue from Concord to the Mississippi River to the East » Planning for the extension of Concord Exchange » Looking for ways to make Concord a future high-frequency transit corridor	0-5	Action 4.2; Action 7.2
Action 5.3: Update the South Concord Corridor Plan, which was established in 2009 and had an unadopted update in 2012. The update should focus on: » Development and redevelopment potential of the mixed-use areas along the corridor as well as the industrial areas between the corridor and the Mississippi River » Establishing design standards to integrate well with the 494 Commercial area to the north as well as Concord Street as a corridor as a whole » Emphasizing bicycle and pedestrian connections, especially from the corridor to the Mississippi River » Looking for ways to make Concord a future high-frequency transit corridor	5-10	Action 4.3; Action 7.3

Action	Time Frame	Same As
Action 5.4: Continue to follow the Southview Hill Area Plan, established in 2014, and update as needed in the future. The implementation of the plan and future updates should focus on: » Emphasizing the small-town character and traditional urban design of the area » Placing a greater emphasis on identifying economic development opportunities as well as placemaking, wayfinding, and streetscaping improvements » Marketing the businesses of the commercial core around 12th and 13th Avenues as well as the mixed use catalyst sites near 5th and 7th Avenues identified in the Plan » Seeking out opportunities through zoning changes to increase the diversity of housing types in the area as well as decreasing parking standards or establishing centralized parking in the area	5-10	Action 4.4; Action 6.1
Action 5.5: Conduct a Redevelopment Master Plan for the Hardman Triangle Area. This Plan should focus on: » Completing a market study to identify what mix of uses can feasibly thrive within the area » Establishing official controls, such as zoning standards, to accomplish the plan » Establishing design standards and creative concepts for redevelopment of the area » Promoting a mix of uses that fit between the Concord Exchange Core to the West, the Mississippi River to the East, and BridgePoint Business Park to the South	0-5	Action 4.5
Action 5.6: Conduct a market study and design plan for the 494/Armour Avenue Commercial Area. This Plan should focus on: » Establishing the area as a regional commercial hub, and to act as a "front door" from 494 » Finding uses that complement the businesses with BridgePoint Business Park » Emphasizing architectural design, landscaping, and use standards	10+	Action 4.6
Action 5.7: Evaluate proposed development sites for erosion prevention and bank and slope stabilization issues and require restoration as part of the development process.	Ongoing	



6. HOUSING

The City of South St. Paul is a fully developed, first-ring suburban community. While there is little land available for new residential development, opportunities exist for redevelopment within the City. A majority of the housing in the City is made up of single family detached homes, many of which are over 20 years old. Over the next several decades, the focus on housing in South St. Paul will continue to be on the maintenance of existing homes, infill development, and redevelopment.

Existing Housing Supply

Housing Mix

According to the Metropolitan Council, there were an estimated 6,177 single family housing units (including detached and attached) and 2,505 multifamily units in South St. Paul in 2016. The majority of the housing stock in South St. Paul is single family detached homes which comprise 66.5% of the total housing supply.

Table 6.1: Housing Stock

	2016	
	Number of Units	**Percentage**
Single Family Units	6,177	70.7%
Multifamily Units	2,505	28.7%
Manufactured Homes	38	0.4%
Other Housing Units	12	0.1%
Total	**8,732**	**99.9%**

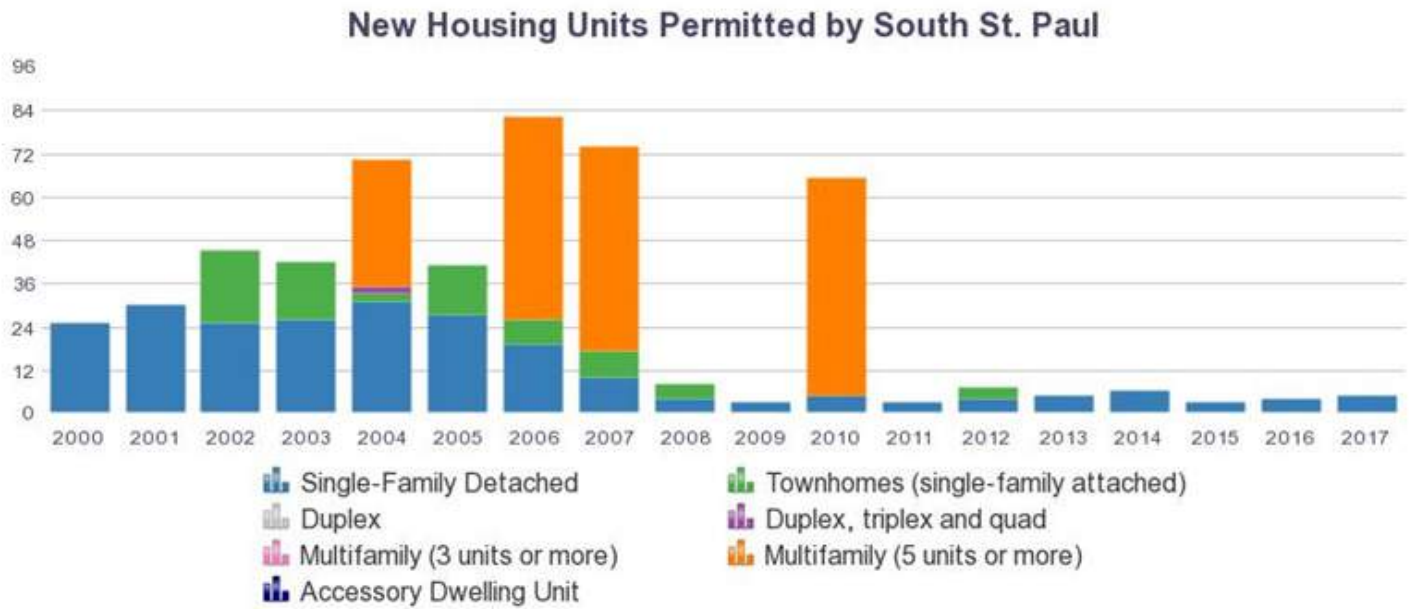
Source: Metropolitan Council Housing Stock Estimates, 2016.

Age of Housing Stock

Over 60% of South St. Paul's housing stock was built before 1960. These units are now almost 60 years old. Of the City's 8,621 housing units, 26 percent of the units were constructed before 1939, making these units over 80 years old. These dwellings are concentrated above the bluff (west of Concord Street), between 1st and 10th Avenues and 5th Street South and Congress Street. A number of homes in this age range were also constructed in the area north of Butler Avenue.

Only 107 units, or 6.7%, of South St. Paul's housing units were built after 2000. 60 of these housing units were multifamily units constructed in 2010. Between 2008 and 2017, South St. Paul issued fewer than 10 single-family residential building permits per year. This is shown in Figure 6.1.

Figure 6.1: New Housing Units Permitted by South St. Paul



Source: Metropolitan Council Residential Building Permit Survey.

Table 6.2: Housing Age

Year	Number of Houses	% Housing Stock
2014 or later	12	0.14%
2010-2013	95	1.10%
2000-2009	474	5.50%
1990-1999	350	4.06%
1980-1989	324	3.76%
1970-1979	978	11.34%
1960-1969	1,180	13.69%
1950-1959	2,267	26.30%
1940-1949	737	8.55%
1939 or earlier	2,204	25.57%
Total	**8,621**	**100.01%**

Source: American Community Survey 2012-2016.

Table 6.3: Tenure in 2016

	# of Units	% Units
Ownership Units	5,796	66.4%
Rental Units	2,936	33.6%
Total	**8,732**	**100%**

Source: Metropolitan Council Existing Housing Assessment 2018.

Because so much of the housing stock is over 20 years old and because the community is completely built out, making it more difficult to build new residential units, it is of critical importance to ensure the community has the available resources for residents to maintain their homes. The maintenance of existing housing stock has been an ongoing issue for South St. Paul and will continue to be a major focus for the City through 2040. Table 6.2 illustrates the breakdown of housing by age.

Housing Tenure

According to 2016 data from the Metropolitan Council, owner-occupied homes made up 66.4% of the total amount of housing units in the City, leaving 33.6% for rental housing.

Apartment rental units in South St. Paul are in short supply, totaling only 690 units in 2016, as identified in Table 6.4. The overall rental vacancy rate for South St. Paul in 2016 was 3.19%. This means that in 2016, at the time of the survey, there were only 22 vacant apartment units in South St. Paul. This inflexibility in the rental market shows the need for more rental units of all types in the City. This trend is reflected in Table 6.5, which shows that rentals are even more rare and expensive in Dakota County as a total. As the City focuses on growth of employment centers such as industrial, business parks, retail, and services, the need for a more flexible rental market and affordable workforce housing will be needed.

Table 6.4: Summary of South St. Paul's Rental Data, 2016

	0 BR	1 BR	2 BR	3 BR	Totals
# of Units	35	274	349	32	690
% of Market	5.07%	39.71%	50.58%	4.64%	100.00%
Average Rent	$605.56	$765.19	$954.48	$1,376.65	$925.47
# of Vacancy	2	8	9	3	22
Vacancy Rate	5.71%	2.92%	2.58%	9.38%	3.19%

Source: Dakota County CDA - 2016 Rental Housing Survey.

Table 6.5: Summary of Dakota County Rental Data, 2016

	0 BR	1 BR	2 BR	3 BR	Totals
# of Units	546	7,798	10,659	1,713	20,716
% of Market	2.64%	37.64%	51.45%	8.27%	100.00%
Average Rent	$702.98	$915.87	$1,185.47	$1,527.34	$1,082.67
# of Vacancy	15	125	219	89	448
Vacancy Rate	2.75%	1.60%	2.05%	5.20%	2.16%

Source: Dakota County CDA - 2016 Rental Housing Survey.

Cost of Housing

The cost of housing is typically the most significant expense in a household's budget. According to the American Community Survey, in South St. Paul, the median value for an owner-occupied home in 2016 was $160,800 and the median household income was $54,777. The median gross monthly rent in 2016 dollars was $850.

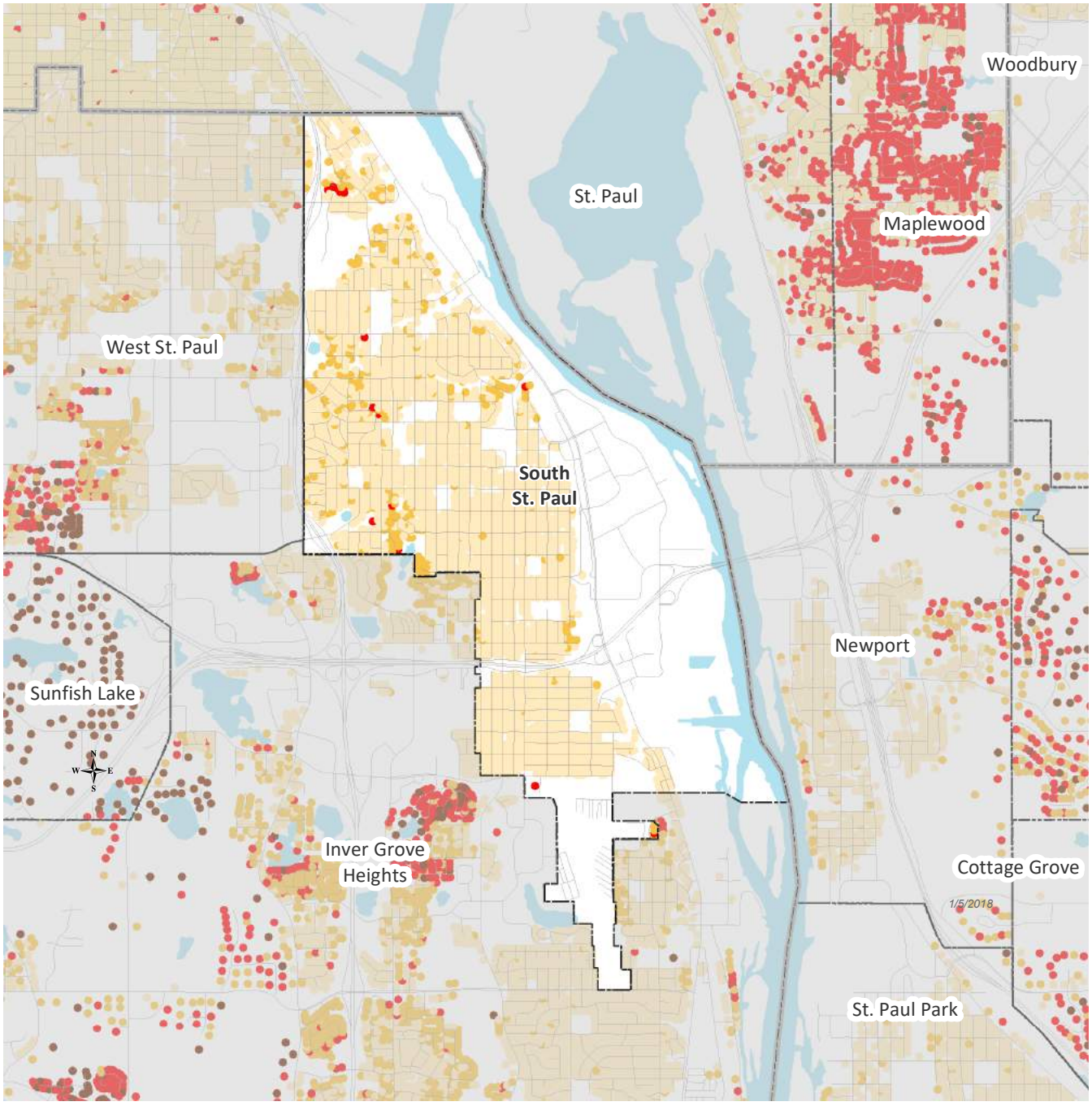
Market Value

According to the 2016 ACS, 68.1% of owner-occupied housing units in South St. Paul are valued between $100,000 and $200,000. Figure 6.2 represents 2016 estimated market values for owner-occupied housing units as presented by the Metropolitan Council. As seen in the graphic, a number of owner-occupied homes in South St. Paul are $243,500 or less in value, which is considered the "affordable" threshold for owner-occupied homes. Many of these units are those that are considered "Naturally Occurring Affordable Housing" or NOAH. NOAH are market-rate units, typically older homes on small lots, that are affordable to moderate income (80% AMI) households. These units are found throughout South St. Paul.

Figure 6.2: Estimated Market Value of Owner-Occupied Units, 2016

Owner-Occupied Housing by Estimated Market Value

South St. Paul



Owner-Occupied Housing
Estimated Market Value, 2016

- $243,500 or Less
- $243,501 to $350,000
- $350,001 to $450,000
- Over $450,000

- County Boundaries
- City and Township Boundaries
- Streets
- Lakes and Rivers

1 in = 0.78 miles

Source: MetroGIS Regional Parcel Dataset, 2016 estimated market values for taxes payable in 2017.

Note: Estimated Market Value includes only homesteaded units with a building on the parcel.

Housing Cost Burden

The cost of housing is typically the most significant expense in a household's budget. A residence is considered "affordable" when 30% or less of the household's gross income is spent on housing. If a household spends more than 30% of their gross income on housing, it is experiencing a "Housing Cost Burden." According to the Metropolitan Council, South St. Paul has the following breakdown of households experiencing housing cost burden, as seen in Table 6.6.

Another important aspect when looking at housing costs is the total number of households that are cost burdened, and what their tenure looks like. As seen in Table 6.7, 33% of all households in South St. Paul are housing cost burdened, according to the American Community Survey. This percentage rises significantly when looking at just renters. 53% of rental households in South St. Paul experience a housing cost burden; this trend is not unique to South St. Paul, as reflected in the table, however, tools should be looked at to decrease housing burden for renters.

Table 6.6: Housing Cost Burdened Households, 2016

	# of Households	% of Households
Income at or below 30% of AMI	983	11.77%
Income 31% to 50% of AMI	746	8.93%
Income 51% to 80% of AMI	481	8.76%
Subtotal at or below 80% AMI	2,210	26.46%
Total Households	**8,351**	**100%**

Source: Metropolitan Council Local Planning Handbook, 2016.

Table 6.7: Percent of Households Spending 30% or More on Housing Costs, 2016

	Renter Occupied	Owner Occupied	All Households
South St. Paul	53%	23%	33%
Dakota County	46%	21%	27%
TC Metro Region	49%	22%	31%

Source: American Community Survey 2012-2016.

Table 6.8: Affordability of Units to Different Income Levels

	Units Affordable to Households	% of Total Housing Units
Income at or below 30% of AMI	730	8.36%
Income 31% to 50% of AMI	2,666	30.53%
Income 51% to 80% of AMI	4,829	55.30%
Total Housing Units	**8,732**	**100.00%**

Source: Metropolitan Council Local Planning Handbook, 2016.

Unit Affordability

As seen in Table 6.8, the City has a limited number of housing units that are considered affordable to very low income households (those households with 30% or less of the Area Median Income [AMI]). Very low income households are the most difficult to find units that are affordable, as they often require public subsidy to house at an affordable threshold. There are a fair number of homes considered to be in the affordable range for low income households (31% to 50% AMI) and moderate income households (51% to 80% AMI).

Publicly Subsidized Housing

Table 6.9 shows the number of publicly subsidized units currently located in South St. Paul.

Table 6.9: Publicly Subsidized Units

All Publicly Subsidized Units	Publicly Subsidized Senior Units	Publicly Subsidized Units for People with Disabilities	Publicly Subsidized Units: All Others
518	40	0	478

Source: Metropolitan Council Local Planning Handbook, 2016.

Housing Needs Assessment

Current Housing Needs

Through community engagement and analysis of current housing trends, the City has identified the following needs related to housing for South St. Paul:

- Need for maintenance and improvement of existing housing stock - With its aging housing stock, it is important that the City supports maintenance and reinvestment efforts. This can be particularly important given South St. Paul's numerous neighborhoods of naturally occurring affordable housing.
- Need for a variety of housing types - the City has predominantly single-family residential or larger multi-family complexes. There is a need for more twinhomes and townhomes, as well as for senior housing options.
- Need for affordable housing - While South St. Paul is more affordable than some surrounding communities, almost 33% of households still experience housing cost burdens. The City needs to continue to support and partner on affordable projects. The diversification of options to appeal to seniors, like association-maintained townhomes and senior living options, may also help as it may open up naturally occurring, single-family affordable housing.

These issues are the primary concerns facing South St. Paul today and will be the primary focus of goals and policies for the future of housing in South St. Paul.



Aspects of Sustainability:
- Land Use/Buildings
- Maintenance

Anticipated Housing Needs

Future housing needs reflect those of a mature community. South St. Paul's housing stock has reached an age at which maintenance of existing homes becomes critical to the vitality of housing and neighborhood stabilization. The primary housing need in South St. Paul is making sure homes and neighborhoods are maintained as they age.

Projections

The Metropolitan Council has projected population and household growth for the City of South St. Paul. The Metropolitan Council estimates an additional 1,277 housing units will be added between the years 2010 to 2040. The estimated total number of households in 2040 is 9,400. Between 2010 and 2040 it is expected that the number of people per household will decrease slightly from 2.46 in 2010 to 2.32 in 2040.

Affordable Housing Allocation

Through its regional planning efforts, the Metropolitan Council has prioritized housing affordability in the Thrive MSP 2040 Regional Policy. The Metropolitan Council determined the allocation of affordable housing needed to meet the rising need of affordable housing across the Twin Cities metropolitan region. Housing is considered "affordable" when no more than 30% of household income goes to housing. As such, households with different income levels have different thresholds of "affordable," as seen in Table 6.10.

Table 6.10: Twin Cities Metropolitan Regional Household Income Levels, 2015

Household Size	30% AMI*	50% AMI	80% AMI
One-person	$18,050	$30,050	$46,000
Two-person	$20,600	$34,350	$52,600
Three-person	$23,200	$38,650	$59,150
Four-person	$25,750	$42,900	$65,700
Five-person	$28,440	$46,350	$71,000
Six-person	$32,580	$49,800	$76,250
Seven-person	$36,730	$53,200	$81,500
Eight-person	$40,890	$56,650	$86,750
*Area Median Income			

Source: Metropolitan Council Local Planning Handbook, 2016.

Housing Variety:

In order to meet the housing needs of a diverse population, the City's housing stock should include a variety of housing types, including single-family, multi-family, and senior housing units. The City utilizes several programs and tools (see Housing Implementation Tools section) that assist in the development and maintenance of single-family and multi-family housing throughout the City. The City supports Dakota County's Senior Housing Program which has created three senior housing developments in South St. Paul.



Single-Family Home, New Construction - 1st Ave S



Wakota on 4th Multifamily Building



Senior housing building at 15th and Thompson

Figure 6.3: Percentage of Income Needed for Housing in the Twin Cities Metropolitan Area

Assembly Worker | Median Salary: $34,640



Can Afford Monthly Housing Costs of: **$855**

% of income required to:

Rent a 2-Bedroom Apartment **39%**

Own a House **53%**

Child Care Worker | Median Salary: $23,587



Can Afford Monthly Housing Costs of: **$590**

% of income required to:

Rent a 2-Bedroom Apartment **56%**

Own a House **76%**

Grounds Keeper | Median Salary: $27,602



Can Afford Monthly Housing Costs of: **$690**

% of income required to:

Rent a 2-Bedroom Apartment **48%**

Own a House **65%**

Restaurant Cook | Median Salary: $24,690



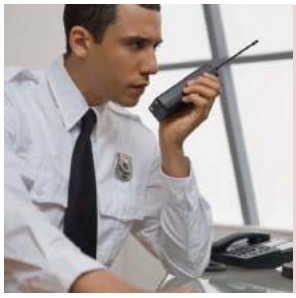
Can Afford Monthly Housing Costs of: **$617**

% of income required to:

Rent a 2-Bedroom Apartment **54%**

Own a House **73%**

Security Guard | Median Salary: $28,350



Can Afford Monthly Housing Costs of: **$709**

% of income required to:

Rent a 2-Bedroom Apartment **47%**

Own a House **63%**

School Bus Driver | Median Salary: $33,987



Can Afford Monthly Housing Costs of: **$850**

% of income required to:

Rent a 2-Bedroom Apartment **39%**

Own a House **53%**

Maid/Housekeeper | Median Salary: $21,778



Can Afford Monthly Housing Costs of: **$544**

% of income required to:

Rent a 2-Bedroom Apartment **61%**

Own a House **83%**

Salesperson | Median Salary: $21,424



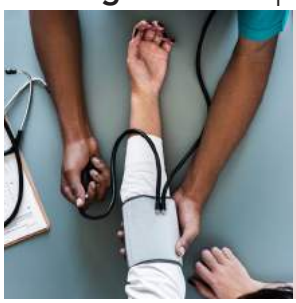
Can Afford Monthly Housing Costs of: **$536**

% of income required to:

Rent a 2-Bedroom Apartment **62%**

Own a House **84%**

Nursing Assistant | Median Salary: $29,931



Can Afford Monthly Housing Costs of: **$748**

% of income required to:

Rent a 2-Bedroom Apartment **44%**

Own a House **60%**

Receptionist | Median Salary: $29,910



Can Afford Monthly Housing Costs of: **$748**

% of income required to:

Rent a 2-Bedroom Apartment **44%**

Own a House **60%**

Source: Family Housing Fund *"Working Doesn't Always Pay for a Home"*. Updated July 2015

The Metropolitan Council has selected the four-person household thresholds as a general measurement for affordable housing needs at each income level. This allocation of affordable housing need is calculated based on a variety of factors:

» Projections of growth of households experiencing housing cost burden

» Current supply of existing affordable housing, whether subsidized or naturally occurring

» Disparity of low-wage jobs and housing for low-wage households within a community

Through these calculations, the Metropolitan Council has determined the Affordable Housing Need Allocation for South St. Paul between now and 2030, as shown in Table 6.11.

The way that communities accomplish this affordable housing allocation is by designating adequate vacant land or redevelopable land at minimum densities (units/acre) that are high enough for affordable housing to be an option. Essentially, the more units/acre allowed on a site, the less cost per unit to be built, which makes the development an option for affordable housing developers as well as market-rate developers. The affordable housing allocation does not mean that the City must force the building of this many affordable units by 2030. Rather, through future land use guidance, the City needs to ensure that the opportunity for affordable housing exists by having adequate vacant or redevelopable land guided for higher densities to meet the stated share.

In order to determine if South St. Paul can achieve the calculated number of units, we need to determine which South St. Paul residential future land use designations count towards Affordable Housing Allocation need. According to the Metropolitan Council, any residential future land use designation that has a minimum density of six units per acre or more can count towards affordable housing allocation calculations for AMI 51%-80% and any future land uses with minimum densities of 12 units per acre or higher may count towards the allocation for AMI at or below 50%. Table 6.12 features all residential future land use designations with at least 8 units/acre for South St. Paul and their minimum units per acre.

Table 6.11: Affordable Housing Need Allocation 2021-2030

Household Income Level	# of Units
At or below 30% AMI	50
30 to 50% AMI	7
51 to 80% AMI	44
Total Units	**101**

Source: Metropolitan Council, December 2021. This table was updated in 2022 due to the Grand/Exchange Mixed Use Area Comprehensive Plan Amendment.

Table 6.12: Affordable Housing Potential, 2021-2030

Future Land Use	Density (u/ac)		% Res	Net Acres	2021-2030	
	Min	Max			Min Units	Max Units
High Density Residential	20	60	100%	2.8	56	167
Mixed Use	25	60	40%	3.4	34	82
Grand/Exchange Mixed Use	25	75	40%	8.6	86	258
Total				**14.8**	**176**	**507**

Note: This table was updated in 2022 due to the Grand/Exchange Mixed Use Area Comprehensive Plan Amendment.

Any vacant or redevelopable land designated as high density residential or mixed use that is phased to be developed between 2021-2030 may count toward affordable housing calculations.

As seen in Table 6.12, the net developable or redevelopable acres of each applicable land use have been multiplied by the minimum units per acre to determine the minimum number of units that could be developed on this available land. Mixed Use areas only require a proportion of their developable land to be residential, so those percentages apply to the unit count for this calculation.

As seen in Table 6.12, land designated as High Density Residential (HDR) and Mixed Use (MU) will have minimum densities consistent with the 20 units per acre requirement and will allow South St. Paul to meet its allocation of affordable housing need.

Housing Implementation

Table 6.13 outlines tool that can be utilized by the City, residents, developers, and financiers to meet Housing Needs in South St. Paul. The table identifies each widely-available tool/action, when it would be considered, and what housing need(s) it addresses.

- Need for maintenance and improvement of existing housing stock
- Need for a variety of housing types
- Need for affordable housing

Table 6.13: Housing Matrix

TOOL	DESCRIPTION	CIRCUMSTANCES AND SEQUENCE OF USE	HOUSING NEED
South St. Paul Economic Development Authority	Entity which distributes funds and guides housing and redevelopment in South St. Paul.	The City actively uses its EDA for economic development and housing functions. The circumstances under which the EDA will be "used" are well spelled out in State Statute, and the City will exercise its authority whenever appropriate and beneficial to advance the public good.	Tool addresses multiple housing need categories
City Code Enforcement	The City's Code Enforcement Officer enforces compliance with the zoning code and responds to property maintenance concerns in order to maintain property values in the City.	The City currently employs one Code Enforcement Officer.	Maintenance and improvement of existing housing stock

TOOL	DESCRIPTION	CIRCUMSTANCES AND SEQUENCE OF USE	HOUSING NEED
Community Development Block Grants (CDBG)	The Dakota County Community Development Agency (CDA) administers the CDBG program. Funding is split between Municipalities (75 percent) and County-wide Activities (25 percent). These county-wide programs include: » Homeowner well-sealing program » Septic system repair » Fair housing activities	Following HUD's schedule of annual CDBG allocations, the City will continue to reserve a portion of its CDBG allocation each year to continue the home rehabilitation loan program	Tool addresses multiple housing need categories
Home Improvement Loan Program	Administered through CDA utilizing CDBG and MHFA funds to provide rehabilitation loans to low- and moderate-income homeowners for projects ranging from: » Roof replacement » Furnace replacement » HVAC	The City will continue to allocate CDBG funds and to refer those that may benefit from said programs to the CDA.	Maintenance and improvement of existing housing stock
Housing Choice Voucher	The CDA administers this Federal program that provides rental assistance for over 300 families.	The City will continue to refer those that may benefit from said programs to the CDA.	Affordable Housing
Public Housing	The City owns two highrises with a total of 296 one-bedroom apartments. This housing is designed for independent living for individuals with low to moderate incomes.	Beginning in 2019, the City will contract with CommonBond for the management of the two highrises.	Affordable Housing
CAP Agency Weatherization Program	Program administered by the CAP Agency and Dakota County CDA that provides income qualified homeowners a grant to help make their home more energy efficient.	The City will continue to refer those that may benefit from said programs to the CDA.	Maintenance and improvement of existing housing stock
CAP Agency Energy Assistance Program	CDA partners with Scott-Carver-Dakota County CAP Agency and provides grants to help income qualified homeowners pay their heating bills.	The City will continue to refer those that may benefit from said programs to the CDA.	Maintenance and improvement of existing housing stock
Tax Increment Financing (TIF)	State Statutes allow for the use of TIF for affordable housing. The City mainly uses TIF for commercial and industrial properties. Could look into using TIF for residential properties.	The city will consider utilizing tax increment financing to support the creation of a broad range of housing options. The EDA supports the creation of both Redevelopment Districts and Housing Districts as needed to address funding gaps in residential projects.	Tool addresses multiple housing need categories

TOOL	DESCRIPTION	CIRCUMSTANCES AND SEQUENCE OF USE	HOUSING NEED
Rental Licensing and Inspections Program	All property owners operating their residential properties as a rental property must secure a rental license annually from the City to do business.	The City will continue its annual rental licensing program. The City requires rental licenses for all multi-family and single-family rental properties.	Maintenance and improvement of existing housing stock
Single Family Home Rehabilitation Loans	Dakota County CDA program with deferred loans of up to $25,000 are available to home owners to cover improvements or repairs such as roof replacement, furnace replacement, insulation, electrical and plumbing repairs. The loans do not require monthly payments and the interest on the loans is forgiven if the loan is repaid within the first five years.	The City will continue to refer those that may benefit from said program to the CDA.	Maintenance and improvement of existing housing stock
Rental Rehabilitation Loan Program	The Center for Energy & Environment provides technical assistance and financing for rental property owners. The Dakota County CDA administers a Rental Rehabilitation Loan Program to help improve the safety, integrity, accessibility and curbside appeal of affordable rental housing throughout the County.	Rehabilitation and renovation of existing units	Maintenance and improvement of existing housing stock
Senior Housing Program	The CDA has partnered with Dakota County to develop and construct affordable senior housing throughout the county.	Project has been new development; program provides low subsidy senior housing.	Housing Variety Affordable Housing
Fair Housing Policy	Fair housing policy is a means to identify how the City will advance Federal Fair housing requirements.	The City will consider adopting a local fair housing policy in order to ensure that the City is aware of fair housing obligations with regard to housing decisions and providing sufficient resources to educate and refer residents who feel their fair housing rights have been violated.	Tool addresses multiple housing need categories
Zoning and Subdivision Ordinances	Adopted ordinances are the way the city implements the Comprehensive Plan	These ordinances apply to new development and expansion of existing uses or changes to existing uses. The City will regularly review its zoning and subdivision ordinances to identify any regulations that inhibit the housing priorities in this document.	Tool addresses multiple housing need categories

TOOL	DESCRIPTION	CIRCUMSTANCES AND SEQUENCE OF USE	HOUSING NEED
Guiding land at densities that support affordable housing	High Density Residential and Mixed-Use are deemed to provide more opportunities for future affordable housing.	City has guided areas along Concord Street and along Concord Exchange for mixed use. These are likely areas for high density residential uses.	Tool addresses multiple housing need categories
Tax Base Revitalization Account (TBRA)	Program through the Livable Communities Act promoting Brownfield redevelopment, job creation, and affordable housing with link to existing transit.	New development or redevelopment.	Tool addresses multiple housing need categories
Livable Communities Demonstration Account (LCDA)	Program through the Livable Communities Act promoting development/redevelopment to create efficient and connected jobs housing, and services.	Planning and development of new housing.	Tool addresses multiple housing need categories
Local Housing Incentives Account (LHIA)	Program through the Livable Communities Act (Metropolitan Council) to preserve and create affordable housing.	New development or redevelopment, affordable housing.	Affordable Housing
Tax Abatement	State Statutes allow for the City to abate city portion of property taxes for various purposes including affordable housing.	The city does not intend to utilize Tax Abatement to support residential development.	Tool addresses multiple housing need categories
Scattered Site Housing Program	The CDA's "scattered site" concept disperses and integrates affordable rental housing in neighborhoods throughout Dakota County.	Housing ranging from single family homes through apartments for low to moderate incomes	Housing Variety Affordable Housing
HOME – Home Investment Partnership Program	The CDA administers the HOME program, which allocates funding from a consortium with Anoka, Ramsey, Washington, and Dakota Counties as well as the Cities of Coon Rapids and Woodbury. Funds are used to develop affordable medium and high density housing development.	The City will continue to support the CDA's efforts in the procurement and spending of HOME funds to provide rental assistance to very low-, low-, and moderate-income households.	Tool addresses multiple housing need categories

TOOL	DESCRIPTION	CIRCUMSTANCES AND SEQUENCE OF USE	HOUSING NEED
Site Assembly	The South St. Paul EDA can assemble small sites to create parcels large enough to accommodate new development.	The City, through its HRA (now defunct) and EDA, has historically been the primary agent in assembling sites for future redevelopment, including site assembly for housing and mixed-use development.. The EDA's focus in the near-term is on marketing and conveying existing assembled properties for residential and mixed-use development. As additional opportunities arise, the EDA may attempt to assemble additional sites for residential development.	Tool addresses multiple housing need categories
Workforce Housing Program	The CDA partners with private corporations to fund the construction of workforce housing for moderate-income families. These developments often utilize low income housing tax credits in their financing as well.	New workforce housing development.	Housing Variety Affordable Housing
HOPE (Housing Opportunities Enhancement) Program	CDA and Dakota County program to provide gap-financing for the acquisition, new construction, and preservation of affordable housing – both rental and ownership. HOPE assisted units are rental units affordable to households at or below 50 percent AMI, or home ownership units affordable to households at or below 80 percent AMI	New construction, acquisition, rehabilitation, or indirect or direct assistance with home ownership opportunities. Funding is via deferred loan and requires a 2:1 match.	Maintenance and improvement of existing housing stock
Low-Income Housing Tax Credits (LIHTC)	CDA allocates Minnesota housing tax credits to housing developers for projects that have subsidized units. The CDA has also been a developer of units that utilize low-income housing tax credits.	Allocated to new developments on a competitive basis depending on guidelines and selection criteria set forth in the CDA Qualified Action Plan. Once allocated, the credits are sold to an investor to generate equity for construction. The investor becomes a limited partner in the project and uses the tax credits to receive a reduction in federal tax liability each year for 10 years.	Affordable Housing

TOOL	DESCRIPTION	CIRCUMSTANCES AND SEQUENCE OF USE	HOUSING NEED
MHFA Rehabilitation Loan Program	The South St. Paul EDA works directly with the Minnesota Housing Finance Agency (MHFA) that loans funds through their Home Improvement Loan Program (see above). MHFA Rehabilitation Loan Program funds are specifically meant to serve very low-income homeowners at or below 30 percent AMI.	Existing single family homes	Maintenance and improvement of existing housing stock
Housing Counseling	CDA provides free one-on-one sessions as well as in-depth classes for a fee regarding a variety of topics for home ownership and financing. » Homebuyer education » Pre-purchase counseling » Refinance counseling » Foreclosure counseling	Home ownership; education for existing and potential homeowners.	Tool addresses multiple housing need categories
First Time Homebuyers Program	CDA provides low-interest mortgage financing for first time-homeowners.	Home ownership; 30-year fixed amortizing fixed-rate FHA or VA mortgage loans or HFA Preferred conventional mortgage loans.	Tool addresses multiple housing need categories
Down Payment & Closing Cost Assistance Program	CDA program designed to help the first time homebuyer with the initial costs of owning a home. The CDA offers down payment and closing cost assistance 2nd mortgage loans. These loans are 0% interest deferred loans of up to $8,500 in down payment and closing cost assistance to those who qualify.	Home ownership; Participants must not exceed the maximum income limits or maximum purchase price.	Tool addresses multiple housing need categories
Family Housing Partnership Program	The CDA program forms public-private limited partnerships to syndicate low income housing tax credits and to raise the equity from the private sector through the financing of below market loans and grants.	New development or redevelopment.	Affordable Housing
Family Townhome Program	CDA program designed for moderate-income families with children under the age of 18 years. Applicants must meet eligibility requirements prior to becoming a resident of the program. This includes meeting program income.	New development or redevelopment.	Housing Variety Affordable Housing
Land Bank Twin Cities	Land Bank is a Twin Cities-based organization specializing in land acquisition, development and preservation, as well as real estate financing and brokering.	The City does not plan on becoming an active partner with Land Bank Twin Cities.	

TOOL	DESCRIPTION	CIRCUMSTANCES AND SEQUENCE OF USE	HOUSING NEED
Locally Issued Housing Bonds	Housing Bond financing is a tool that can provide direct financing or indirect conduit financing support. The City is not a direct financier of housing projects and relies on the CDA to finance public affordable housing programs in the City. The City from time to time may engage in conduit financing for affordable housing projects.	The City will continue to work with the County's Community Development Agency (CDA) to identify a variety of housing funding options on a project specific basis. Currently, there is no scenario under which the City of SSP would consider issuing housing bonds.	Affordable Housing
Consolidated Request for Proposals from Minnesota Housing	Process through Minnesota Housing provides a means of "one stop shopping" by consolidating and coordinating multiple housing resources into one multifamily application process.	The City would consider supporting/sponsoring an application to the Consolidated RFP programs through MHFA for residential project proposals in areas guided for high density residential and mixed use, prioritizing projects that provide units that provide units that are affordable to very low-, low-, or moderate-income households.	Affordable Housing Housing Variety
City participation in housing-related organizations, partnerships, and initiatives	Regional Council of Mayors: A group facilitated through Urban Land Institute (ULI) Minnesota as an opportunity for mayors within the Twin Cities Metropolitan Regional to collaborate	The City is committed to participating in housing related partnerships. The Mayor is active in the ULI Regional Council of Mayors. The current EDA Executive Director is a board member for Affordable Housing Connections.	Tool addresses multiple housing need categories
Preservation of existing Low Income Housing Tax Credit Properties (LIHTC)	CDA allocates Minnesota housing tax credits to housing developers for projects that have subsidized units. The CDA has also been a developer of units that utilize low-income housing tax credits.	The city will continue to support the County's Community Development Agency (CDA) in its Low-Income Housing Tax Credit projects. The City will also work with Dakota County, advocacy organizations, and property owners to explore opportunities to preserve properties currently under low-income tax credit programs.	Affordable Housing
Housing Improvement Areas (HIAs)	CDA program to provide homeowners associations loan funding to make improvements to common areas within their subdivisions.	The City does not currently have a local HIA policy. The city will explore the adoption of an HIA policy.	Maintenance and improvement of existing housing stock

TOOL	DESCRIPTION	CIRCUMSTANCES AND SEQUENCE OF USE	HOUSING NEED
Supporting the development or expansion of a Community Land Trust	A community land trust model can create and preserve affordable homeownership opportunities	The City will explore opportunities to collaborate with a community land trust to support affordable housing options at various levels of density.	Affordable Housing
Tools that preserve private unsubsidized affordable housing (NOAH Impact Fund, MN Housing, 4(d) tax incentives)	NOAH Impact Fund: Program through the Greater Minnesota Housing Fund to preserve naturally occuring affordable housing (NOAH)	The City will explore opportunities with the Minnesota Housing Fund on the use of NOAH Impact Funds to finance the acquisition and preservation of naturally occurring affordable housing.	Affordable Housing
Tools that preserve private unsubsidized affordable housing (NOAH Impact Fund, MN Housing, 4(d) tax incentives)	4(d) Tax Incentives: A possible program where cities help apartment building owners obtain property tax reductions if they agree to keep a certain percentage of their rental units affordable	The City will evaluate the appropriateness of a local 4d tax incentive policy.	Affordable Housing
Manufactured Home Park preservation tools, including right of first refusal and making repair funds available to stick built homeowners available to manufactured home owners	Tools to help preserve manufactured housing include education, referrals and grants.	The City will explore the use of manufactured home park preservation tools to support the health of the manufactured home park in the community.	Affordable Housing

Housing Goals and Policies

Purpose: Reinvestment in the City's housing stock is a priority. As seventy five percent of the City's taxable market value is residential property; reinvestment in housing also provides potential dividends for the City's economic health.



Aspect of Sustainability:
» Maintenance

Goal 6.1: 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.

Policy 6.1.1: Encourage housing rehabilitation and modifications that increase housing value.

Policy 6.1.2: Continue the Time of Sale housing inspection program.

Policy 6.1.3: The City and South St. Paul EDA/HRA, will continue to work collaboratively with Dakota County Community Development Authority (CDA) and other agencies to improve the residential neighborhoods through selective redevelopment and through programs such as the home rehabilitation loan program that is run by the CDA.

Policy 6.1.4: Continue existing home improvement programs by the City, Economic Development Authority, Dakota County CDA, and local banks.

Policy 6.1.5: Periodically review funding opportunities for housing reinvestment programs; explore public partnerships and public-private partnerships as means to provide new funding sources.

Policy 6.1.6: Evaluate the housing condition every five years.

Goal 6.2: Keep neighborhoods safe, attractive, and vital and improve their livability through urban design.

Policy 6.2.1: Identify neighborhoods where increased lighting or other infrastructure changes would improve safety and livability.

Policy 6.2.2: Identify vacant parcels too small for development that could become pocket parks or neighborhood green space to be adopted and beautified by neighborhood groups.

Policy 6.2.3: Evaluate existing programs relating to neighborhood beautification and determine possible change or improvements (i.e. tree trimming and planting).

Policy 6.2.4: Evaluate implementation of a neighborhood specific streetscape theme (neighborhood identification signs, replacement trees specific to a neighborhood, etc.).

Goal 6.3: Adopt subdivision and zoning regulations that require interconnected local streets, sidewalks on at least one side of all local and collector streets, and trees along all streets.

Policy 6.3.1: Use regulations and incentives to produce new infill neighborhoods that are attractive, diverse and have lasting value.

Policy 6.3.2: Explore revised residential design and streetscape standards for development of new residential neighborhoods and redevelopment of existing residential neighborhoods.

Goal 6.4: Maintain and improve the existing housing stock in South St. Paul. Promote ongoing maintenance of owner occupied and rental housing and respond quickly and appropriately to concerns about properties that are not adhering to City regulations.

Policy 6.4.1: Continue to recognize homeowners and rental property owners that maintain or improve their homes in an extraordinary manner.

Policy 6.4.2: Encourage responsible property ownership; owners are responsible for the property maintenance and upkeep of their properties.

Policy 6.4.3: Implement improved rental-housing regulations, ensuring that rental properties exhibit proper maintenance.

Policy 6.4.4: Use systematic code enforcement program to ensure proper maintenance and upkeep of properties.

Policy 6.4.5: Continue the Graffiti Abatement program.

Policy 6.4.6: Develop and implement an aggressive housing maintenance code.

Policy 6.4.7: Identify apartment buildings eligible for rehabilitation and restoration.

Policy 6.4.8: Utilize the tools available, such as City codes and housing programs to remove blighted properties from neighborhoods.

Policy 6.4.9: Develop and implement procedures expediting the hazardous building condemnation process.

Policy 6.4.10: Continue partnerships with realtors and rental property owners to enforce ordinances.

Policy 6.4.11: Establish criteria for City involvement in helping to manage vacant buildings and properties.

Policy 6.4.12: 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.



Aspects of Sustainability:

» Land Use/Buildings
» Maintenance

Purpose: Encourage a range of high-quality housing options to meet the needs of the varying demographics of South St. Paul.

Goal 6.5: Promote safe, affordable and high-quality housing options for all.

- Policy 6.5.1: Support housing development opportunities that will yield high-quality community amenities.
- Policy 6.5.2: Support housing development opportunities that will yield a diverse array of housing affordability options.
- Policy 6.5.3: Encourage partnerships with programs that reduce the home improvement and maintenance cost burden for low-income households.
- Policy 6.5.4: Encourage partnerships with programs that reduce the cost burden for first-time homebuyers looking to purchase a home in the community.
- Policy 6.5.5: Evaluate opportunities to add flexibility in the City's zoning ordinances that would allow for greater housing diversity and quality.
- Policy 6.5.6: 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.

Goal 6.6: Continue to work towards building and maintaining a community that is attractive to both long-time residents and new residents.

- Policy 6.6.1: Support, incentivize, and encourage a diverse array of housing options for people of all ages and life stages.
- Policy 6.6.2: Encourage housing and land use policies that produce and maintain housing that is attractive to families, younger residents and newcomers.
- Policy 6.6.3: Encourage housing and land use policies that allow residents to "age in place" and stay in South St. Paul as they become older.
- Policy 6.6.4: Encourage housing development that provides single-level housing options such as apartments, condominiums and patio homes, for seniors and other residents that want to remain in the community but need the accessibility of single-level housing units.
- Policy 6.6.5: Encourage universal design in housing to allow housing units that are designed to meet the needs of more potential residents.

Goal 6.7: Encourage different housing types, including more opportunities for life-cycle housing in order to provide housing that meets a variety of needs.

Policy 6.7.1: Identify areas in the City appropriate for diverse housing types: single-family homes, attached and detached townhouses, cottage homes, cluster developments, senior housing developments, apartments, condominiums and mixed-use housing developments.

Policy 6.7.2: Evaluate the use of vacant and underutilized lands for housing opportunities. Consider acquisition or work with partners to realize housing opportunities on these sites.

Policy 6.7.3: Consider redevelopment of existing residential areas where density is low, amenities plentiful, and housing condition is poor.

Policy 6.7.4: Assist and encourage developers of diverse housing types to develop available land within the City.

Policy 6.7.5: Amend zoning and subdivision ordinances to allow for the construction of diverse housing types.

Goal 6.8: Identify areas for potential housing development/ redevelopment within the community.

Policy 6.8.1: Expand the range of housing options in and around the Southview Hill area.

Policy 6.8.2: Explore the potential of the North Stickney Area (west of Stickney Avenue, north of Wilson Avenue, south of Bircher Avenue) to accommodate and area for larger homes.

Policy 6.8.3: Explore residential housing opportunities at redevelopment sites.

Policy 6.8.4: The former Jefferson School site offers a potential area for either civic/institutional uses or residential development. Work with the School District to explore potential reuse of this site and preserve space for recreational uses.

Policy 6.8.5: The redevelopment of the Dawn Way Landfill offers an opportunity for residential development at the northwest corner of the site. Existing residential uses adjacent to the site should be buffered from other non-residential uses.

Policy 6.8.6: Explore opportunities for Mixed-Use Housing. This may include the vertical integration of mixed uses within a building (first floor commercial, offices or residential above) or a horizontally integrated mixture of uses on the block. Concord Exchange, Southview Hill, North and South Concord Street, and the properties east and west of Central Square Park are possible locations for these type of developments.

Policy 6.8.7: Explore opportunities for High Density Residential uses such as at the northeast corner of 5th Avenue South and South Street, and on Bryant Avenue hill west of Concord Street.

Policy 6.8.8: 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.

Table 6.14: Housing Actions

Action	Time Frame	Same As
Action 6.1: Continue to follow the Southview Hill Area Plan, established in 2014, and update as needed in the future. The implementation of the plan and future updates should focus on: » Emphasizing the small-town character and traditional urban design of the area » Placing a greater emphasis on identifying economic development opportunities as well as placemaking, wayfinding, and streetscaping improvements » Marketing the businesses of the commercial core around 12th and 13th Avenues as well as the mixed use catalyst sites near 5th and 7th Avenues identified in the Plan » Seeking out opportunities through zoning changes to increase the diversity of housing types in the area as well as decreasing parking standards or establishing centralized parking in the area	5-10	Action 4.4; Action 5.4
Action 6.2: Establish zoning changes to the North Stickney area to promote new single-family residential development similar to nearby Wilson Heights.	10+	Action 4.8
Action 6.3: Work with the School District to identify the highest and best uses for the former Jefferson School site, with possibility of residential uses and the inclusion of some neighborhood park space on this parcel to fill a gap in the park service area.	5-10	Action 4.9; Action 9.4
Action 6.4: Amend zoning and subdivision ordinances to allow for the construction of diverse housing types in a wider variety of zoning districts throughout the City.	5-10	
Action 6.5: Plan the former Divine Redeemer site for an intensive mix of residential development that can take advantage of the surrounding high-density residential properties, proximity to Northview Park and access to public transit » Ensure that development uses setbacks, stepped back building heights, and quality architectural character and site design are used to be sensitive to the single-family homes across the street from the site	0-5	Action 4.13
Action 6.6: Identify neighborhoods where increased lighting or other infrastructure changes would improve safety and livability.	ongoing	
Action 6.7: Implement a city-wide neighborhood beautification strategy » Evaluate existing programs relating to neighborhood beautification and determine possible change or improvements (i.e. tree trimming and planting) » Identify vacant parcels too small for development that could become pocket parks or neighborhood green space to be adopted and beautified by neighborhood groups » Evaluate implementation of a neighborhood specific streetscape theme (neighborhood identification signs, replacement trees specific to a neighborhood, etc.)	5-10 10+	

Action		Time Frame	Same As
Action 6.8:	Implement improved rental-housing regulations, ensuring that rental properties exhibit proper maintenance.	0-5	
Action 6.9:	Establish criteria for City involvement in helping to manage vacant buildings and properties.	5-10	



7. TRANSPORTATION

Regional Context

The City of South St. Paul's transportation system consists of a combination of streets, highways, transit, and trails/sidewalks and must be considered within the regional context with which it is connected. This regional context includes both Dakota County and the Metropolitan Council. Both have established policies that affect South St. Paul's transportation goals and objectives. The City is active in the review of both of these agencies' policies as they affect the City and its transportation system.

As mentioned in the Policy Plan, the city believes that developing and preserving a complete and connected network of local streets is essential in accomplishing:

- Reduced trips through signalized intersections, reducing delay
- Reduced exposure to crashes in general
- Reduced need to access higher speed and higher volume roadways, thereby reducing the likelihood of injury crashes
- Reduced trip lengths, travel times, and fuel usage
- Reduced emergency response times by police, fire and ambulance
- Increased options for travelers as issues arise (such as construction, traffic congestions, and emergency street closures)
- Increased options for pedestrian and bicycle trips

Metropolitan Council Goals

The Metropolitan Council has established the following goals within the 2040 Transportation Policy Plan. Making progress towards these goals will address the challenges of the City's transportation system, as well as improve the overall quality of life.

1. Transportation System Stewardship: Sustainable investments in the transportation system are protected by strategically preserving, maintaining, and operating system assets.
2. Safety and Security: The regional transportation system is safe and secure for all users.
3. Access to Destinations: People and businesses prosper by using a reliable, affordable, and efficient multimodal transportation system that connects them to destinations throughout the region and beyond.
4. Competitive Economy: The regional transportation system supports the economic competitiveness, vitality, and prosperity of the region and state.
5. Healthy Environment: The regional transportation system advances equity and contributes to communities' livability and sustainability while protecting the natural, cultural, and developed environments.
6. Leveraging Transportation Investment to Guide Land Use: The region leverages transportation investments to guide land use and development patterns that advance the regional vision of stewardship, prosperity, livability, equity, and sustainability.

Table 7.1: Roadway Miles

Roadway	Miles
Interstate	8.44
US & State Highway	7.67
County Roads (CR)	3.08
County State Aid Highways (CSAH)	3.54
Local Roads	76.51
Alley (Local)	24.00
Total	**123.25**

Roadway System

The City's transportation system is comprised of 123 miles of roadway (see Table 7.1). This includes approximately 24 miles of alleys that contribute to the movement of vehicles and residents through the City. The City's street system includes local roads, County roads, and State Highways as illustrated in Figure 7.1. Each type of road contributing to the City's road system has its own unique character and function.

System Summaries

Local System Summary

The majority of the City streets in the City are classified as local roads. These streets are used to provide access to residential housing units and local businesses. The City has also identified several street segments as Municipal State Aid Roads. They serve as inter-community connectors that provide quick access to all parts of the City. Many of them also provide connections to the City's industrial park and to other communities.

The local roads are on a regular maintenance schedule for repairs (e.g., mill/overlay) and reconstruction. Local roads are typically controlled by traffic signals and stop signs. The City has an established policy on approving stop signs. This policy uses several factors in stop sign placement including the number and spacing of four-way stops in the City (Figure 7.2). The City has instituted a residential stop sign policy for all new placements.

County System Summary

There are two County State Aid Highways (CSAH), Southview Boulevard (CSAH 14), and Concord Street (CSAH 56), south of I-494, and four County Roads (CR): Thompson Avenue (CR 6), Butler Avenue (CR 4), South Concord Street, and Wentworth/15th Avenue (CR 8). Some of these County roads serve as minor arterials that connect the City to adjacent communities and the region. Thompson Avenue is a possible candidate to be a turnback from the County to the City. Concord Street (TH 156) from Grand Avenue to I-494 is a potential State to County jurisdictional transfer.

Figure 7.1: Road Aid System

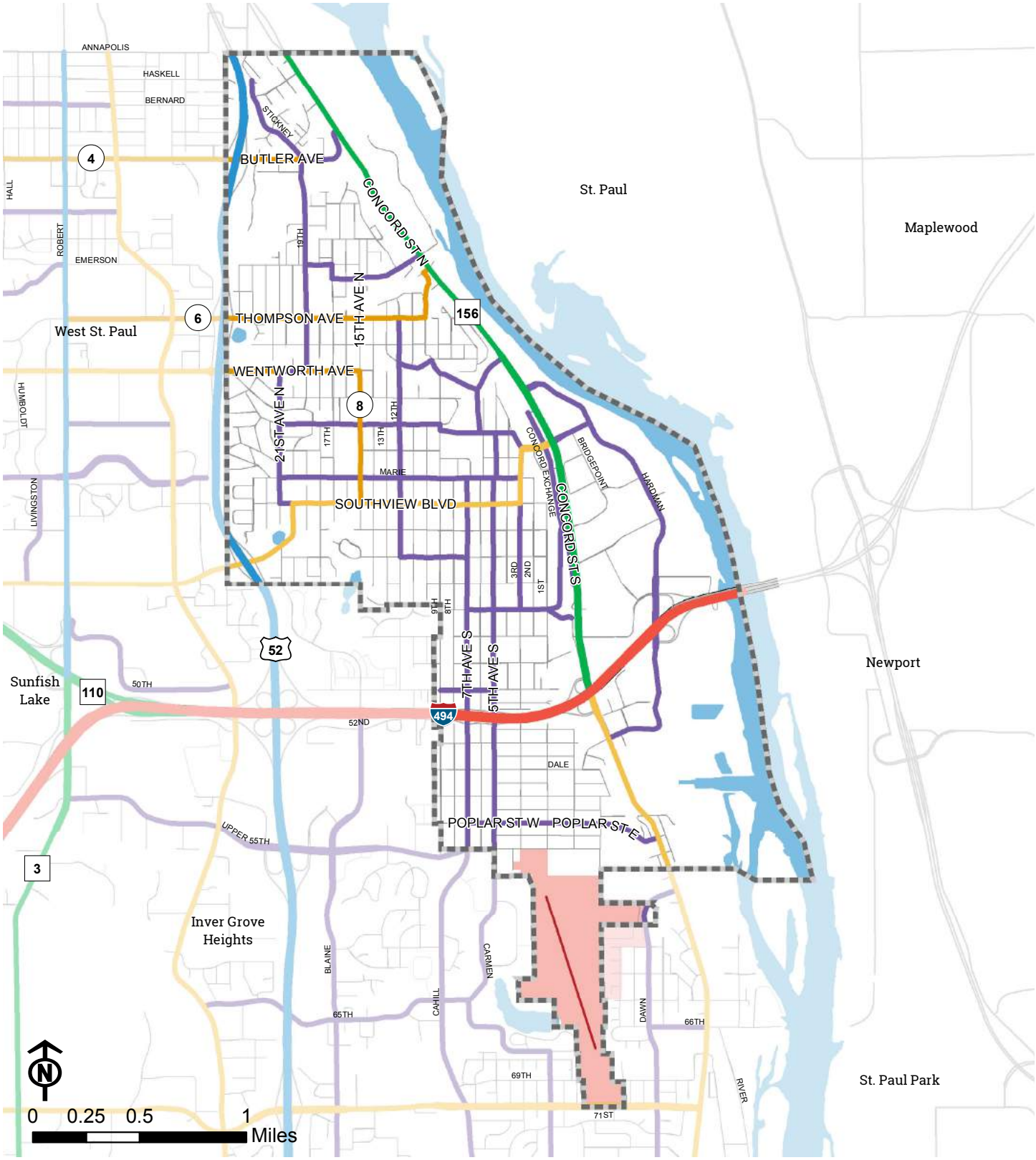
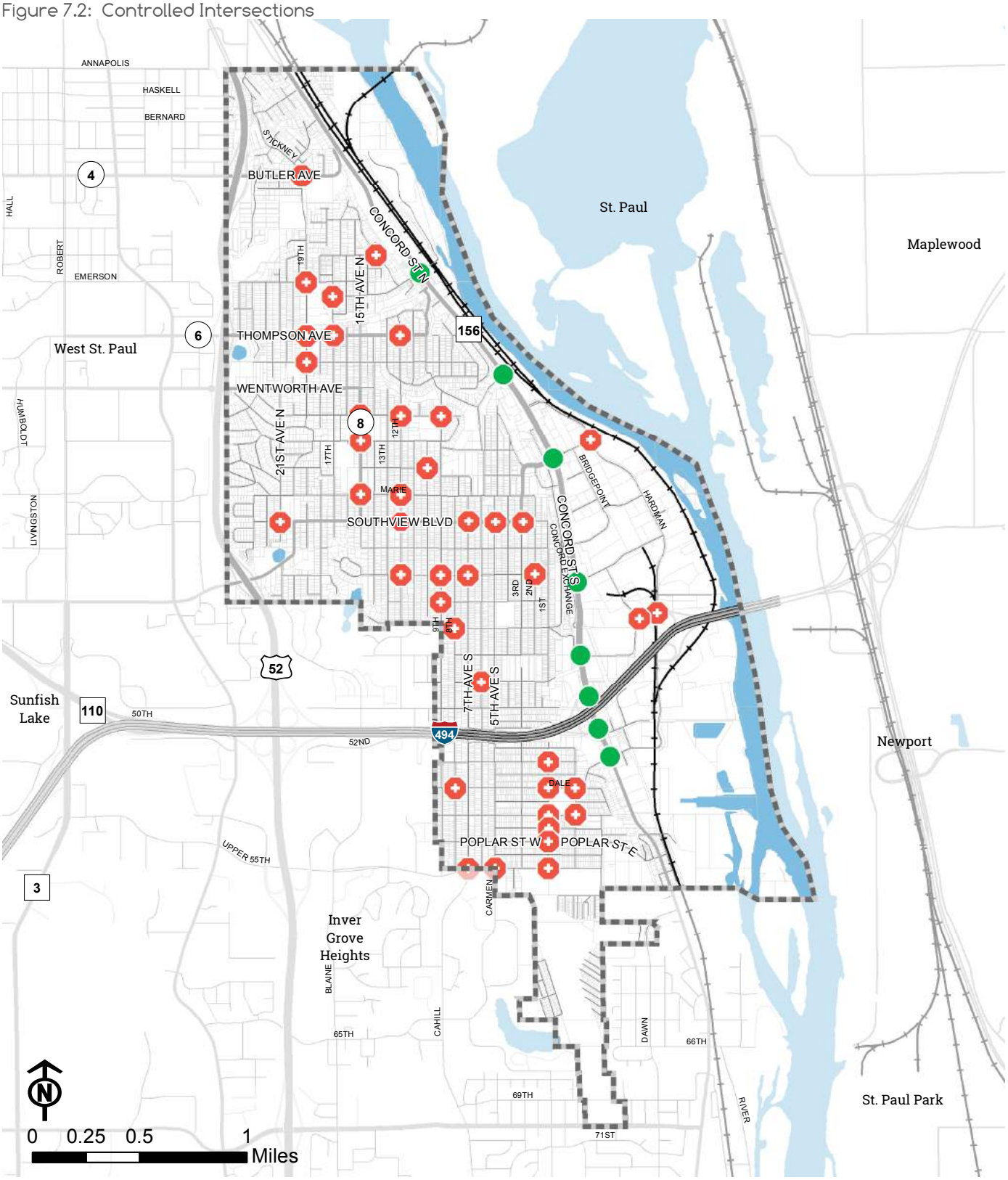


Figure 7.2: Controlled Intersections



State System Summary

The City has access to three State Highways: 156, 52, and Interstate 494. State Highway 156 (Concord Street) is in the turnback process from the State to the County (Grand Avenue to I-494) , with the segment south of I-494 already under the County's jurisdiction (CSAH 56). There is a potential jurisdictional transfer of Concord Street (TH 156) from the northern city limits to Grand Avenue from the State to the City.

The City has begun a process of redefining the Concord Street corridor. As part of the reconstruction of South Concord Street, the City has installed ornamental street lighting, special median treatments and pedestrian friendly trails and sidewalks. The City has also developed a comprehensive vision for the north section of Concord Street. Through planning/zoning changes, special districts have been created with specific design standards and acceptable uses. The standards are attempting to create a more pedestrian oriented street environment. An ultimate 'plan' has been created for North Concord Street, which includes streetscaping, sidewalks/trails, removal of billboards, underground utilities and buffering for railroad tracks.

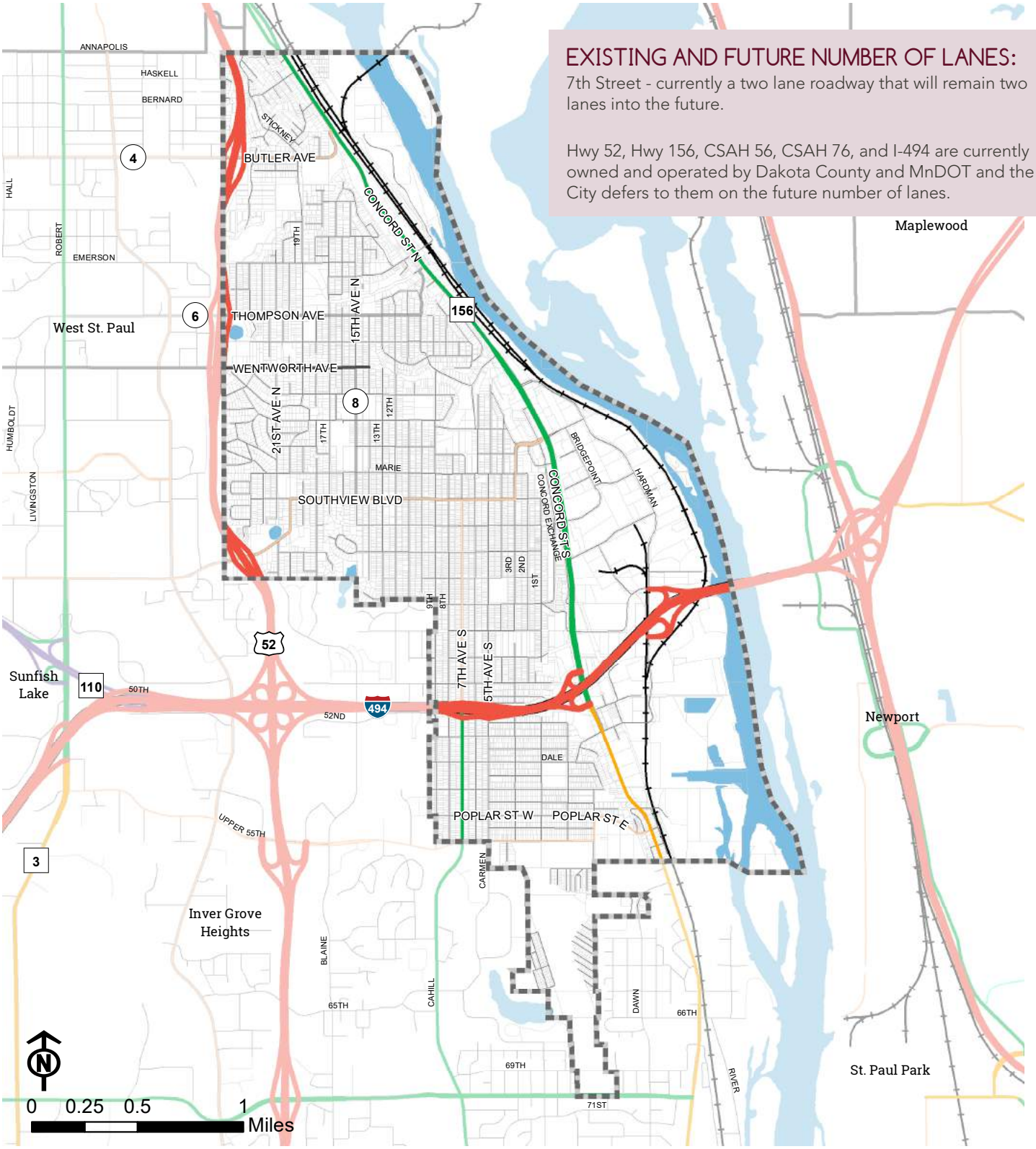
The Wakota Bridge on I-494 crosses the Mississippi River. A bridge expansion was completed in 2010 and provided added capacity. The Wakota Bridge has several elements in which the City has been a vital part. A bicycle/pedestrian trail with overlooks and decorative lighting on the north side, a connector trail to the Mississippi River Regional Trail (MRRT) and special aesthetic treatments brought forth by the I-494/TH-61 Aesthetic Design Committee, of which the City was a part.

Functional Classification

Roadway functional classification categories are defined by the role they play in serving the flow of trips through the overall roadway system. Within the Twin Cities metropolitan area, the Metropolitan Council has established detailed criteria for roadway functional classifications. The intent of the functional classification system is to create a hierarchy of roads that collect and distribute traffic from neighborhoods to the metropolitan highway system. Roadways with a higher functional classification (arterials) generally provide for longer trips, have more mobility, have limited access and connect larger centers. Roadways with a lower functional classification (collectors and local streets) generally provide for shorter trips, have lower mobility, have more access and provide connection to higher functioning roadways. A balance of all functions of roadways is important to any transportation network.

The existing functional classification (2018) of roadways in South Saint Paul is shown in Figure 7.3. The existing functional classification system represents the system that has been approved by the Metropolitan Council and is in place at the time this document was written.

Figure 7.3: Functional Classification of Roadways



EXISTING AND FUTURE NUMBER OF LANES:

7th Street - currently a two lane roadway that will remain two lanes into the future.

Hwy 52, Hwy 156, CSAH 56, CSAH 76, and I-494 are currently owned and operated by Dakota County and MnDOT and the City defers to them on the future number of lanes.

Principal Arterials

Principal arterials are part of the metropolitan highway system and provide high-speed mobility between the Twin Cities and important locations outside the metropolitan area. They are also intended to connect the central business districts of the two central cities with each other and with other regional business concentrations in the metropolitan area. Principal arterials are generally constructed as limited access freeways in the urban area, but may also be constructed as multiple-lane divided highways.

In South St. Paul there are two principal arterials:

» Interstate 494 (I-494)

» State Trunk Highway 52

A Minor Arterials

'A' minor arterials are roadways that are of regional importance because they relieve, expand or complement the principal arterial system. Minor arterials also emphasize mobility over land access, serving to connect cities with adjacent communities and the metropolitan highway system. Major business concentrations and other important traffic generators are located on minor arterial roadways. In urbanized areas, one to two mile spacing is considered appropriate. 'A' minor arterials are also categorized into four types, consistent with Metropolitan Council guidelines.

There are four 'A' Minor Arterials in South St. Paul:

» Concord Street (TH 156), north of I-494 (A-Minor Reliever)

» Concord Street (CSAH 56), south of I-494 (A-Minor Expander)

» 7th Avenue South, south of I-494 (A-Minor Reliever)

» Wentworth Avenue (Other Arterial), from TH52 to TH 156 (a part of which is proposed)

Collectors

Collectors are designed to serve shorter trips that occur within the city and to provide access from neighborhoods to other collector roadways and the arterial system. They are expected to carry less traffic than arterial roads and to provide access to some properties. Collectors are designated as either major or minor collectors. Major collectors supplement the arterial system by emphasizing mobility over land access. However, because of their location, they are lower-volume roads than arterial routes. Minor collectors emphasize land access over mobility and provide connections to major collector and minor arterial routes.

There are three Collectors located in South St. Paul:

» Southview Boulevard (Major Collector)

» 57th Street E. (Major Collector)

» Butler Avenue (Major Collector)

Local Streets

Local streets provide access to adjacent properties and neighborhoods. Local streets are generally low speed and designed to discourage through traffic. All of the remaining roadways in the City that were not listed under the previous functional classifications above fall under the local road designation.

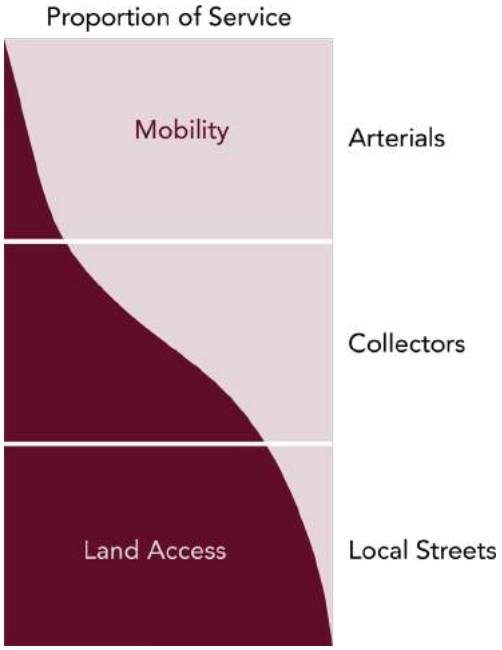
Planned Improvements

The Comprehensive Plan is consistent with the Current Revenue Scenario included in the 2040 Transportation Policy Plan (TPP). For example, there are two principal arterials located within South St. Paul: I-494 and TH 52. The TPP does not identify any specific regional mobility improvements on these highways, although maintenance and preservation investments will be made on I-494 and TH 52 (see Table 7.2). The Comprehensive Plan also recognizes transitway investments along Robert Street. The Land Use Chapter has recognized the potential land use impacts associated with transit stations.

Overall, the City's priorities are to manage and maintain the existing system, and enhance the multimodal system. Roadway improvements that have been programmed by the City, County or MnDOT are depicted in Table 7.2. Planned improvements to note include:

» The potential redevelopment of the Dawn Way Landfill will present an opportunity for a transportation link between South Street and Concord Street South. It is anticipated that this could be a main road connection for this portion of the City and would complete a direct route along Upper 55th Street/South Street from Trunk Highway 52 easterly to Concord Street (CSAH 56).

Figure 7.4: Mobility vs. Access



Existing and Future Number of Lanes

7th Street - currently a two lane roadway that will remain two lanes into the future. Hwy 52, Hwy 156, CSAH 56, CSAH 76, and I-494 are currently owned and operated by Dakota County and MnDOT and the City defers to them on the future number of lanes.

Access Management

Proper access management is a key component of providing a roadway system that effectively balances mobility and access needs (see Figure 7.4). Access management concerns the number of roadways and/or driveways that can directly access a given roadway, as well as facility design at the access points. Arterial roadways, which primarily serve a mobility function, can only have limited access to not disrupt the flow of traffic and not create safety concerns. At the other end of the spectrum, the primary function of local streets is to provide access to local land uses, so there are fewer access restrictions on these roadways. However, there are important considerations regarding access on local streets as well. Collector roadways are between arterials and local streets in terms of access allowed, since they serve a relatively even balance of the mobility and access functions.

Table 7.2: Programmed Improvements

Roadway	Project	Source	Time Frame
Marie Avenue	Marie Avenue is in need of pedestrian and bicycle mobility enhancements in accordance with the City's adopted Bicycle and Pedestrian Plan from 12th to 19th and 3rd Ave. to 12th Ave. and the current street lighting system on Marie Avenue from 4th Ave. to 8th Ave. is in need of replacement	South St. Paul 2018 – 2022 CIP	2020 & 2022
12th Avenue Reconstruction	Reconstruct the concrete portion of 12th Ave from Marie Ave to Thompson Ave. Either a new concrete surface or a concrete curb and gutter section with bituminous surfacing. A narrower roadway could be planned to facilitate multi-modal elements and speed reduction improvements. Proposed in 2020 due to MSA funding availability.	South St. Paul 2018 – 2022 CIP	2020
Concord Street Improvements	The City of South St. Paul, Dakota County, City of St. Paul, and the Minnesota Department of Transportation (MnDOT) jointly developed a planning study for the Concord Street Corridor from I-494 to Annapolis Street in South St. Paul to determine an overall vision for the corridor in advance of the proposed MnDOT pavement resurfacing, drainage upgrades, and pedestrian accommodations in 2020.	South St. Paul 2018 – 2022 CIP MnDOT 10-Year Capital Highway Investment Plan Dakota County 2018 – 2022 CIP	2021
Concord Exchange Extension	Construction of Concord Exchange from the current east/west roadway connection just north of the Post Office to the roadway just north of the liquor store that connects to Concord St. at the median opening. However, current development demands dictate moving the project to 2023.	South St. Paul 2018 – 2022 CIP	2023
5th Avenue South Improvements	Reconstruct the concrete portion of 5th Ave S from I-494 to Southview Blvd. A curb and gutter section with bituminous surfacing is planned for this segment. A narrower roadway is also being considered for this roadway. Watermain master plan includes upsizing the main in this segment to 16" watermain.	South St. Paul 2018 – 2022 CIP	2019
Hardman Avenue	Hardman Avenue Railroad Crossing Improvements.	South St. Paul 2018 – 2022 CIP	2018
I-494	Pavement preservation from Hardman Avenue in Saint Paul to Blaine Avenue in Inver Grove Heights. Other improvements include bridge rehabilitation, noise walls, drainage and lighting.	MnDOT 10-Year Capital Highway Investment Plan	2019
I-494	Pavement preservation from 3rd Avenue South in South St. Paul to end of MN River Bridge in Eagan.	MnDOT 10-Year Capital Highway Investment Plan	2020
I-494	Auxiliary lanes on westbound I-494 between Harman and west of 7th Avenue	MnDOT 10-Year Capital Highway Investment Plan	2019
I-494	Minor pavement preservation from Tamarack Boulevard to Hardman Bridge.	MnDOT 10-Year Capital Highway Investment Plan	2025
US 52	Pavement preservation from US 52/I-494 interchange in Inver Grove Heights to Plato Avenue in Saint Paul.	MnDOT 10-Year Capital Highway Investment Plan	2021

Numerous studies have demonstrated the safety and operational benefits of managing access in an appropriate manner. The government agency which has jurisdiction over a given roadway determines the applicable access management guidelines for that facility. MnDOT has access management guidelines (See Table 7.3 and Table 7.4) that apply to Highways, such as I-494, Hwy. 52, and State Hwy 156 (Concord St. north of I-494). Similarly, Dakota County's access management policies apply to County roadways within South St. Paul. County roadways make up a substantial portion of the arterial roadway network serving the City. Access management is also important for roadways under South St. Paul's jurisdiction. The City of South St. Paul does not have access management guidelines for city streets. The City evaluates new and modified accesses to its city streets through a permitting process on a case-by-case basis.

Table 7.3: MnDOT Recommended Street Spacing (Interregional Corridors)

Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement Intersection	Secondary Intersection	
1	**High Priority Interregional Corridors & Interstate System (IRCs)**				
1F	Interstate Freeway	Principal Arterials	Interchange Access Only		
1AF	Non-Interstate Freeway		Interchange Access Only (see Section 3.2.7 for interim spacing)		See Section 3.2.5 for Signalization on Interregional Corridors
1A	Rural		1 mile	1/2 mile	
1B	Urban/ Urbanizing		1/2 mile	1/4 mile	
1C	Urban Core		300-660 feet dependent upon block length		
2	**Medium Priority Interregional Corridors**				
2AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only (See Section 3.2.7 for interim spacing)		See Section 3.2.5 for Signalization on Interregional Corridors
2A	Rural		1 mile	1/2 mile	
	Urban/ Urbanizing		1/2 mile	1/4 mile	
2C	Urban Core		300-660 feet, dependent upon block length		1/4 mile
3	**Regional Corridors**				
3AF	Non-Interstate Freeway	Principal and Minor Arterials	Interchange Access Only (see Section 3.2.7 for interim spacing)		Interim
3A	Rural		1 mile	1/2 mile	See Section 3.2.5
3B	Urban/ Urbanizing		1/2 mile	1/4 mile	1/2 mile
3C	Urban Core		300-660 feet, dependent upon block length		1/4 mile

Table 7.4: MnDOT Recommended Street Spacing (Non-Interregional Corridors)

Category	Area or Facility Type	Typical Functional Class	Public Street Spacing		Signal Spacing
			Primary Full-Movement Intersection	Secondary Intersection	
4	**Principal Arterials in the Twin Cities Metropolitan Area and Primary Regional Trade Centers (Non-IRCs)**				
4AF	Non-Interstate Freeway	Principal Arterials	Interchange Access Only (see Section 3.2.7 for interim spacing)		Interim
4A	Rural		1 mile	1/2 mile	See Section 3.2.5
4B	Urban/ Urbanizing		1/2 mile	1/4 mile	1/2 mile
4C	Urban Core		300-660 feet dependent upon block length		1/4 mile
5	**Minor Arterials**				
5A	Rural	Minor Arterials	1/2 mile	1/4 mile	See Section 3.2.5
5B	Urban/ Urbanizing		1/4 mile	1/8 mile	1/4 mile
5C	Urban Core		300-660 feet, dependent upon block length		1/4 mile
6	**Collectors**				
6A	Rural	Collectors	1/2 mile	1/4 mile	See Section 3.2.5
6B	Urban/ Urbanizing		1/8 mile	Not Applicable	1/4 mile
6C	Urban Core		300-660 feet, dependent upon block length		1/8 mile
7	**Specific Area Access Management Plans**				
7	**All**		**All**	**By Adopted Plan**	

Traffic Safety and Demand Management Program

Program elements which shall be undertaken in order to address existing and future concerns within the City's transportation roadway system are listed in Table 7.5.



Aspect of Sustainability:
» Energy

Table 7.5: Traffic Safety and Demand Management

Traffic Safety and Demand Management	
Interstate 494	Dakota County has classified this Roadway to be currently deficient in handling current traffic volumes. Therefore the City supports efforts to control and preserve reasonable traffic flows and measures. Also, the City is supportive of MnDOT efforts to add a third lane in each direction on I-494 from TH 61 to I-94, thus improving the access into South St. Paul from the east. In addition, the City continues to work with MnDOT to improve the overall safety of the corridor.
State Highway #156	As opportunities arise, the City will push to reduce, consolidate, and close driveways and other access points onto this corridor, thus improving traffic safety. A comprehensive vision for the upgrade of TH 156 north of Wentworth Avenue has been completed and will be implemented as opportunities arise. The City is entering into a five-year re-signalization plan for TH 156 from I-494 to Wentworth Avenue. The new signals should offer a more efficient traffic management, a safer pedestrian experience and fully ADA-compliant crossing systems.
State Highway #52	It is projected that at some time over the next twenty years, this corridor will be deficient in regard to usage and traffic volume/capacity levels. The City will continue to support access management, while preserving appropriate traffic flows. Further, the City will work to support and assist in the coordination of pedestrian overpasses, where feasible, between West St. Paul and South St. Paul.
Pedestrian Ways	A continued City priority is to make sidewalk and trail improvements and to insure their development is consistent with the Comprehensive Plan. The improvements noted earlier along South Concord Street, Wakota Bridge and North Concord Street will enhance the pedestrian ways. The City is working with St. Paul and Dakota County on other trail connections to access the regional trail. The Pedestrian Facilities map (Map T-4) shows the gaps and needs in our system. The City is committed to completing this system to best fit the needs of the community and users. The funding for this is through assessments, CIP, and park dedication funds.
Intersections	Continue to maintain and improve adequate and proper visibility and traffic controls at high volume and other critical intersections. By working with Dakota County and MnDOT, the City hopes to respond to needs as they are identified. The intersection controls proposed at I-494 and 5th/7th, TH 52 and Wentworth, and TH 52 and Thompson, and all along TH 156 demonstrate the City's responsiveness.
Reduce Travel Demand	Work to reduce travel demand within the community through the following policies: Support and assist in the coordination of transit line upgrades and improvement. Support high residential density and levels of activity, land use diversity, and transit-oriented design principles in close proximity to regional transit investments. Continue development of a pedestrian trail/bikeway system, with regional coordination as a priority.
Minimize Arterial Access	Work to eliminate driveway and roadway access onto arterial roadways.
Pavement Management	The City has a four-stage pavement management program: **Sealcoating (Stage 1) :** Every seven years the City sealcoats and crack-seals roadways in the City system. The sealcoating program is funded out of the general fund. There are no assessed costs. **Mill & Overlay (Stage 2):** After 15 – 20 years roadway are often ready to be milled and overlaid with a fresh layer of asphalt. Through a pavement inspection program, candidates are evaluated and ranked. All costs for the mill and overlay program are assessed. **Bituminous Removal & Replacement (Stage 3):** If roadways need more extensive repairs than a mill & overlay, but the curbing and underground infrastructure is stable. The driving surface will be completely removed and a new pavement section installed. These costs are also assessed back to the adjacent proper owners. **Street Reconstruction (Stage 4):** If a roadway has significant pavement distress, curbing failure, storm sewer needs, or other underground facilities that need to be upgraded, then a street would have to be reconstructed. The cost of street reconstruction is partially assessed and partially funded by the City's Capital Improvement Program (CIP). The City has committed over $500,000 annually to this program.

Traffic Analysis Zones

The City is divided into 20 Traffic Analysis Zones (TAZ's) (Figure 7.5). The purpose of these traffic analysis zones are to allocate levels of traffic to roadways based on land uses within each TAZ. Based on the amount of vacant developable land within each TAZ, portions of the household, population, and employment forecasts are also allocated to each TAZ.

Table 7.6: Socioeconomic Forecasts by Transportation Analysis Zones

	2016 (Est.)			2020			2030			2040		
TAZ	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP	POP	HH	EMP
2,096	87	33	0	85	33	0	79	33	0	77	33	0
427	0	0	0	0	0	0	0	0	0	0	0	0
428	877	360	3	893	360	3	871	360	3	850	360	3
429	2,230	933	347	2,311	932	350	2,658	1,105	435	2,663	1,130	472
430	9	4	210	10	4	210	10	4	245	102	44	298
431	1,425	631	228	1,562	630	230	1,584	659	265	1,641	701	320
432	1,398	597	300	1,481	597	300	1,501	620	310	1,551	661	367
433	1,607	674	99	1,669	673	105	1,629	673	105	1,588	673	105
434	1,139	440	51	1,099	439	56	1,062	439	56	1,036	439	56
435	1,256	505	2	1,252	505	2	1,215	505	2	1,192	505	2
439	0	0	0	0	0	0	0	0	0	0	0	0
442	0	0	0	0	0	0	0	0	0	0	0	0
443	3,673	1,468	170	3,632	1,463	179	3,540	1,463	179	3,457	1,465	188
444	3,609	1,526	1,045	3,936	1,587	1,053	3,902	1,612	1,080	3,824	1,620	1,091
445	0	0	3,215	0	0	3,315	0	0	3,322	194	84	3,433
446	135	58	469	136	55	488	133	55	488	279	121	575
447	2,077	860	333	2,133	860	333	2,081	860	333	2,073	878	357
448	552	231	0	574	231	0	559	231	0	545	231	0
457	74	26	177	65	26	177	63	26	177	115	50	232
458	12	5	0	12	5	0	12	5	0	12	5	0
Total	**20,160**	**8,351**	**6,649**	**20,850**	**8,400**	**6,800**	**20,900**	**8,650**	**7,000**	**21,200**	**9,000**	**7,500**

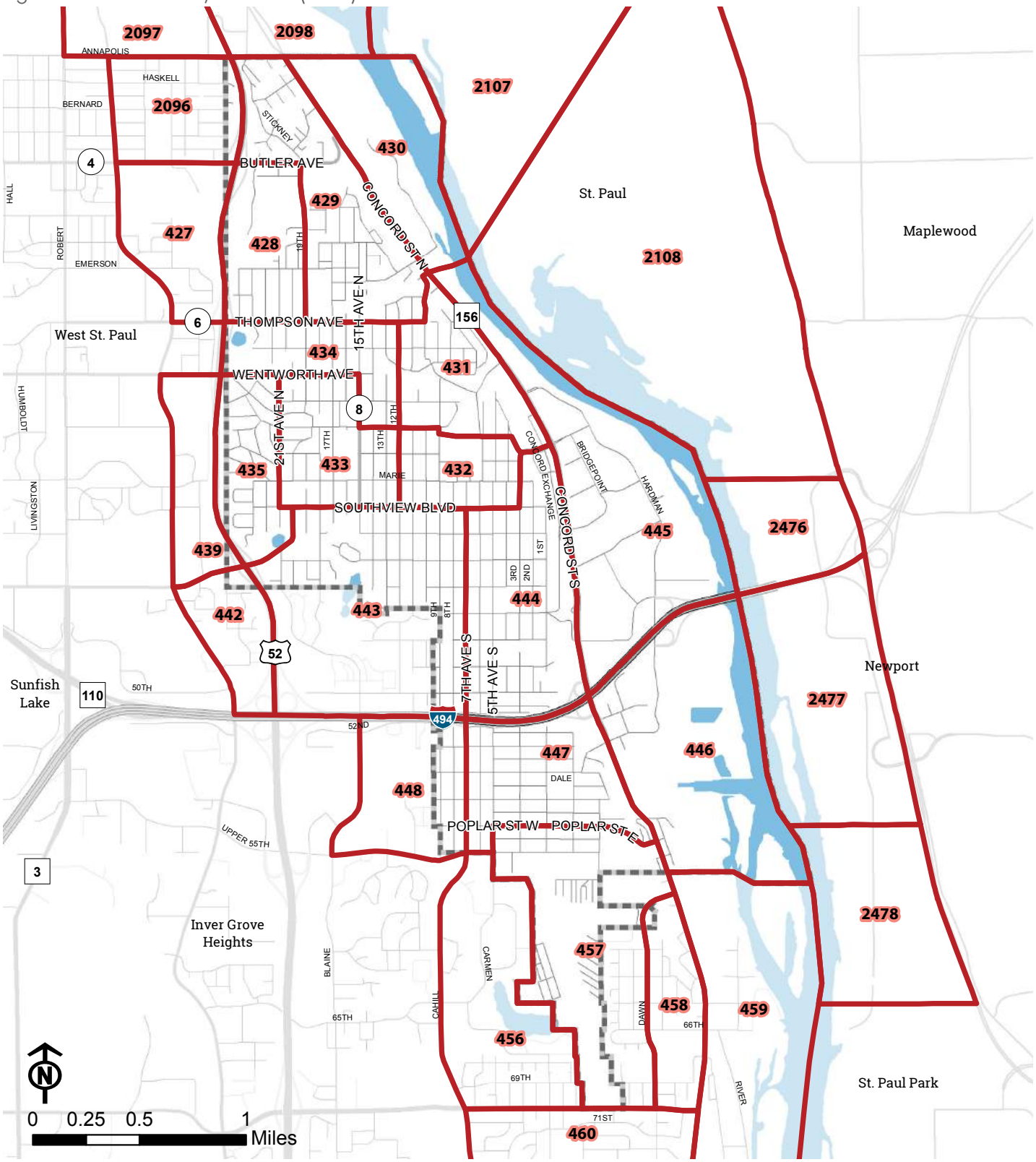
All of the City's 20 traffic analysis zones are projected to generally see equal increases in traffic by the year 2040. In general, traffic levels on the City local, county, and state roads are projected to increase by approximately 25% by the year 2040 (Figure 7.6 and Figure 7.7). These forecasts are based on data included in Dakota County's Comprehensive Transportation Plan as part of the 2040 Comprehensive Plan Update. The projected increase is a planning-level estimate, which can change over time.

Overall, the City contains only small, scattered areas of vacant land suitable for residential development. Additionally there are some areas of the city planned for mixed-use residential development. Limited impact will be felt on adjacent roadways from this proposed residential development.

Note: In 2022 the City's forecasts were revised due to the Grand/Exchange Mixed Use Area Comprehensive Plan Amendment. The following are the new projections. The TAZ forecasts have not been revised to reflect these adjustments.

	2020	2030	2040
Population	20,800	21,600	22,000
Households	8,400	8,850	9,100
Employment	5,900	7,000	7,500

Figure 7.5: Traffic Analysis Zones (TAZ's)



City

TAZ Boundaries

Figure 7.6: 2016 Traffic Volumes (AADT)

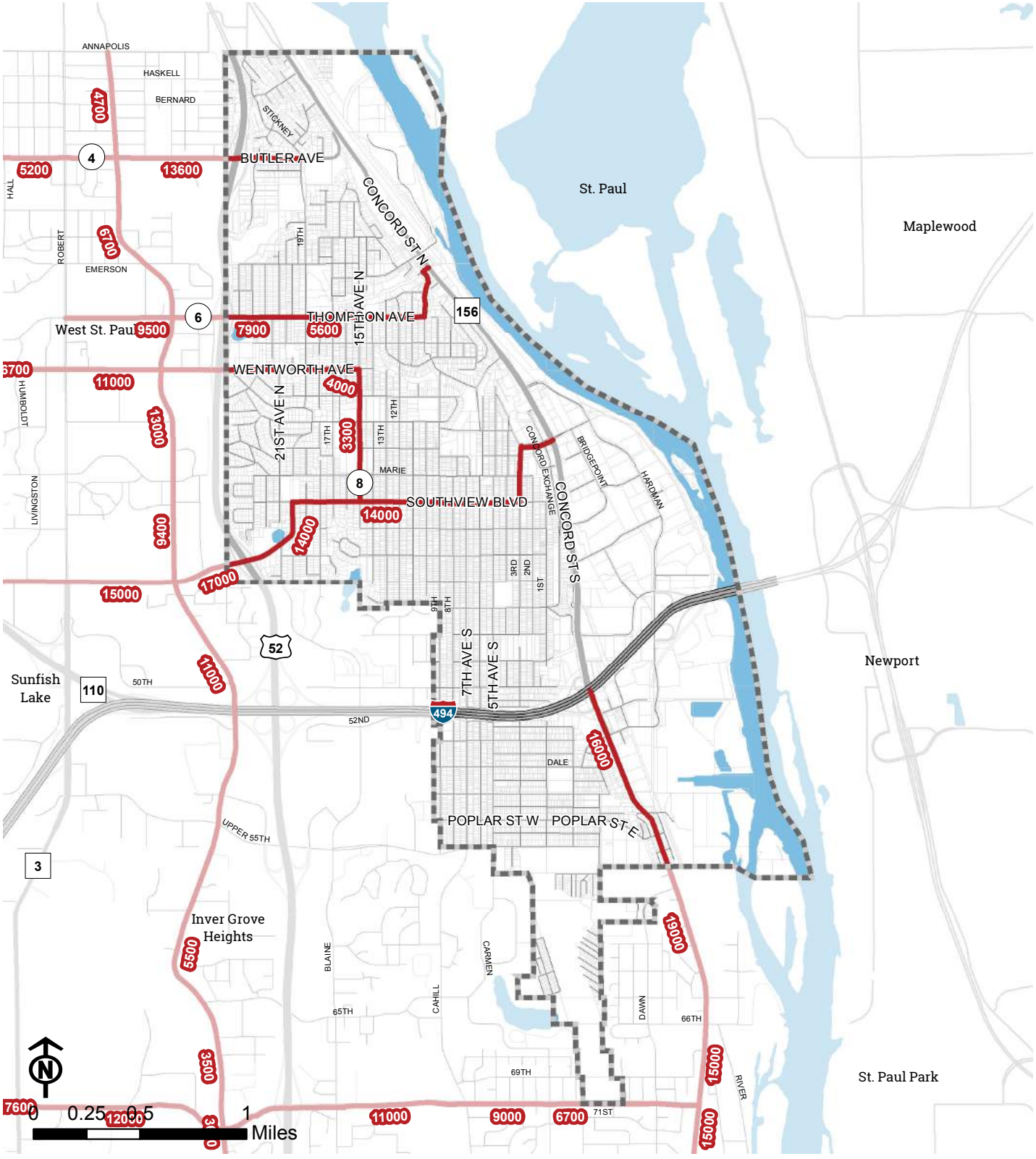


City

Official AADT (2016)

- > 25,000
- 5,000 - 24,999
- 1,000 - 4,999
- 300 - 999
- > 300

Figure 7.7: 2040 Projected Traffic Volumes (AADT)



A traffic impact will occur from commercial and industrial development. These areas encompass the BridgePoint Business Park area and the industrial area south of 494, including the Danner and former MCES site which are being prepared for redevelopment. The primary roads affected by mixed-use development will be Concord Street and Interstate 494, with a lesser impact on Hardman Avenue. With the improvements currently underway on TH 156, CSAH 56, and I-494 traffic demands should be met. One transit route serves this area, Route 71, with some limited service extension of the route along Armour Avenue, Hardman Avenue, and Grand Avenue (Figure 7.8). Mixed-Use redevelopment of Concord Exchange area in far eastern edge of TAZ's 444 and 431 would increase traffic in that area but the transportation infrastructure should be sufficient. As development continues to increase in these areas, the City should work with local businesses, the Chamber of Commerce, and Metropolitan Council to increase transit services and implement traffic demand management strategies.

Transit

The City is located in Transit Markets 2 and 3 (Figure 7.9)(as established by the Metropolitan Council) and is served by two fixed transit routes; Routes 68 and 71 (Figure 7.8). Both of the routes are regular service routes, and there is also the limited service branch off of Route 71. . South St. Paul residents have access to Transit Link which is a dial-a-ride service operated by the Metropolitan Council. Transit Link can be used for trips in areas that are not served by fixed transit routes. Residents can also use the DARTS service which is an on-call transit service administered by Dakota County that is designed primarily to meet the transportation needs of seniors. Two Metro Transit Park and Ride facilities exist just outside South St. Paul. The West St. Paul Sports Complex Park and Ride lot on Wentworth Ave is located just to the west of the City. This Park and Ride is served by the 452 Express Bus with service into Downtown Minneapolis. The Newport Transit Station is located in the southwest corner of Interstate 494 and Highway 61, just east of South St. Paul. This Park and Ride is served by the 364 Express Bus with service into Downtown St. Paul and the 365 with service into Downtown Minneapolis. Each of these express buses run three weekday trips during peak period. Currently, transit service within the City is adequate. As discussed earlier, transit may need to be increased in the Bridge Point Business Park, to provide extended regular route service as opposed to limited service.

The City of South St. Paul will continue to support the efforts of DARTS and Transit Link in their efforts to provide transit services. Also, the City of South St. Paul will continue to support the efforts and initiatives of Metro Mobility.

Table 7.7: Metro Transit Weekday Ridership

Transit Routes Operating in South St. Paul	2017 Avg. Passengers
Route #68	3,460 Persons
Route #71	1,931 Persons

*Ridership numbers are for all trips on these routes and are not specific to South St. Paul

Source: Metro Transit

WHAT WE HEARD:

When asked about the quality of public transportation provided within the community, 52.23 percent of community survey respondents rated these services as "good" while 33.12 percent rated them "fair."

Figure 7.8: Transit Routes

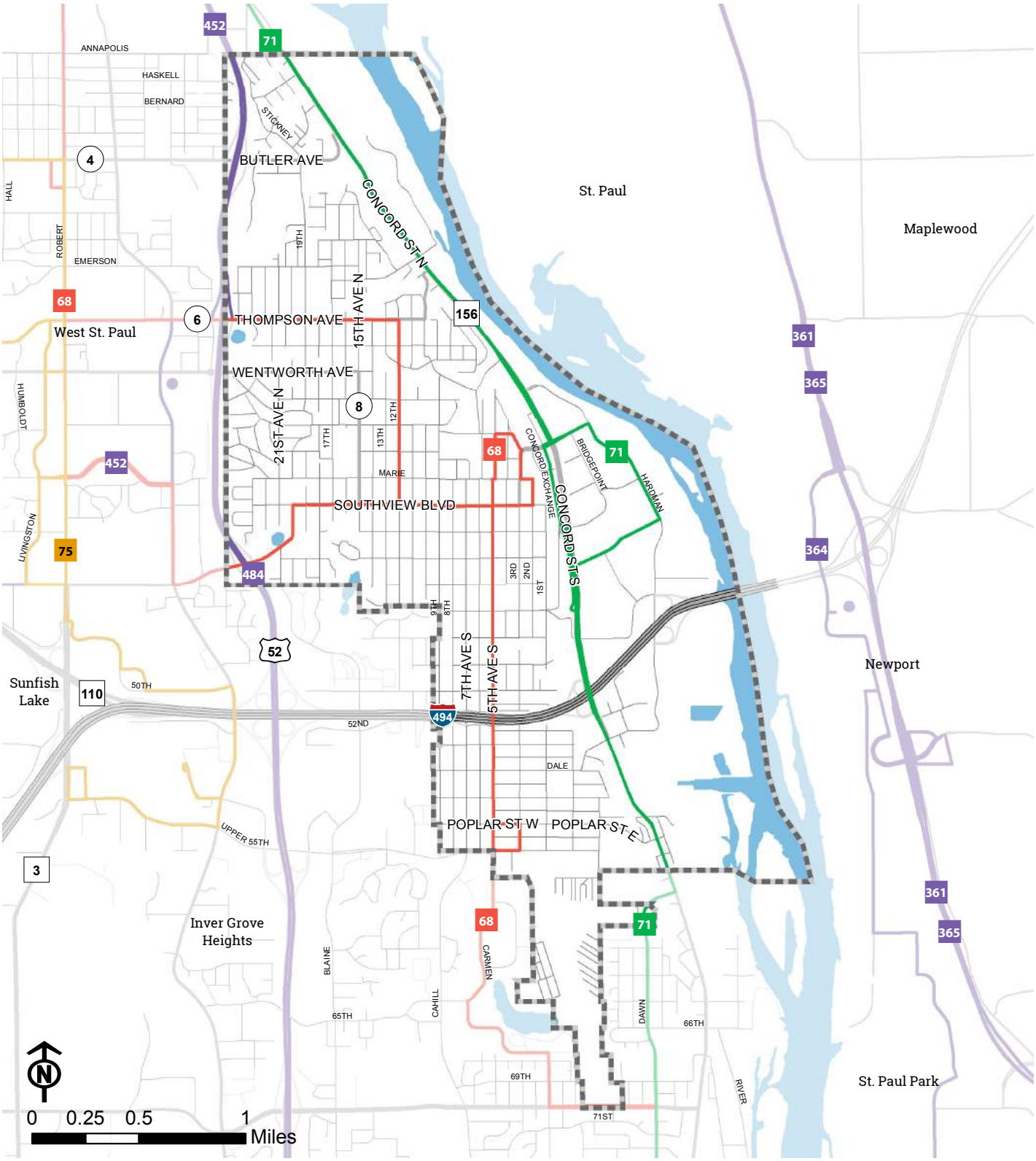
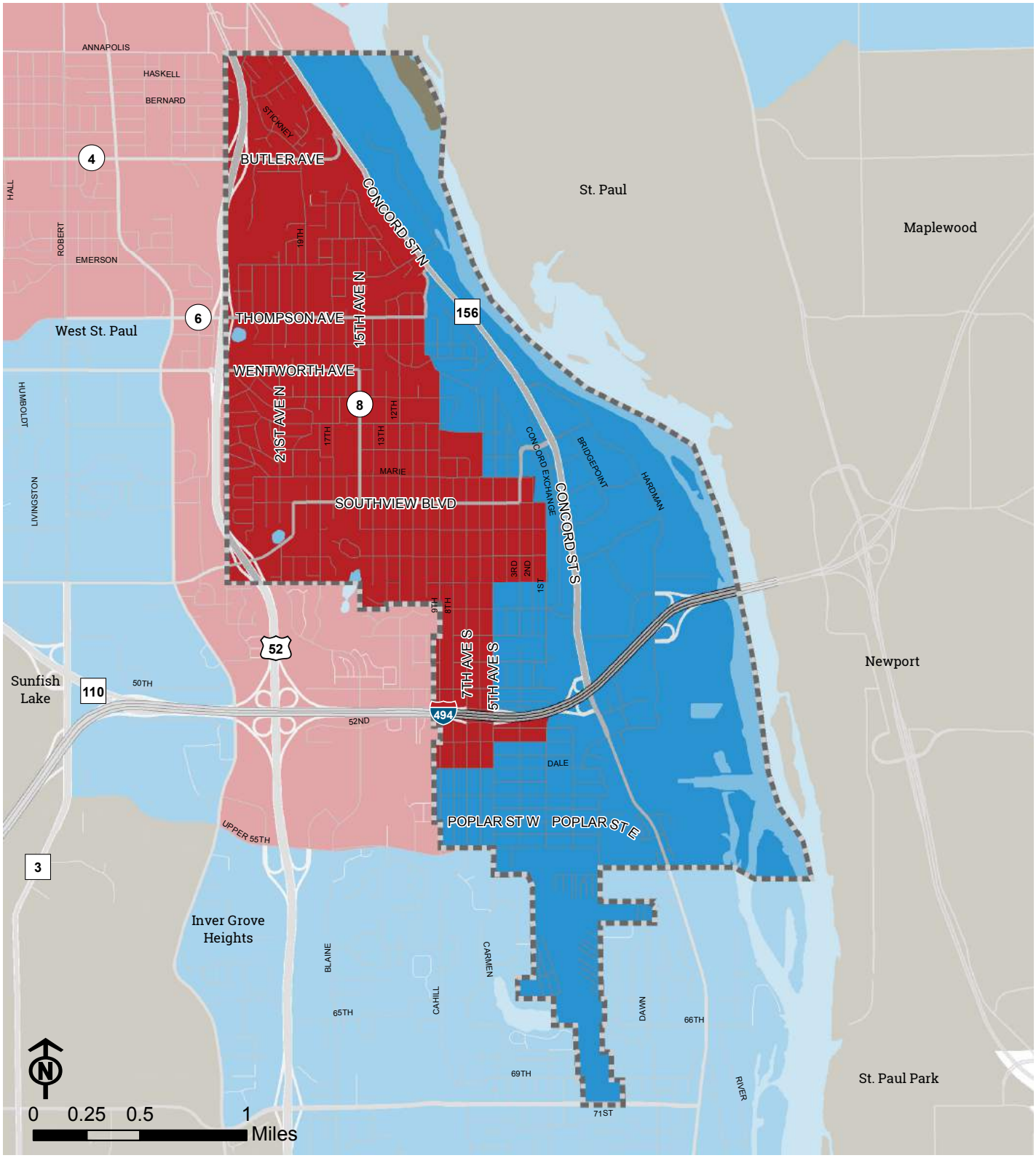


Figure 7.9: Transit Market Areas



Future Transit Improvements

In the next several years new transit options may be developed on the Robert Street Corridor. Those options may include Arterial Bus Rapid Transit (aBRT), Modern Streetcar or Highway BRT to link St. Paul with parts of Dakota County. The Robert Street Corridor Committee, of which the City was a member, explored options for the best alignment and best type of transit to service the area. The main alignments in the northern portion of Dakota County ran along Robert Street or Trunk Highway 52. The Alternatives Analysis (AA) deferred decision on the best type of transit to service the area until local comprehensive plans were updated to help determine which mode is better supported by local cities. The City recognizes the potential benefits that the additional transit service could provide to the community and supports better inter-connectivity of transit options to coordinate with the Robert Street Corridor transit. In particular, the development of new transit options in the Robert Street Corridor offers an opportunity to explore different types of transit and better transit technologies and services.

Transit lines along Concord Street offer another opportunity to provide inter-connectivity to the Robert Street corridor via St. Paul. New technologies should be promoted to encourage transit use in South St. Paul. These technologies include real-time bus location information (via mobile applications) for the transit rider about the location of the transit vehicle and can therefore increase the reliability and desirability of transit. Better transit stops or shelters at designated locations should also be explored with Metropolitan Council as opportunities arrive and can be coordinated with redevelopment. The transit lines can also encourage the redevelopment of property through Mixed-Use or Transit Oriented Development principles, such as the planned Mixed-Use development area along North and South Concord Street.

Trails and the Regional Bicycle Transportation Network



Bicycling and walking are becoming increasingly important in the Twin Cities for commuting to work or school, running personal errands, and traveling to entertainment and activity venues. The increasing demand for on- and off-street bikeway facilities offers a significant opportunity to help reduce traffic congestion, improve air quality, improve personal health, and improve the marketability and attractiveness of living in South St. Paul.

Regional Bicycle Transportation Network

Because bicycle trips often cross municipal boundaries, the Metropolitan Council has developed an arterial backbone network of regional bicycle facilities for transportation and has included it in the Transportation Policy Plan. This network, called the Regional Bicycle Transportation Network (RBTN), allows for planning of bicycle systems similar to how we handle street/transit systems. Not to be confused with the regional trail system composed of existing and planned regional trails and trail search corridors, the RBTN's primary function is for transportation rather than recreational and scenic value. Both networks overlap in many locations and can serve both purposes.

The goal of the RBTN is to establish an integrated seamless network of on-street bikeways and off-road trails to most effectively improve conditions for bicycle transportation at the regional level. The network is divided into two tiers for regional planning and investment prioritization. Those tiers are Tier 1 and Tier 2 and are listed as either an alignment or corridor in the RBTN.

In planning for specific RBTN alignments, the following guiding principles for regional bicycle corridors should be considered.

- Overcome physical barriers and eliminate critical system gaps.
- Facilitate safe and continuous trips to regional destinations.
- Accommodate a broad range of cyclist abilities and preferences to attract a wide variety of users.
- Integrate and/or supplement existing and planned infrastructure.
- Consider opportunities to enhance economic development.

Bicycle facility types that are suggested examples for implementing the RBTN include the following:

- Off-street trails
- Wide paved shoulders
- Bicycle boulevards
- Conventional bicycle lanes
- Buffered bicycle lanes
- Protected bikeways or cycle tracks

Tier 1 and Tier 2 Regional Bicycle Transportation Corridors

Tier 1 Corridors are a subset of the RBTN and have been identified as the highest priority for regional transportation planning and investment. The priority corridors are planned in locations where they can attract the most riders and where they can most effectively enhance mode choice in favor of biking, walking, and transit over driving alone. High rates of bicycle travel demand, as well as current and planned population and employment densities, were heavily weighted in the analysis of corridors. These corridors are intended to allow flexibility among local government agencies to tailor specific alignments for bikeway facilities through the local planning process. When specific alignments are designated through the local planning process, the regional corridor will be replaced on the RBTN map with the preferred alignment.

Tier 1 Corridors in South St. Paul are shown as a red bubble on Figure 7.10 and are located generally in a one-mile corridor along Concord St. (north of I-494), Southview Blvd., and Oakdale Ave. (outside South St. Paul).

Tier 2 Corridors are the remaining corridors in the overall RBTN. These corridors are assigned the second tier priority for regional transportation planning and investment.

Tier 2 Corridors in South St. Paul are shown as a blue bubble on Figure 7.10 and are located generally in a half-mile corridor along Concord St. (south of Southview St. and north of the River to River Greenway).

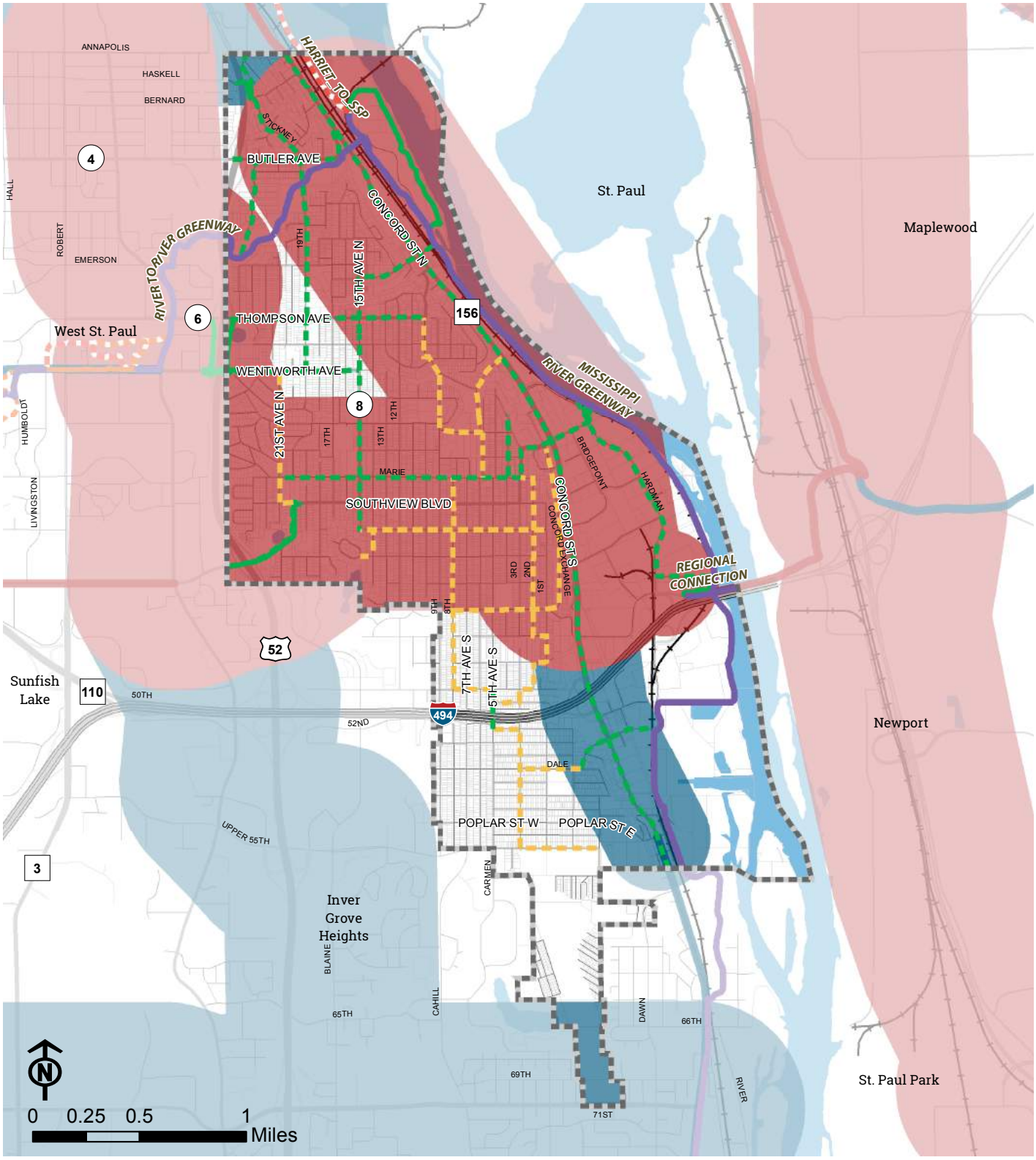
Relationship of Existing and Planned Bicycle Facilities to RBTN Corridors

Within South St. Paul, the closest existing bicycle facility alignment to the RBTN tier 1 corridor along Concord St. is the Dakota County Mississippi River Regional Trail. The proposed South St. Paul bike lane (interim) or trail (long-term) along Concord St. would be the best candidate to be proposed for this RBTN tier 1 corridor because of its improved accessibility and immediate proximity to destinations along Concord St.

There are no existing bicycle facility alignments within South St. Paul along the Southview Blvd. RBTN tier 1 corridor. The South St. Paul proposed bike lane/shoulder along Marie Ave. would be the best candidate to be proposed for this corridor because of its proximity to Southview Blvd. and route similarity.

Because of topography and existing development patterns there are no existing or planned bicycle facilities within South St. Paul that make good candidates for the RBTN corridor to connect to Oakdale Ave. (outside South St. Paul) via Thompson Ave. or Wentworth Ave.

Figure 7.10: Regional Bicycle Transportation Network



City

RBTN Alignments

Tier 1 Alignment

Tier 2 Alignment

RBTN Corridors

Tier 1 Corridor

Tier 2 Corridor

Dakota County Greenways

Existing

Alternate

Funded

Planned

Concept

Alternate, Future

Proposed Ped/Bike Plan Network

Shared Use Path, Bike Lane, or Shoulder

Bicycle Boulevard

Within South St. Paul, the closest existing bicycle facility alignment to the RBTN tier 2 corridor along Concord St. would be the Dakota County Mississippi River Regional Trail. The proposed South St. Paul bike lane (interim) or trail (long-term) along Concord St. would be the best candidate to be proposed for this RBTN tier 2 corridor because of its improved accessibility and immediate proximity to destinations along Concord St.

Tier 1 and Tier 2 Regional Bicycle Transportation Alignments

Similar to the regional bicycle transportation corridors, there are Tier 1 and Tier 2 regional bicycle transportation alignments where specific route alignments have been designated through the Regional Bicycle System Study process that included discusses with local agency staff. The designated RBTN alignments are based on local bicycle plans and in many cases already exist in some form and may need little or no improvement for the regional network. Those regional trails that provide direct transportation connections to and between regional destinations were included as Tier 1 alignments.

Tier 1 Alignments are shown as a bold red line on Figure 7.10. No Tier 1 Alignments fall directly within the boundaries of South St. Paul.

Tier 2 Alignments in South St. Paul are shown as a bold blue line on Figure 7.10 and are located along a short stretch of Concord St. (south of I-494).

Relationship of Existing and Planned Bicycle Facilities to RBTN Alignments

No RBTN tier 1 alignments fall within the boundaries of South St. Paul, so no facilities are designated as part of this category.

Within South St. Paul, the closest existing bicycle facility alignment to the RBTN tier 2 alignment along Concord St. is the Dakota County Mississippi River Regional Trail. The proposed South St. Paul bike lane (interim) or trail (long-term) along Concord St. would be the best candidate to be proposed for this RBTN tier 2 alignment because of its improved accessibility and immediate proximity to destinations along Concord St.

Trails

The City and Dakota County have entered into a joint powers agreement for the planning, acquisition, development and future operation/maintenance of the Mississippi River Regional Trail (MRRT). The trail runs along the Mississippi River for the majority of its length. At the northern end of the MRRT it passes through a park called Kaposia Landing. A future trail extension to the north is planned to make a connection to Harriet Island in Saint Paul (construction is scheduled for the fall of 2019).

Going westward from Kaposia Landing is the River to River Greenway which runs through Simon's Ravine. This Dakota County trail connects to the MRRT and runs into West St. Paul over TH52. The River to River Greenway continues in Simon's Ravine, a drainage ravine owned by South St. Paul. South St. Paul has developed trailheads in two locations along the River to River Greenway. In 2008, the City completed construction of a pedestrian underpass at 19th Avenue to remove the non-ADA compliant section of the trail.

The current MRRT has two overpasses over the Union Pacific Railroad facility. On the overpass at Grand Avenue, a viewing platform has been installed to watch eagles and herons at their nesting areas across the river in St. Paul. As previously mentioned the reconstructed Wakota Bridge provided a sidewalk connection that connects to the MRRT near the DNR boat launch site. This provides another pedestrian way and connection across to the other side of the river.

Trail and Bike Network Needs

The City has identified the following trail and bike network needs:

- Establish a network of bicycle-friendly streets in the city consisting of trails, bicycle lanes, shoulders, bicycle boulevards, and bicycle routes as shown in Figure 7.10
  - Multi-use trails along Concord St., Seidl's Lake, and from the MRRT to northern city limits.
  - On-street bicycle facilities, as show on Figure 7.10, which can be traditional bike lanes or shoulders, buffered bike lanes, cycle tracks, or advisory bike lanes can be considered.
  - For bicycle facilities on County highways, as shown on Figure 7.10, the City will work with Dakota County to determine the appropriate facility type.
  - Bicycle boulevards, as shown on Figure 7.10.
- Trail easements.
- Bicycle and pedestrian connections to trail access points; i.e. need for trail/sidewalk along Grand Avenue east of Concord Street, and Villaume/Verderosa from Concord Street to the boat launch site.

South St. Paul Bicycle and Pedestrian Plan

The City of South St. Paul recognizes that walking and bicycling infrastructure benefit its residents and businesses and completed a bicycle and pedestrian master plan in 2014. The plan addresses the City of South St. Paul's role in making walking and bicycling safe and easy choices for residents.

The recommendations of this plan are tailored to help the city reach these goals. The plan is guided by a 5 Es approach to bicycle and pedestrian planning: engineering, education, encouragement, enforcement, and evaluation. Recommendations in this plan include:

- Establish an Arterial Sidewalk Network based on priority pedestrian connections
- Identify critical gaps in the sidewalk system
- Identify bicycle network, including multi-use trails, bike lanes, and bicycle boulevards
- Maintenance recommendations for sidewalks and bikeways
- Community outreach to encourage walking and bicycling
- Support Safe Routes to School programs
- Educate residents about safe walking, bicycling, and driving behavior

» Safe intersection treatments for pedestrians and bicyclists that utilize an appropriate combination of signalization, pavement marking, and physical improvements.

» Ongoing sidewalk maintenance and pavement re-striping.

Trail Access Points

The following are the points where the regional trails can be accessed in South St. Paul:

» Kaposia Park

» 19th Avenue

» Simon's Ravine Trailhead

» Kaposia Landing park and at Bryant Avenue in Kaposia Landing (Bryant Ave./Concord St. intersection)

» The Spiral Bridge at Grand Avenue East and Hardman Avenue

» The DNR Boat Launch site off of Verderosa Avenue

» Richmond Street at Hardman Avenue

Sidewalk System

Other than the trails, the City has an extensive sidewalk system (Figure 7.11). There are, however, areas that need improved sidewalk facilities:

» Southview Boulevard from 20th Street to West St. Paul border.

» North Concord Street from Grand Avenue to St. Paul border.

» 19th Avenue North from Bromley Street to Butler Avenue.

» 7th Avenue South from I-494 to Inver Grove Heights border.

» East-West trail/sidewalk connections between Lorraine Park and Roosevelt Parks and the existing (mostly) North-South network of sidewalks.

The addition of these sidewalk segments would allow pedestrian access to all facilities, schools, neighboring cities, and commercial access in and near the City.

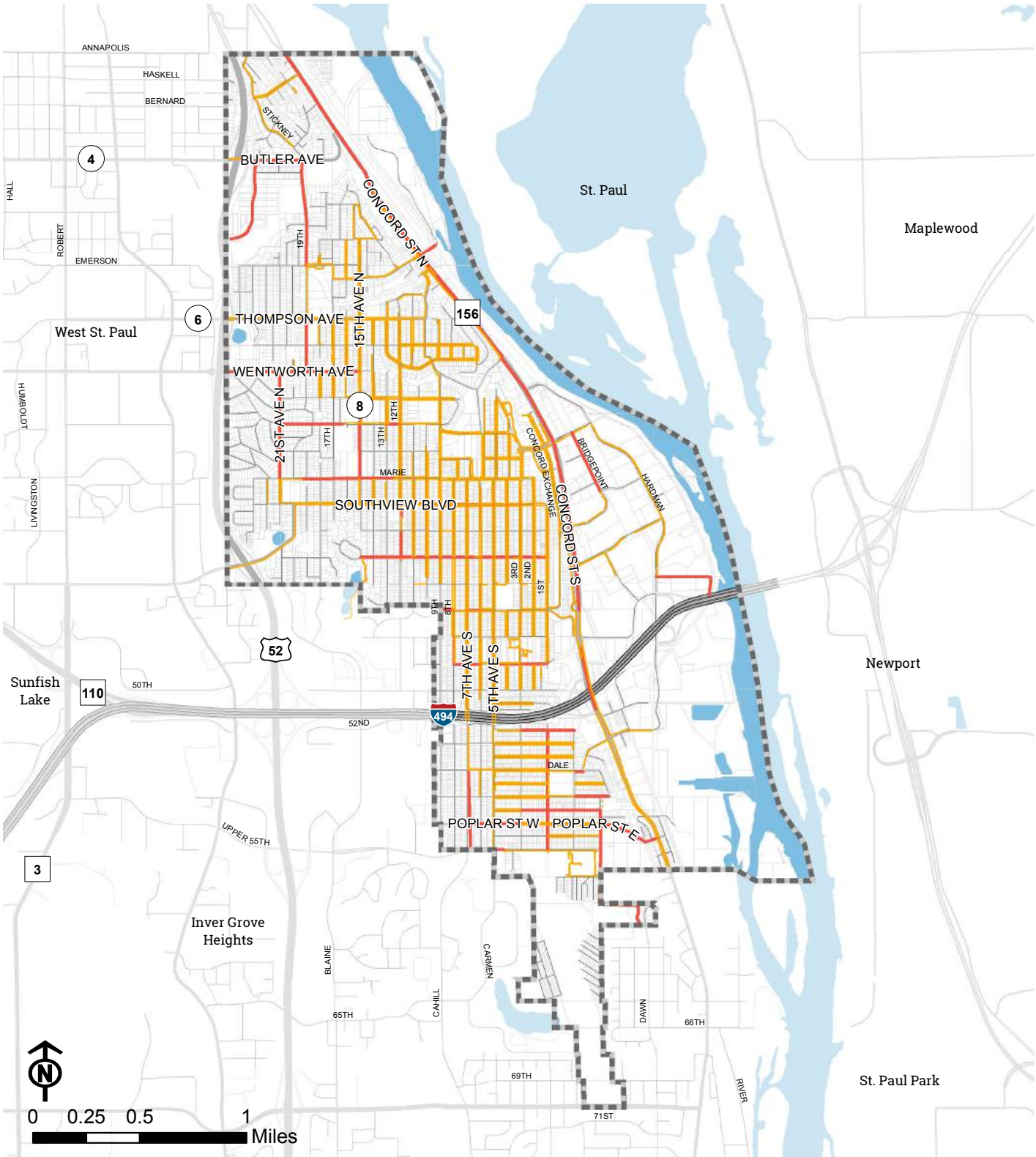
The City has established a maintenance program for its sidewalks. This program replaces segments in need of repair and assesses the cost to the adjacent homeowner. A program has not been established to implement new segments of sidewalk as identified above. The City will work with Dakota County to develop a maintenance program for the regional trail.

In addition to physical improvements, education and encouragement strategies are also needed to give people more information about how and where to walk and bike safely, as well as how to drive safely around those who are biking and walking. Education and encouragement can be done through community outreach/communications, a Safe Routes to School plan/program, and enforcement.

WHAT WE HEARD

During the community engagement events held as part of this planning process, City residents and community members mentioned the need for usable sidewalks throughout the City. Currently, there are some sections of the City lacking complete sidewalks while others are in disrepair. Residents stated that sidewalks should be ADA-accessible and should be maintained and cleared of snow and ice throughout the winter months, especially at the corners.

Figure 7.11: Sidewalk Network



Aviation /Airport

History

South St. Paul's Fleming Field Airport was built in 1939 and was first used by a flying club. In 1942, the US Navy purchased the land and existing hangars and spent 1 million dollars on improvements such as a control tower (which has since been removed) and additional hangars. While owned by the Navy, the airport served as a primary training base. At the end of World War II, the airport was deemed surplus property and the City of South St. Paul claimed the land which came with a deed restriction that the land must be used as an airport, otherwise, the airport land would return to the Navy. The City began using Fleming Field airport in 1946 for general aviation and then in the 1970's began leasing land at the airport to individuals for private hangars. The City built the first of its own hangars in 1978.

In the 1980's The Metropolitan Airport Commission (MAC) conducted a study of Fleming Field airport to determine if they wanted to add the airport to their system. The MAC's study determined that acquisition of the airport would not be in the MAC's interest as they would likely lose money. In 1992 the MAC dropped consideration of the airport altogether.

The airport was named Fleming Field in honor of Captain Richard E. Fleming of the US Marine Corps Reserve, a native of St. Paul and graduate of St. Thomas Academy and the University of Minnesota. Captain Fleming received the Congressional Medal of Honor for his bravery and heroics as a flight officer in a Marine scout bombing squadron in the Pacific during World War II.

Source: Fleming Field



Source: Fleming Field

Purpose

Today, Fleming Field continues to operate as a general aviation airport and caters primarily to recreational pilots though there has been an increase in business travel. In addition to public and private hangars for general aviation there are also several aviation related businesses at the airport including Wipaire (aircraft float manufacturing company), Ballistic Recovery Systems/BRS (a company that makes whole airplane parachute systems), Sierra Hotel Aero (rebuilds old airplanes), and Spectrum Medical Services (a company that brings specialist doctors to rural areas). Lysdale Flying Service (aircraft sales), which was one of the original airport tenants in the post Navy era, is still in operation at Fleming Field airport.

The City added a terminal building in 1997 to serve as the hub for the airport, a neighborhood meeting space, and to provide inviting quarters to cater to the growing business use of the airport. The terminal offers a 24-hour pilot's lounge. Fleming Field airport continues to be an important facility to the community of South St. Paul and an important hub of commerce.

There are approximately 464 jobs at the airport and the businesses located there.

Aviation/Airport Plan

Fleming Field Airport is designed to serve South St. Paul and the surrounding regional area. The airport sits on 204 acres of land and has one 4,002 x 100 foot paved runway. It is an active airport with approximately 58,100 landings and takeoffs per year (2012). Approximately 260 aircraft are based at the airport.

The airport serves two main purposes: business and recreation. Most of the activity occurs between 7 a.m. and 9 p.m. weekdays and on weekends. The economic impact from airport related activities totals approximately 41 million dollars.

Helicopters / Helipad (none)

While there is no helipad there are 10 helicopters that operate out of Fleming Field Airport. The flight path (approach) for helicopters is from the Wakota Bridge to the windsock on the Fleming Field tarmac and back out the reverse way. This flight path accommodates the needs of helicopter use at the airport while offering the least disruption to neighboring residential properties.

Safety - Landing Aides

There is no air traffic control tower at the Fleming Field airport. The tower that had been built after the Navy left has long since been removed. The type and quantity of air traffic do not warrant an air traffic control tower. Fleming Field currently uses; pilot controlled lighting (remote controlled via radio), a Non-Precision Global Positioning System (GPS) and localizer (World War II Era instrument) landing aid for the Runway 34 approach (from the south heading north), and Precision Approach Path Indicator (PAPI) (visual landing aid [red boxes]) for both Runway 34 and Runway 16 approach (from the north heading south). Due to the proximity to the St. Paul Downtown Airport, the FAA indicated that they would not support any type of instrument approach to Runway 16. All of the safety equipment is located on-site at the airport.

The City will work with the FAA to acquire Precision GPS aides for the Runway 34 approach which should help to decrease the safe viewing height to the runway and increase the ability for planes to land in bad weather safely.

- Pilot controlled lighting (remote controlled via radio)
- PAPI for Runway 34
- GPS and NDB instrument approaches

Airport - Future Land Use

In 2007 the 25 acres on the west side of the airport was platted and access roads to the site were installed. There are currently five hangars constructed in this area, and space for 46 private aircraft storage hangar lots and one 14-unit public T-hangar building lot.

The only other area remaining for expansion of the airport is within the city limits of neighboring Inver Grove Heights where seven hangar lots were created; two of those lots are developed and six lots are still available. The entirety of Fleming Field is located within South St. Paul city limits with the exception of eight acres of land in Inver Grove Heights where these hangar lots are located along with a small section of tarmac.

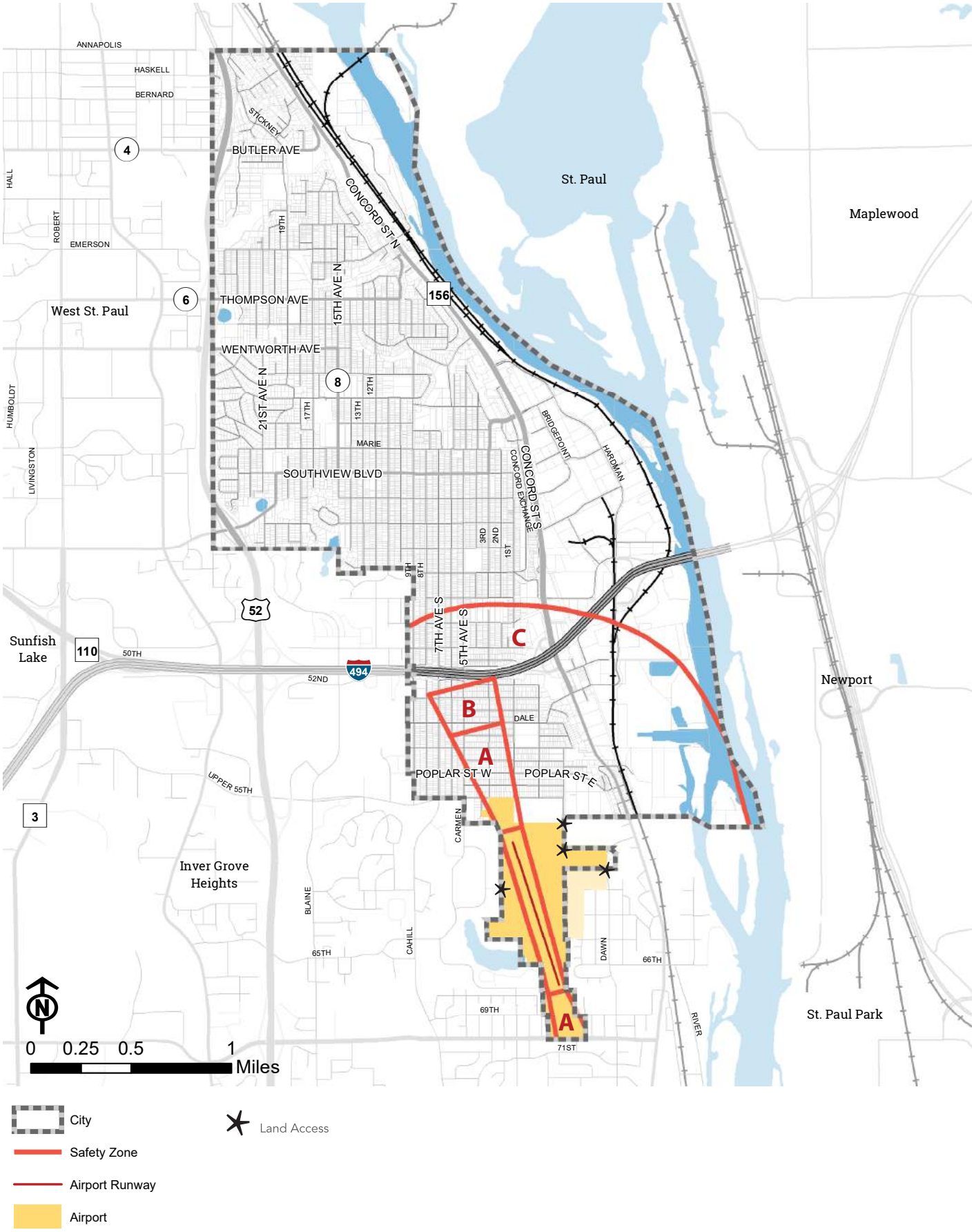
In 2015, the most recent Airport Layout Plan (ALP) was completed and approved by the Federal Aviation Administration. The airport is currently in the process of updating their master plan and the newest version of the plan should be ready for adoption sometime in 2020.

It is not anticipated that any additional land will be acquired for future expansion of Fleming Field. The City of South St. Paul currently owns roughly 27 acres of vacant land to the south of Fleming Field's existing runway which is considered part of the airport. There has been informal exploration of the idea of someday extending the runway onto this vacant land but that type of project would be very challenging due to the close proximity of existing single-family homes. There are no immediate plans to formally study the viability of extending the runway.

Airspace Protection Regulatory Control / Airport Zoning

The cities of South St. Paul, Inver Grove Heights, and Newport have adopted an airport zoning ordinance which is managed by an Airport Zoning Board. The ordinance provides airspace protection for the airport by regulating the type of uses, type and manner of lighting used on properties in the area, and height of structures in the respective safety zones in and around the airport. The City has continued to enforce airport zoning regulations on properties within its boundaries. The Metropolitan Council has indicated that the airport zoning ordinance has not been changed since the 1970's and should be updated. However, since the Airport Zoning Board has not been active for some time, and the board (which is made up of representatives from several communities) would be required for changes to the existing ordinance, it would prove to be a substantial undertaking and likely will not be completed until at least 2025. The City acknowledges that the ordinance will need to be updated and will work with MnDOT Aeronautics and the Metropolitan Council to develop an updated airport zoning ordinance. The City also understands that MnDOT has been working on a model airport zoning ordinance which should be completed soon and this model ordinance may provide the City with necessary framework for updating the City's airport zoning ordinance.

Figure 7.12: Airport Safety Zones



Permits

Per Minnesota State Statute 360.83, the city will also notify MnDOT Aeronautics for any construction or alteration that would exceed a height of 200 feet above ground level at the site, or any construction or alteration of greater height than an imaginary surface extending upward and outward at a slope of 40:1 from the nearest point of the nearest runway of a public airport.

Airport Influence on Land Uses

Runway Clear Zones

The airport's land use safety zone extends north and south of the airport property itself (Figure 7.12). Land uses within these zones are predominantly residential in nature, specifically single family. A softball complex, community park, and community gardens are located directly adjacent to the airport. Land use incompatibilities have recently been addressed including the reconfiguration of McMorrow Field, acquisition of two residential properties on South Street, the removal of a storage shed and trees along Craig Ct., and the acquisition of aviation easements. The City has opted to work with property owners when acquisition of property is necessary and to acquire the properties when the owners are ready to sell. The Federal Aviation Administration (FAA) has stated that Fleming Field is in a built-up urban zone and therefore allows the City great leeway since many of the buildings have been in the clear zones for around 50 years.

FAA Notification

The City will work with the FAA and provide notice as required of changes to the airport, and particularly regarding runway clear zones.

Noise

The noise generated by South St. Paul's municipal airport is not to an extent which would require soundproofing or other corrective measures. One way the City has attempted to control noise is by having the set approach areas for airplanes and helicopters. This minimizes noise impacts to the residential properties around the airport.

St. Paul Downtown Airport (Holman Field)

South St. Paul is within the influence area of St. Paul Downtown airport, also known as Holman Field. Holman Field is roughly 540 acres in size and contains three asphalt runways. The Downtown Airport (STP) is designated by the FAA as a Reliever Airport for the metropolitan area. It serves an important role to reduce congestion at Minneapolis/Saint Paul International Airport (MSP) by accommodating general aviation traffic that might otherwise use MSP. STP is classified as a Primary Reliever Airport by MAC; a Key Airport by the Minnesota Department of Transportation State Aviation System Plan; and an Intermediate Airport by the Metropolitan Council Regional Aviation System Plan. Further, the FAA has classified STP as a National category general aviation airport. It accommodated approximately 40,500 aircraft takeoffs and landings

in 2017. STP also has an Air National Guard operation that includes the use of helicopters. By 2040, approximately 50,000 to 70,000 annual flight operations are predicted.

Seaplanes

There is no documented seaplane usage within South St. Paul city limits. The Wipline Seaplane Base is located south of city limits in neighboring Inver Grove Heights. The region's seaplane users likely choose to land near that facility versus landing in the Mississippi River near South St. Paul and then taxiing the considerable distance to reach the Wipline Seaplane Base via the river.

Freight







Regional Freight

In addition to the aviation system, the region's freight system has four components:

- Trucks
- Freight Rail
- Barges
- Intermodal Transfer Facilities

All four of these components are present within South St. Paul. Figure 7.13 illustrates the location of freight and intermodal facilities. Existing (2016) heavy commercial annual average daily traffic (HCAADT) volumes are depicted in Figure 7.14. Of these economic centers, portions of the I-494, TH 52, TH 61 and Concord Boulevard are significant to the region's freight network as it provides access to barge terminals, regional shopping centers, employment hubs and the Fleming Field – South St. Paul Airport.

Thrive MSP 2040 recognizes special features that communities share around the region that allow the Metropolitan Council to apply policy consistently in similar places. A manufacturing/distribution location has been highlighted, see Figure 7.13, as one special feature located within South St. Paul. Manufacturing/distribution locations are defined by densities of employment in manufacturing, distribution, and warehouse of at least 2 jobs per acre. Manufacturing/distribution locations benefit from significant existing regional infrastructure such as wastewater, highways, and rail. The Council discourages redevelopment of industrial land in strategically important locations along rivers and railroads in the region into other uses.

Local Freight

Most aspects of freight movement are controlled by the private sector, though there is still a need to plan for a safe and efficient multi-modal freight system at the local level.

Figure 7.13: Freight and Intermodal Facilities

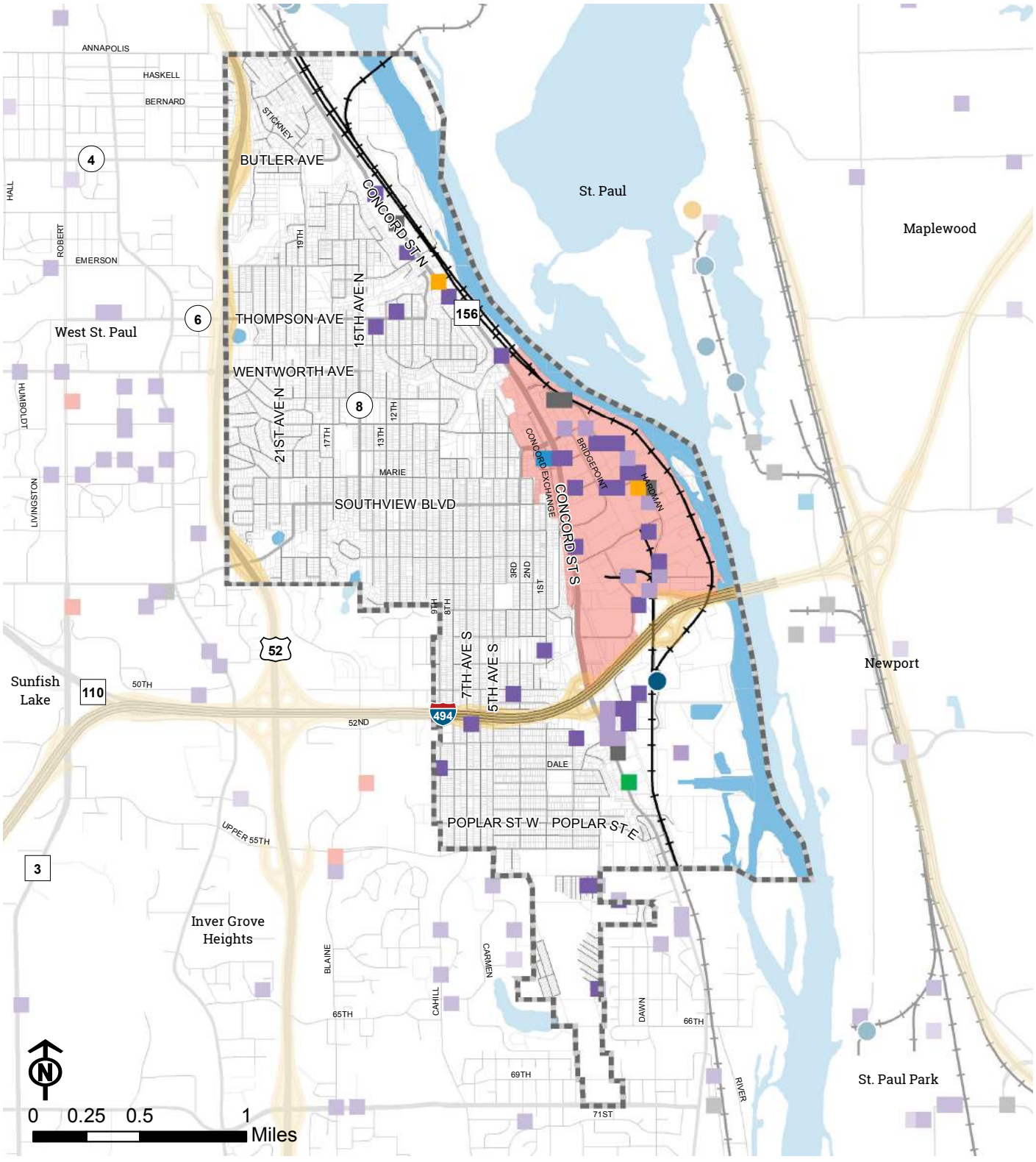
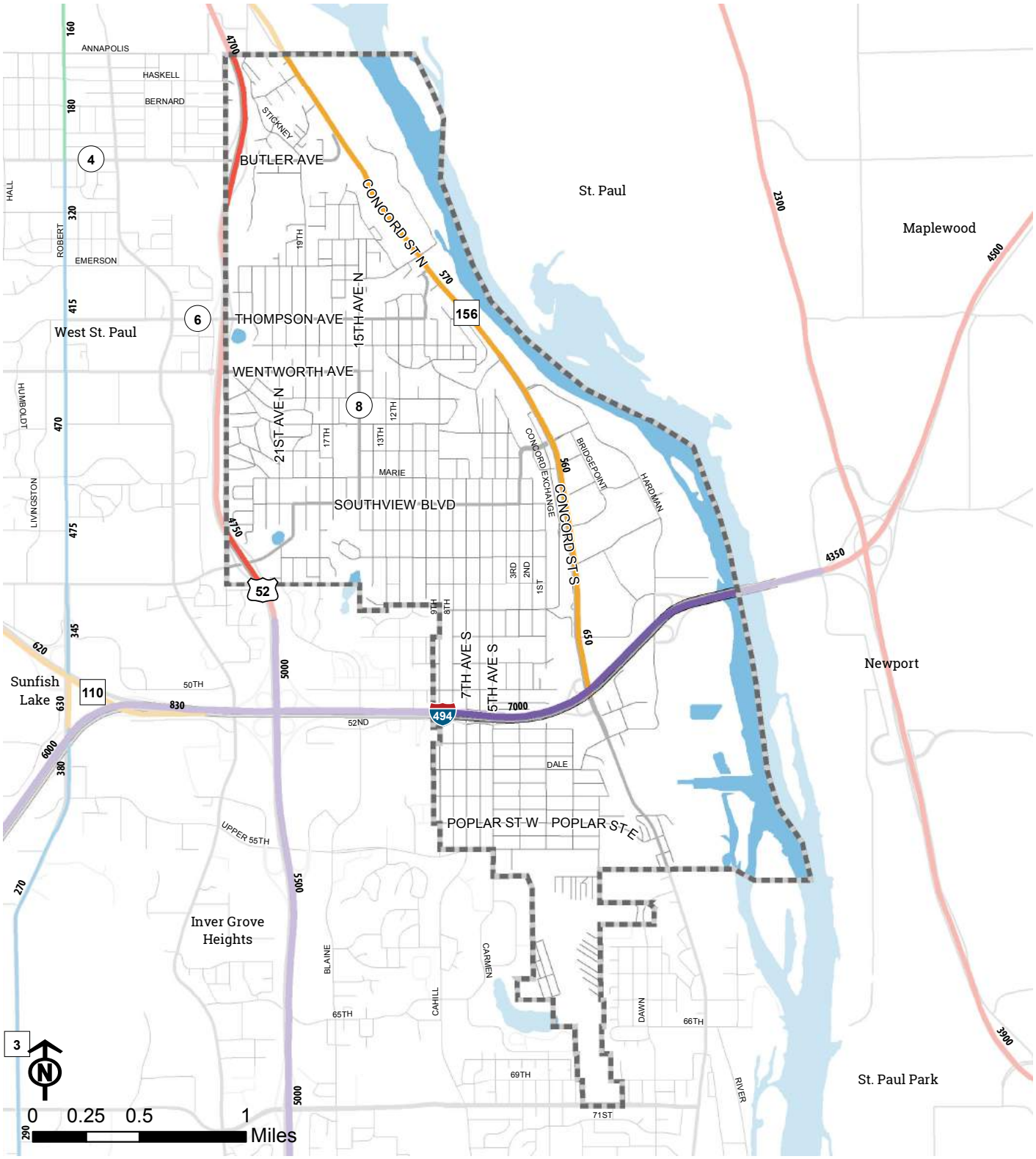


Figure 7.14: 2016 Traffic Volumes (HCAADT)



A major component of South St. Paul's freight system is the roadway network. Key freight corridors within the community include I-494, and non-interstate highway corridors, including TH 52 and TH 61 (east of the Mississippi River) (see Figure 7.13). These corridors provide limited access for uninterrupted traffic flows with a relatively high level of service.

More importantly, the County State Aid Highway (CSAH) System connects to heavy freight corridors and provides first- and last- mile connections to local customers and businesses. CSAH routes that parallel interstates/highways or connect to industrial and commercial centers significantly support the transportation of freight within South St. Paul. This includes CSAH 156 (Concord Boulevard). Other significant routes include city streets that provide circulation within the City's industrial park (e.g., Hardman Avenue) and access to CSAH 156.

As seen in Figure 7.13, the primary railroad corridor within South St. Paul is the Union Pacific Railroad corridor that runs North-South along the Mississippi River, east of Concord St. There are a few railroad spurs located within South St. Paul serving the barge fleeting facility south of I-494 and major industrial uses in the City's industrial park along Hardman Avenue. Within South St. Paul the Union Pacific Railroad line does not have any at-grade crossings with any arterial roads.

Assisted Driving and Autonomous Vehicles

Fully autonomous cars are still in the advanced testing stages, but partially automated technology and low-speed cars are beginning to embed themselves into markets across the country. In that respect, understanding autonomous vehicles will play an important role in how agencies manage their transportation assets, while setting the stage for investments. In addition to fully autonomous vehicles, there are connected vehicles that will interact with our transportation system to complete driving functions or provide information to the driver to make informed decisions.

Aside from some of the predicted impacts such as the continued growth of car-sharing, and on-demand taxi services like Uber and Lyft, autonomous vehicles (AVs) and connected vehicles (CVs) also stand to disrupt the norms of both transportation and land use planning. Parking minimums, street design, right-of-way needs, development demand, signage and signalization, building siting and design, access management, and their accompanying standards have the potential to change dramatically over the next 40-50 years.

Researchers have concluded that AVs and CVs will reshape the right-of-way of future roadways. Autonomous vehicles are likely to be smaller than existing passenger vehicles, permitting narrower lanes, likely will not require medians, and due to wireless communication between vehicles, will allow travel much closer to one another. By

accommodating the same or more volume in less space, newly available roadway can be reapportioned to other road users like pedestrians and bicycles.

Although new roads can be configured for additional multimodal use, there are some potential drawbacks for pedestrians, bicyclists, and other road users that the City will need to be conscious of when moving towards a more automated roadway infrastructure. The reapportioning of right-of-way may allow for expanded sidewalks and more dedicated bike lanes; however, due to potential signal removal this may cause longer waits at intersections dominated by free-flowing vehicles. Adding pick-up and drop-off locations could also fragment the streetscape, complicating travel for multimodal users.

The redevelopment of former parking lots has the potential to transform existing urban centers. Future site designs will be impacted by the implementation of autonomous vehicle structure, potentially allowing for buildings to more regularly front streets rather than parking lots. Accommodation for pick-up and drop-off locations within these parking lots will need to be a consideration.

The City will need to be mindful of the potential infrastructure impacts caused by adoption of autonomous and connected vehicle cultures. As the City looks to redevelop larger roadways, thoughtful consideration for how roadway infrastructure can be expanded to compliment autonomous and connected vehicles is important.

Transportation Goals and Policies

Goal 7.1: Support and facilitate cutting edge telecommunications and transportation infrastructure to all local centers of economic activity – business, industrial, and office areas.

Policy 7.1.1: Continue the program of assessing the surface condition of local streets and budgeting for their systematic maintenance and periodic reconstruction.

Policy 7.1.2: Consider enhancing the streets program to include reconstruction of alleys.

Goal 7.2: Manage access on major streets to improve traffic flow and road capacity, always with a concern for neighborhood livability.

Policy 7.2.1: Design and maintain local streets for land access while making them less attractive to sub-regional and regional traffic through traffic calming techniques.

Goal 7.3: Establish New Street Reconstruction and Design Standards.

Policy 7.3.1: 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.

Policy 7.3.2: Use distinct street design and streetscaping to help identify collector streets from minor residential streets.

Policy 7.3.3: Reduce residential streets in width to the extent that on-street parking and other demands allow.

Policy 7.3.4: 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.

Policy 7.3.5: Integrate a green connection along the North Concord Street corridor to connect the Concord Exchange and BridgePoint Business Park areas up to Kaposia Landing park and on to the City's northern border.

Goal 7.4: Plan for a Transportation Link through the Dawn Way Landfill Site in Coordination with Redevelopment of the Site.

Policy 7.4.1: Future redevelopment of the Dawn Way Landfill may include a transportation link through the site, possibly the extension of South Street through the site to connect to Concord Street at the current Poplar Street connection.

Goal 7.5: Plan to coordinate with the potential development of Light Rail Transit (LRT) or Bus Rapid Transit (BRT) on either the Trunk Highway 52 (TH52) corridor or along Robert Street (in West St. Paul).

Policy 7.5.1: Work with Dakota County and other area cities to lobby for this transitway which would serve all of the cities in this region.

Policy 7.5.2: Work with Dakota County and other area cities to develop improved transit that can be supportive to the LRT or BRT line.

Policy 7.5.3: Work with Dakota County and Metro Transit to develop improved routes or express routes along the City's existing transit corridors of Concord Street or Southview/3rd Street.

Policy 7.5.4: Work with Metro Transit, Dakota County, and other area cities to explore possible transit connections to Metro Transit Blue Line LRT (Hiawatha) at Fort Snelling and improved connections to the Metro Transit Green Line LRT (University).

Goal 7.6: Establish a system of attractive trails that connect the City and offer an alternative means of transportation and recreation for residents and visitors. In addition, provide trail connections to regional systems and trails in other communities.

Policy 7.6.1: Develop a citywide trail map, especially for off-street trails.

Policy 7.6.2: Identify and prioritize missing connections between city sidewalks and trails.

Policy 7.6.3: Identify official pedestrian/non-vehicle connections between parks, schools, shopping, and work.

Policy 7.6.4: Utilize the annual concrete program for installation and maintenance of sidewalks. Explore possible use of the program for trail installation and maintenance.

Policy 7.6.5: Construct a trail connection at Bromley Street; signage, information kiosk to show linkage to Kaposia Park and Dakota County River to River Greenway Trail (R2RG).

Policy 7.6.6: Continue the development of the Mississippi River Regional Trail (MRRT) in cooperation with Dakota County. Continue to seek Federal, State, and Regional dollars to accomplish this goal.

Policy 7.6.7: Cooperate with Federal, State County, and other agencies for the funding, construction and maintenance of high priority trail connections and corridors.

Goal 7.7: Maintain and improve the safety of the South St. Paul Fleming Field Airport while encouraging the growth of business and recreational aviation.

Policy 7.7.1: Acquire runway protection zone land as directed by the Federal Aviation Administration (FAA).

Policy 7.7.2: The City will work to achieve the runway clear zones (particularly 40 to 1 approach) as established by the FAA where feasible.

Policy 7.7.3: Work with the Minnesota Department of Transportation (MnDOT) Office of Aeronautics and the FAA for Precision Global Positioning Systems (GPS) for Runway 1/6 (approach from the south) and Runway 3/4 (approach from the north).

Policy 7.7.4: Update the current airport zoning ordinance. Develop updated regulatory controls through airport zoning regulations to ensure that proper safety and development standards are followed.

Policy 7.7.5: Work cooperatively with the City of Inver Grove Heights to identify and minimize, to the extent possible, impacts to adjacent land uses as development occurs.

Goal 7.8: Adopt new design criteria to ensure that the airport remains an attractive place for recreational aviation and encourages new development or aviation related businesses.

Policy 7.8.1: Continue to 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.

Goal 7.9: Continue to recognize the importance of Fleming Field Airport as an important facility in the economic development efforts of the City and support economic development and redevelopment at the airport.

Policy 7.9.1: Encourage aviation businesses to relocate to Fleming Field Airport when their business goals and operating procedures coincide with the expectations of South St. Paul and Inver Grove Heights residents; develop sites for those relocations.

Policy 7.9.2: Commercial airport buildings and operations at the airport should be concentrated in the area adjacent to the Fleming Field Terminal Building. Recreational airport users may be located on all other areas of the airport.

Goal 7.10: Consider the critical importance of safe and adequate site access, considering all modes of transportation, in all land use decisions.

Policy 7.10.1: Evaluate all site plans and land use decisions through an equitable lens that includes accessibility for those of all abilities, ages, and those using alternative modes of transportation.

Policy 7.10.2: Prioritize infrastructure improvements that improve usage and passage by those of all abilities, ages, and those using alternative transportation modes.

Policy 7.10.3: Continue to address barriers to bicycle and pedestrian travel that were identified in the City's 2014 Bicycle and Pedestrian Master Plan.

Policy 7.10.4: Monitor intersections and streets for unsafe conditions and consider traffic calming and/or pedestrian safety measures where feasible.

Policy 7.10.5: Maintain excellent access to metro-wide destinations through roadway and transit connections.

Policy 7.10.6: Monitor traffic congestion issues and prioritize solutions that will have a long-term impact on traffic flow.

Policy 7.10.7: Continue to coordinate with MnDOT, Metro Transit, and Dakota County on projects that may affect or change the transportation and transit connectivity in South St. Paul.

Goal 7.11: Capitalize on development activity and infrastructure upgrades as an opportunity to improve and increase bicycle and pedestrian amenities in the community.

Table 7.8: Transportation Actions

Action	Time Frame	Same As
Action 7.1: Create a small area/corridor plan for the North Concord Corridor (from the northern City Border to Wentworth Avenue). This plan should focus on: » Establishing architectural and design standards that promote traditional urban design » Promoting a mix of uses as well as reducing parking requirements, or creating consolidated public parking areas » Placemaking and wayfinding » Establishing connections to Concord Exchange and Kaposia Landing by enhancing the bicycle and pedestrian network and taking advantage of the 2021 reconstruction of North Concord Street » Looking for ways to make Concord a future high-frequency transit corridor	0-5	Action 4.1; Action 5.1
Action 7.2: Create a small area/corridor plan for the Concord Exchange Corridor (Concord Street and Concord Exchange from Wentworth Avenue to Interstate 494). This plan should focus on: » Building off the historical significance of the Concord Exchange building and surrounding area along Grand Avenue » Creating connections for bicycles and pedestrians to the Southview Hill Area to the west, Hardman Triangle to the east, North Concord Corridor to the north, and South Concord Corridor to the south » Through decorative signage and placemaking, this area should act as a gateway on Grand Avenue from Concord to the Mississippi River to the East » Planning for the extension of Concord Exchange » Looking for ways to make Concord a future high-frequency transit corridor	0-5	Action 4.2; Action 5.2
Action 7.3: Update the South Concord Corridor Plan, which was established in 2009 and had an unadopted update in 2012. The update should focus on: » Development and redevelopment potential of the mixed-use areas along the corridor as well as the industrial areas between the corridor and the Mississippi River » Establishing design standards to integrate well with the 494 Commercial area to the north as well as Concord Street as a corridor as a whole » Emphasizing bicycle and pedestrian connections, especially from the corridor to the Mississippi River » Looking for ways to make Concord a future high-frequency transit corridor	5-10	Action 4.3; Action 5.3

Action	Time Frame	Same As
Action 7.4: Construct a trail connection at Bromley Street; signage, information kiosk to show linkage to Kaposia Park and Dakota County River to River Greenway Trail (R2RG).	10+	Action 9.2
Action 7.5: 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 where boulevard widths allow.	5-10	Action 4.10
Action 7.6: Update the current airport zoning ordinance to: » Ensure that the airport remains an attractive place for recreational aviation and encourages new development or aviation related businesses » Continue to 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	10+ ongoing ongoing	Action 4.11
Action 7.7: Develop a citywide trail map, especially for off-street trails » Identify and prioritize missing connections between city sidewalks and trails	5-10	Action 9.7
Action 7.8: Evaluate all site plans and land use decisions through an equitable lens that includes accessibility for those of all abilities, ages, and those using alternative modes of transportation	ongoing	



8. COMMUNITY INFRASTRUCTURE

Community Services

Public Safety

South St. Paul Police Department

Established in 1887, the South St. Paul Police Department continues a proud tradition of providing excellent public safety for South St. Paul. Today's police department includes 28 officers (including two School Resource Officers), four community service officers, 25 reserves, a Police K-9, and four clerical staff. The 2007 expansion of the City Hall gave the Police Department up-to-date facilities that enable the department to meet all state and federal requirements for a temporary holding facility and improved day-to-day operations. The Police Department entered into a Joint Powers Agreement in 2008, along with all of the other communities in the County, to establish the County-wide 800MHz 911 dispatch center.

South Metro Fire Department

The South St. Paul Fire Department was established in 1888. In 2008, the City entered into a Joint Powers Agreement with the City of West St. Paul to form the South Metro Fire Department. The South Metro Fire Department employs 40 full-time staff, including 33 firefighters, two inspectors, four chief officers and one executive assistant. The department operates out of two stations, one in each city, with the West St. Paul station housing the department's administrative personnel. The Fire Department is tasked with providing an all-hazards response, including fire suppression, special operations and Emergency Medical Services (EMS) first response, with Basic Life Support (BLS) ambulance transport.

WHAT WE HEARD:

When asked about the quality of public services (Police, Fire, Public Works, etc.) provided by the City of South St. Paul, 35.62 percent of community survey respondents rated these services as "excellent" while 51.88 percent rated them "good."

Lifelong Learning

South St. Paul Public Library

The South St. Paul Public Library has a rich history of serving the community for nearly 100 years as a city-funded library. In 1963, the library entered into its first reciprocal borrowing pact with Dakota/Scott County, and in 1975, the Metropolitan Library Service Agency (MELSA) adopted a "Plan of Association" with independent metro libraries. South St. Paul Public Library became an affiliate/associate to the county library system, which ensured total sharing of materials, including interlibrary loans. Through further agreements, the library has participated in shared technology and program funding through the Dakota County Library System.

Currently the library employs five full-time personnel and six part-time personnel who provide over 350 programs annually to promote lifelong learning for users of all ages. The library also actively collaborates with other city personnel, organizations and businesses in bringing the library to the people.

Originally built in 1927, the library was expanded in 1964 to provide better service and to meet the increased demands of the community. The bookmobile garage was converted into a small conference/meeting room in 1999.

Libraries are increasingly becoming community-gathering places for programs, quiet study, lively discussions, and interactive learning. Given the changing function of community libraries, the City hired LSE Architects, Inc. in 2016 to conduct a mechanical needs assessment and space study of the current layout of the library to gauge the ability to meet the community's changing needs and expectations. New and desirable features were identified, such as private study areas, ADA compliance, a modification of the main service desk and staff work areas, flexibility regarding technology and programming, a larger meeting room, and a dedicated performance space.

Further studies will be conducted regarding a potential renovation of the library with the possibility of collaborating with the neighboring Dakota County Lawshe Memorial Museum, envisioning the library/museum area as a centrally located anchor in the community.

WHAT WE'VE HEARD

"We love our library and the creative and innovative programming they have for both kids and adults."

Intergovernmental Coordination

The City of South St. Paul is constantly trying to provide the best level of services to its residents by the most efficient means possible. In striving to achieve that goal the City has entered into several partnerships with other governmental agencies.

South Metro Fire Department

In 2008, the cities of South St. Paul and West St. Paul combined their full-time fire departments to form the South Metro Fire Department. The combined fire department retains the same number of fire stations, one in each of the two communities, and fire fighters. South Metro Fire Department is headquartered at the West St. Paul station.

Dakota County Communications Center (DCC) / 800 Megahertz System / CJIIN

In 2008, the City participated with other area communities on the establishment of the Dakota County Communications Center (DCC). The DCC provides dispatch communication for multiple local law enforcement agencies from one location. The City also is participating in the 800 MHz system, which provides better communication between different law enforcement agencies. The South St. Paul Police Department is a member of CJIIN, a county-wide effort relating to records management, CAD, and e-forms.

Dakota County Drug Task Force / Traffic Safety Partnership / Dakota County Police Chiefs Association / Dakota County Electronic Crime Unit/ Internet Crimes Against Children Task Force / Operation Night Cap / Tri-County Investigators

South St. Paul is an active participant in the Dakota County Drug Task Force and Traffic Safety Partnership. The South St. Paul Police Department is a member of the Dakota County Police Chiefs Association, a county-wide effort addressing county-wide concerns. The Dakota County Electronic Crime Unit assists member agencies by working together to provide trained personnel and expertise to analyze data stored on electronic devices in order to assist or investigators with the prosecution of cases involving the use of electronic devices. The Internet Crimes Against Children Task Force is a national network of 61 coordinated task forces representing over 3,500 federal, state, and local law enforcement and prosecutorial agencies. These agencies are continually engaged in proactive and reactive investigations and prosecutions of persons involved in child abuse and exploitation involving the internet. South St. Paul also works on a joint effort with the Minnesota State Patrol known as Operation Night Cap with proactive traffic enforcement operations. The South St. Paul Police Department also participates in Tri-County Investigators, where metro investigators meet once a month to discuss various investigations and share intelligence.

Progress Plus (Economic Development Partnership)

The cities of South St. Paul and Inver Grove Heights, and the local chamber of commerce (River Heights Chamber of Commerce), joined together to form an economic development partnership called Progress Plus. Progress Plus provides joint marketing, developer site selection assistance, and other shared economic development tools for both communities. The partnership allows the two cities to act like one larger city, thereby improving their visibility in the region and increasing economic development opportunities for both cities.

Robert Street Corridor Coalition

The City was part of the Robert Street Corridor Coalition that included Dakota County and most of the other cities in the region. The Coalition examined different possible forms of regional mass transit for the corridor and different alignments. The City will continue to be a part of this discussion, which could secure better regional transit for the residents of South St. Paul and the rest of the north/eastern Dakota County region.

Future Intergovernmental Coordination

The City of South St. Paul will continue to examine opportunities for intergovernmental partnerships and coordination whenever possible.

Public Works

The South St. Paul Public Works Department maintains the City's transportation and utility infrastructure. This includes the plowing and maintaining of the streets and sidewalks, and maintaining the numerous miles of sewers, storm sewers, and water lines. Public Works employees also ensure the maintenance of the City's airport and ice arena. The City has seven deep wells, two water towers and two water reservoir facilities which provide water to City residences and businesses. Additionally, there are several pump stations located throughout the City that are essential to ensure the proper flow of the sewers amongst the often-challenging topography in the City. The City Public Works Department also maintains and operates the City flood protection system, which is a combination of floodwalls, levees, pump stations and closure gates. The Public Works Department is located at the City's maintenance garage on Richmond Street in the south end of the City.

Water Supply

System Description and Evaluation

The City's water supply is provided by seven wells that were drilled between 1937 and 1975; no production wells have been constructed within the last ten years. Four of the wells have undergone significant rehabilitation (#1, #4, #7, and #8) and one has been re-cased and redeveloped. Well number nine (an eighth well) has been taken off line and been disconnected from the system. All ground water is taken from the Jordan aquifer. Each well has its own pumphouse, and water treatment is provided there. Pumphouse five does not have a well, it contains only booster pumps. Total production capacity is approximately 15.6 MGD.

In addition to the seven wells that provide the City with water, there are four storage facilities: 1) two elevated steel tanks, 2) one ground level steel tank, and 3) one ground level concrete tank (Map 20). The total storage capacity of these tanks is 3.15 MG. These tanks are used to store water during low demand and release water during high demand periods, a fire event, or emergency situation.

The City's water supply system is divided into two different pressure zones. There are interconnections with altitude valves between the two pressure zones.

The City has service agreements with the City of St. Paul to provide water service to several properties on the north end of the City (https://www.southstpaul.org/409/Comprehensive-Plan).

Future Demand - Water Supply System

As discussed previously, the Metropolitan Council estimates that the City could see an increase in the population of approximately 700 additional persons and an increase in its employment base of approximately 850 jobs. The City has adequate capacity to meet the demand to the year 2040 (Table 8.1).

Table 8.1: Projected Water Demand

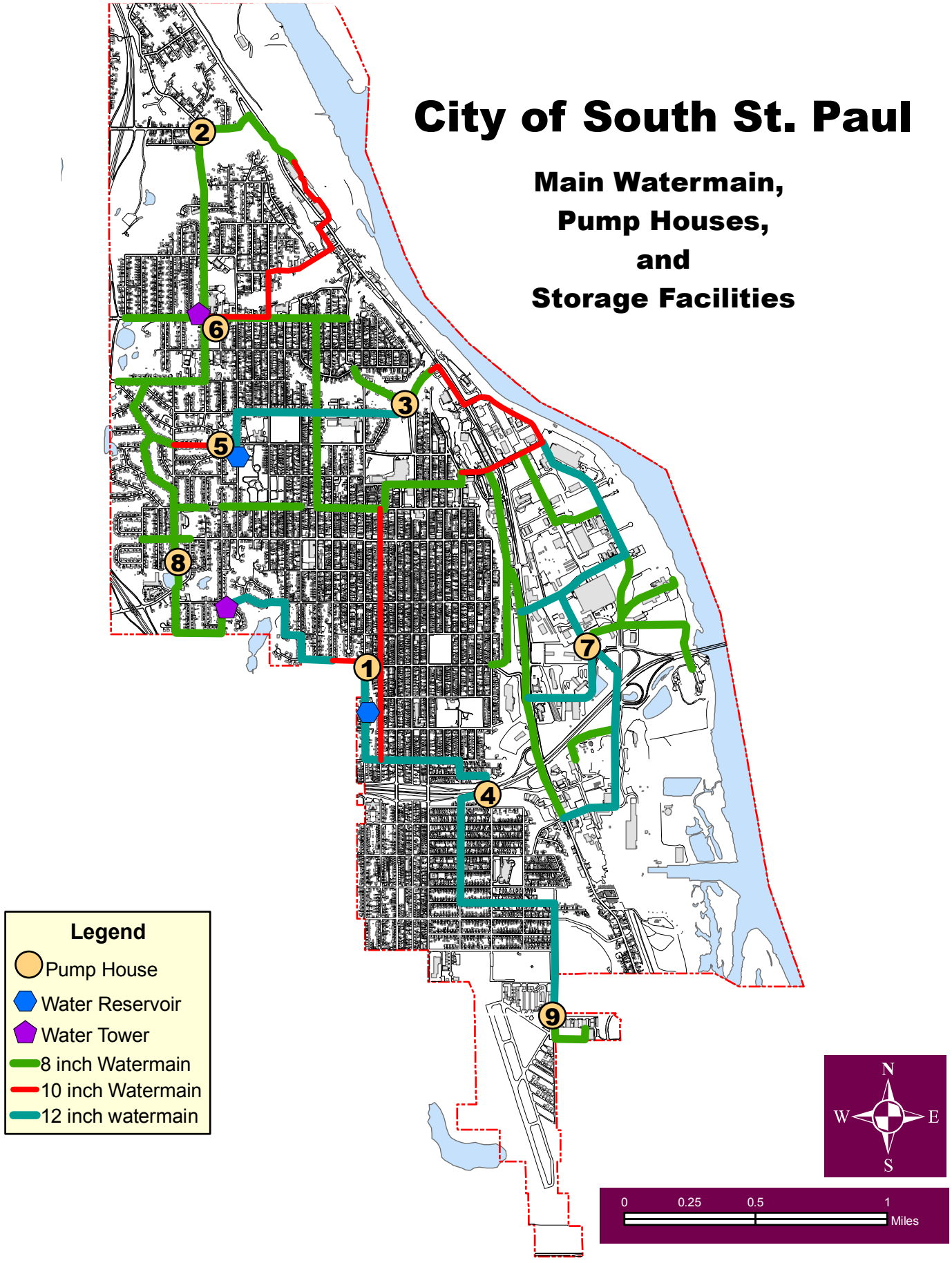
Year	Projected Total Population	Projected Population Served	Projected Total Per Capita Water Demand (GPCD)	Projected Average Daily Demand (MGD)	Projected Maximum Daily Demand (MGD)
2018	20,513	20,498	126.4	2.6	4.5
2020	20,850	20,832	126.4	2.6	4.6
2030	20,900	20,882	126.4	2.6	4.6
2040	21,200	21,182	126.4	2.7	4.6

GPCD - Gallons per Capita per Day MGD - Million Gallons per Day

Note: In 2022 the City's forecasts were revised due to the Grand/Exchange Mixed Use Area Comprehensive Plan Amendment. The following are the new projections. Revisions to projected water demand have not been made.

	2020	2030	2040
Population	20,800	21,600	22,000
Households	8,400	8,850	9,100
Employment	5,900	7,000	7,500

Figure 8.1: Water Supply System



This calculation was determined by the current production levels and an estimate of the level of conservation measures adopted by the residents of the City since the growth in population from 2020 to 2040 is only about 350 persons (by Metropolitan Council estimate), the system is adequate to handle the City needs until 2040.

Emergency Plan

In 1995, in accordance with Minnesota Statutes, the City prepared an emergency water plan to address threats to a lowered water supply. This plan was prepared by MSA Consulting Engineers and is adopted by reference in this plan. In 2016, that plan has been updated by the City to reflect the current environment.

Key components of the emergency plan include:

1. Emergency telephone list of all Emergency Event Evaluation Team participants. This team includes city staff, and staff from other communities and agencies.
2. Procedures for augmenting City water supplies:
   - Interconnects with St. Paul and Inver Grove Heights (Interconnects with St. Paul at Annapolis and Waterloo Streets; interconnects with Inver Grove Heights are located at 18th Avenue, Concord Street and 9th Avenue.
   - Use of surface water from the Mississippi River through the St. Paul interconnections.
3. Demand reduction measures:
   - Table 8.2 highlights water supply events that trigger an emergency water demand reduction as well as short- and long-term actions taken to reduce and augment water supply.
   - Methods to inform water supply customers of water conservation requests, restrictions and suspensions are detailed in Table 8.3.
4. Procedures for water allocation.

Table 8.2: Emergency Demand Reduction Conditions, Triggers and Actions

Emergency Triggers	Short-term Actions	Long-term Actions
• Contamination • Loss of Production • Infrastructure failure • Executive order by Governor • High Water Demand	• Supply augmentation through emergency back-up wells and interconnections. • Adopt and enforce a critical water deficiency ordinance to penalize lawn watering, vehicle washing, golf course and park irrigation & other nonessential uses. • Meet with large water users to discuss their contingency plan.	• Supply augmentation through emergency back-up wells and interconnections. • Adopt (if not already) and enforce a critical water deficiency ordinance to penalize lawn watering, vehicle washing, golf course and park irrigation & other nonessential uses. • Meet with large water users to discuss their contingency plan.

Water Supply Protection - Water Conservation

The City's water conservation plan was updated as a part of the MnDNR and Metropolitan Council Water Supply Plan template. The MnDNR recommends the following water conservation objectives and strategies:

- Reduce Unaccounted (Non-Revenue) Water loss to Less than 10%
- Achieve Less than 75 Residential Gallons per Capita Demand (GPCD)
- Achieve at least 1.5% annual reduction in non-residential per capita water use
- Achieve a Decreasing Trend in Total Per Capita Demand
- Reduce Ratio of Maximum day (peak day) to the Average Day Demand to Less Than 2.6
- Implement Demand Reduction Measures
- Utilize additional strategies to Reduce Water Use and Support Wellhead Protection Planning
- Tracking Success: How will you track or measure success through the next ten years?

Aspect of Sustainability:
- Environment



The City has implemented an increasing block rate for water consumption. The more water used, the higher the rate for the water. Water utility bills are also reported in gallons to allow for customers to compare their use to average rates. The service charge or base fee on the City utility bills does not include a base charge to cover universal city expenses that are not customer dependent and/or to provide minimal water at a lower rate (e.g., an amount less than the average residential per capita demand for the water supplier for the last 5 years).

Additionally, the City sends out flyers and inserts with utility bills and articles in the local newsletter that stress water conservation techniques. The City has also been active in using the City website to encourage water conservation habits.

Table 8.3: Plan to Inform Customers Regarding Conservation Requests, Water Use Restrictions, and Suspensions

Notification Triggers	Methods	Updated Frequency	Partners
Short-term demand reduction declared (<1 year)	• Website • Social media (e.g. Twitter, Facebook) • Direct customer mailing • Press release (TV, radio, newspaper) • Meeting with large water users (>10% of total city use)	• Daily - Social Media • Weekly - Website and Social Media	Police, Public Works and Code Enforcement Departments
Long-term Ongoing demand reduction declared	• Website • Social media (e.g. Twitter, Facebook) • Direct customer mailing • Press release (TV, radio, newspaper) • Meeting with large water users (>10% of total city use)	• Weekly • Monthly	Police, Public Works and Code Enforcement Departments
Governor's critical water deficiency declared	• Website • Social media (e.g. Twitter, Facebook) • Direct customer mailing • Press release (TV, radio, newspaper) • Meeting with large water users (>10% of total city use)	• Daily • Weekly • Monthly	Police, Public Works and Code Enforcement Departments, MN DNR, MN Department of Health

This City plans to utilize the following strategies to reduce water use and support wellhead protection.

» Participate in the GreenStep Cities Program, including implementation of at least one of the 20 "Best Practices" for water – City Resolution to participate adopted in April 2016

» Prepare a master plan for smart growth (compact urban growth that avoids sprawl)

» Prepare a comprehensive open space plan (areas for parks, green spaces, natural areas)

» Adopt a water use restriction ordinance (lawn irrigation, car washing, pools, etc.)

» Adopt an outdoor lawn irrigation ordinance

» Adopt a private well ordinance (private wells in a city must comply with water restrictions)

» Implement a stormwater management program

» Implement a water conservation outreach program

» Implement a rebate program for water efficient appliances, fixtures, or outdoor water management

Table 8.4: Lift Station Capacities and Flows

Lift Station	Pumping Capacity (gpm)	Existing Peak Flow (gpm)	Remaining Capacity (gpm)
North Station	300	200	100
Waterous Station	4,200	1,200	3,000

Table 8.5: Wastewater Flow 2009 - 2016

Year	Flow in Million Gallons	% Change
2009	1,223	N/A
2010	1,253	2.5%
2011	1,427	13.8%
2012	1,283	-10.1%
2013	1,234	-3.8%
2014	1,193	-3.3%
2015	1,104	-7.4%
2016	1,055	-4.4%

Sanitary Sewer System

History

Until 1986, the City had combined sanitary and storm sewers. In 1986, along with the Cities of Minneapolis and St. Paul, the City embarked on a ten-year sewer separation project. The goal of the project was to eliminate storm water from entering the sanitary sewer system and the Met Council's treatment facility in St. Paul. The City's sewer separation program was completed in 1995.

Description

The City is served by a series of sanitary sewer mains that carry sewage from the western part of the City, east to the MCES Sanitary Sewer Lift Station south of I-494. The lift station then directs the sewage through a force main that runs along the eastern side of the City. The main then crosses the Mississippi River to the Metro Treatment Plant in St. Paul. The City's sewage collection system includes two lift stations and over 77 miles of sanitary sewer mains and laterals. Due to the City's sewer separation program, and the departure of several large water users (packing plants and stockyards), there is adequate capacity in the system to accommodate future growth, especially in the Bridge Point Business Park. Future industrial growth is proposed to occur in this area, and adequate sewer capacity is key for future businesses.

Table 8.5 and 8.6 outline the current and projected annual flows, in million gallons, for sanitary sewer within South St. Paul.

As shown in Table 8.7 , all wastewater flow from the City of South St. Paul treated by MCES goes through the L65 lift station which is located south of I-494 and west of the Mississippi River. The City's sanitary flow gets to the station in two ways. Approximately 10% of the City's sanitary system connects into MCES interceptor 7111 which runs north from Inver Grove Heights up to I-494 then east to the L65 lift station. It is estimated that in 2040 this portion of the system will serve 899 households and 669 employees.

Table 8.6: Projected Wastewater Flows by MCES Interceptor Meter (Metro WWTP)

MCES Meter	2016 Average Flow (MGD)	2016 Peak Hour Flow (MGD)	2020 Average Flow (MGD)	2020 Peak Hour Flow (MGD)	2030 Average Flow (MGD)	2030 Peak Hour Flow (MGD)	2040 Average Flow (MGD)	2040 Peak Hour Flow (MGD)
M601	2.893	7.81	2.745	7.41	2.565	6.93	2.431	6.56
Total System	**2.893**	**7.81**	**2.745**	**7.41**	**2.565**	**6.93**	**2.431**	**6.56**

Note:

1. *Projected peak hour flows equal the total average flow multiplied by MCES peaking factors.*
2. *The sum of the peak hour flows does not equal the sum of the peak discharges from each district since the peaking factor decreases as the average flow increases.*
3. *Peaking factors were taken from MCES Water Resources Policy Plan factors.*
4. *Wastewater flows are based on 60 gallons per day (gpd) per person and 15 gpd per employee from new development, and gradual reduction of wastewater flow from existing development.*

Figure 8.2: Sanitary Sewer System

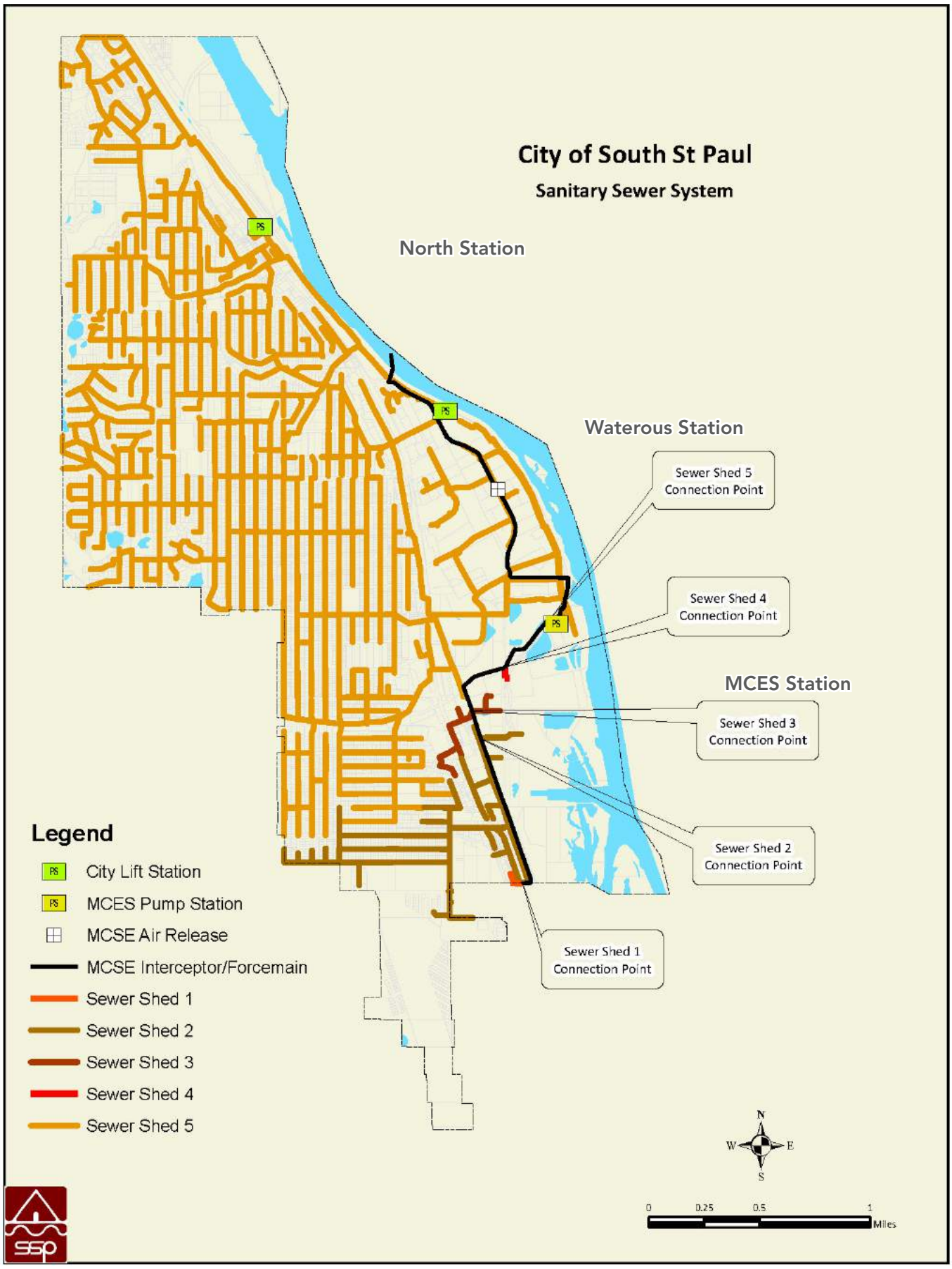


Figure 8.3: MCES Sanitary Sewer Areas

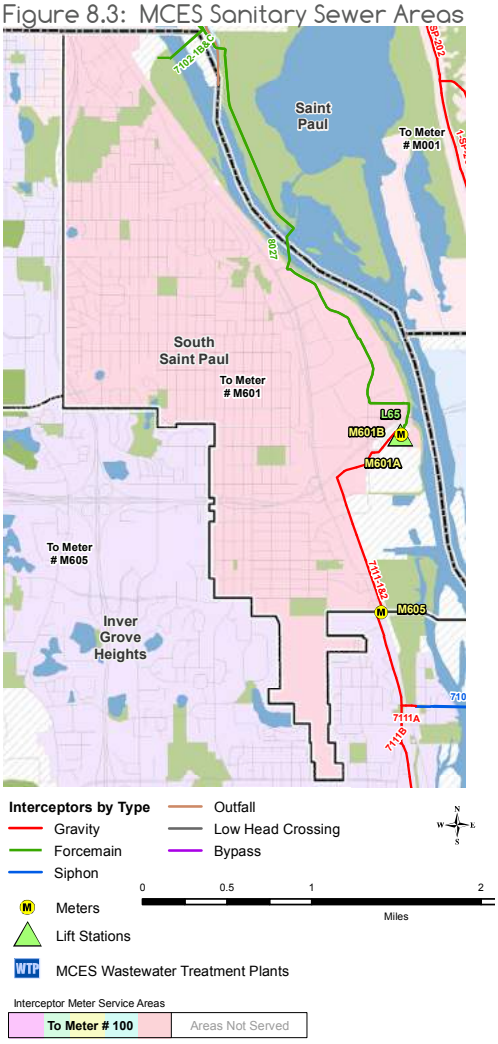


Table 8.8: MCES Flow Variation Factors for Sewer Design

Average Flow (MGD)	Peak Factor
0.00-0.11	4.0
0.12-0.18	3.9
0.19-0.23	3.8
0.24-0.29	3.7
0.30-0.39	3.6
0.40-0.49	3.5
0.50-0.64	3.4
0.65-0.79	3.3
0.80-0.99	3.2
1.00-1.19	3.1
1.20-1.49	3.0
1.50-1.89	2.9
1.90-2.29	2.8
2.30-2.89	2.7
2.90-3.49	2.6

Source: Met. Council 2040 Water Resources Policy Plan

The other 90% of the City's flow is conveyed though the City's sanitary system and flows directly into the L65 lift station from an existing trunk line north of I-494. It is estimated that in 2040 this portion of the system will serve 8,096 households and 6,021 employees. The City does not need any new connection points to the MCES system as the City is almost completely developed and the existing connection points are sufficient.

A majority of the City's sanitary sewer system was originally designed and sized as a combined storm sewer and sanitary sewer. In the late 1980's and 1990's projects were undertaken to separate most of the City's combined system. In nearly all of these projects storm water was removed from the existing system through the installation new storm sewer pipes and the existing pipe network was converted to a sanitary only system. Due to that fact and the developed nature of the community there is sufficient capacity within the existing system to serve the City based on future flow projections without City trunk sewer expansions or new connections to the MCES Interceptor system.

Table 8.7: Flow Conveyance

Flow Conveyance	2040 Household	2040 Employment
L65 through City's 48" sewer pipe	8,096	6,021
MCES Interceptor 7111	899	669

Table 8.9: Sewer Allocation Forecast (WWTP)

	2010	2020	2030	2040
Sewered				
Population	20,148	20,838	20,888	21,188
Households	8,181	8,395	8,645	8,995
Employment	7,743	5,990	6,190	6,690
Unsewered				
Population	12	12	12	12
Households	5	5	5	5
Employment	814	810	810	810
Total				
Population	20,160	20,850	20,900	21,200
Households	8,186	8,400	8,650	9,000
Employment	8,557	6,800	7,000	7,500

Source: HKGi, Metropolitan Council, South St. Paul (Dec. 2019)

Note: In 2022 the City's forecasts were revised due to the Grand/Exchange Mixed Use Area Comprehensive Plan Amendment. The following are the new projections. Revisions to projected sanitary sewer flows have not been made.

	2020	2030	2040
Population	20,800	21,600	22,000
Households	8,400	8,850	9,100
Employment	5,900	7,000	7,500

Infiltration and Inflow

Two issues of concern are inflow and infiltration of clean water into the wastewater collection system. Clean water that enters the sewer system from cross connections with storm sewer, sump pumps, roof drains, or manhole covers is considered inflow. Infiltration is clean water that enters the sanitary sewer system through defects in the sewer pipes, joints, manholes, and service lines. This inflow and infiltration (I&I) of water can reduce the capacity of the system and increase the fees charged by the MCES. In extreme cases, the added hydraulic load can cause bypasses or overflows of raw wastewater. As sewer systems age and deteriorate, I&I can become an increasing burden on a City's system. Addressing inflow and infiltration will be focused on the City's existing system as no additional trunk sewer connections are needed since the system has sufficient capacity to serve anticipated redevelopment areas.

Sources, Extent, and Significance of Existing I&I

The possible introduction and sources of I&I in the City are typical of most older cities. Old System - Our sanitary system consists of large amounts of vitrified clay pipe and concrete pipe. The pipe joints occur more frequently with these materials and older pipe did not utilize gaskets or seals which makes the joints more susceptible to infiltration. A lot of the original manholes still in place are constructed of block instead of precast manhole sections with gasketed joints. Service Connections - Service connections to the mainline are another potential point of water intrusion as in many cases precast wyes were not used and manual connection were made, especially if services were added after the mainline pipe was originally installed. Private Service Lines - It is very likely that a large percentage of private services in the City are contributing I&I to the system. The City has completed a sump pump program to address private discharge of clear water into the sanitary system from sump pump discharges, but another likely cause of significant infiltration is from the private service lines itself. The City has no system in-place or sufficient funds to proactively identify and eliminate infiltration from private services. The City was successful in obtaining a grant from the MCES to assist homeowners with

Table 8.10: Age of Residential Housing Stock

Year Built	Number of Units	Percent
Pre 1969	6,388	74%
Post 1970	2,233	26%
Total	**8,621**	**100%**

Source: US Census ACS 2012-2016

Table 8.11: Estimated I&I Rate

Service Area	Average Daily Flow (ADF)	Base System Flow (BSF)	Yearly I&I (%)	Peak I&I Flow (MGD)	Peak I&I (%)
2010	3.433	3.179	7%	3.74	15%
2011	3.908	3.300	16%	5.11	35%
2012	3.514	3.140	11%	4.23	26%
2013	3.379	3.023	11%	3.90	22%
2014	3.267	2.937	10%	4.26	31%
2015	3.025	2.803	7%	4.19	33%
2016	2.892	2.648	8%	3.21	17%
2017	2.859	2.607	9%	3.37	23%

Note: 1. Winter Water Usage

addressing/correcting infiltration within private services. This program has had some success, however residents are only utilizing the program when their service flow is severely impeded by a root ball or blockage thereby requiring something be done to restore normal service. We also anticipate this grant funding will expire around 2022 and no other funds have been identified to continue this program. Small Areas of Combined Sewers - Most of the City's sanitary and storm systems were separated in the late 1980's and early 1990's. However there have been small areas that have been identified since that time that are still combined. The I&I issues in these areas are addressed as they are discovered through City projects and redevelopment.

The City's 10 year (1986-1995) sewer separation project served to greatly reduce the amount of inflow in the City's sanitary sewer system. This also served to greatly reduce the financial impact on the City by not having to treat storm water through the MCES-Sanitary Sewer Treatment System. In the mid-1980's, the City was treating over five billion gallons of sewage annually. Now that amount is reduced to about 1.2 billion gallons per year.

I&I REDUCTION ORDINANCES:

From City Code Sec. 62-109 (h):
Stormwater. It is unlawful to make connection of roof downspouts, exterior foundation drains, areaway drains, or other collectors of surface runoff or groundwater, to a building sewer or building drain that in turn is connected directly or indirectly to a public combined sewer or sanitary sewer. Roof downspouts, exterior foundation drains, areaway drains, or other collectors of surface runoff or groundwater now connected to a building sewer or building drain which is in turn is connected directly or indirectly to a public combined sewer or sanitary sewer must be disconnected from the public combined sewer or sanitary sewer and any associated building drainpipes must be suitably plugged or capped.

From City Code Sec. 62-132:
General rule. It is unlawful to discharge or cause to be discharged any stormwater, surface water, groundwater, roof runoff, subsurface drainage, uncontaminated cooling water, or unpolluted industrial process to a sanitary sewer.

Requirements and Standards for Minimizing I&I in South St. Paul

As shown in the box to the left, the City Code prohibits the connection of sump pumps, drains, and other surface water to the public sewer system. These regulations will continue to be followed and will be amended within six months of the adoption of this plan if required by the Metropolitan Council.

I&I Reduction Goals and Strategies

- To minimize or eliminate I&I entering private and public sewer infrastructure
- To reduce ratepayer costs for transporting and treating wastewater
- To minimize liability from water pollution and public health risks
- Policies and strategies for I&I Reduction:
- Educate property owners about I&I by posting information on city web site and distributing information via email blasts and community newsletter
- Encourage private property owners to proactively inspect and repair or replace older segments of private sanitary sewer connections that are beyond their service life.
- Explore grants or other financial assistance programs to provide financial assistance to private property owners wishing to replace or repair private sewer connections to the city main.
- Make sure sump pumps and building drains are not connected to the sanitary sewer system. This can be done through educational information and when permits are required for home improvements or expansions.

» Ensure careful construction, maintenance and rehabilitation practices are followed in all aspects, both public and private, of the sanitary sewer system.

In 2007, the City completed a report on inflow/infiltration (I&I). That report identified a five-year capital plan on reducing I&I in South St. Paul. The plan includes the following:

» Recommended re-lining projects.

» Recommended separation in stockyards and other small packing plant areas.

» Sewer televising program.

» Sump pump detection and disconnection program.

» MCES mainline inspection.

» Continued rehabilitation program on sanitary sewer as part of the street program.

The City has already re-lined a mainline pipe in the south end of the City, which showed significant infiltration. The redevelopment of the stockyards has been largely completed, thus eliminating our 25 acres of open livestock pens that required storm water to flow into the sanitary sewer system. The City is starting discussions with livestock processing facilities in the Hardman triangle area to correct the inflow issues that were identified and to further define the needed improvements and means for their completion. The City will continue its annual program of rebuilding deteriorated sanitary sewers as part of the annual street reconstruction program.

A televising program has been on-going for several years and will continue as an annual expenditure in the sanitary sewer fund budget. A project to further reduce I&I includes the Warner Avenue reconstruction in 2020.

Plan for Preventing and Eliminating Excessive I&I

The City has taken numerous steps to minimize I&I including stringent testing of all new sanitary sewer lines, replacement of manhole covers with concealed pick holes on improvement projects, and proper maintenance of the existing system such as a regular program of manhole leak detection/sealing. The City also prohibits the connection of roof and foundation drains and sumps to the sanitary sewer system.

The City has committed approximately $400,000 annually for the last several years to the elimination of I&I. The City's strategy moving forward is to complete televising and infiltration inspections on even years to determine the locations to include in lining and/or sealing projects on odd years. This will result in I&I reduction expenditures of around $400,000 every two years for the foreseeable future.



Aspects of Sustainability:

» Environment

» Energy

The city will push out educational information on social media and city newsletters that help educate private homeowners on the value of investigating and preventative care and maintenance to help eliminate excessive I&I. This information will include reminders that connecting sump pumps, roof, or foundation drains to the sanitary sewer system is illegal and that any of these existing connections must be removed.

The City will continue to look for funding assistance, like the One Water Grant program currently underway, to assist residents with the financial burden to address I&I issues in private services.

Subsurface Sewage Treatment Systems (SSTS)

South St. Paul municipal code requires all dwellings and businesses to connect to the City's sanitary sewer system when available and practical. There are approximately five (5) dwelling units, five (5) commercial properties, three (3) hangers at the airport, and a cemetery that still have their own subsurface sewage treatment facilities (SSTS). The City is also investigating two previously identified commercial properties with SSTS to determine those system's status. During street reconstruction projects, the City upgrades water and sewer connections to the City systems, replacing lead services or broken pipes to the curb stop (right-of-way). It is at that time that the City typically requires connection to the sanitary sewer system for older homes that may have been built prior to the City sewer system.

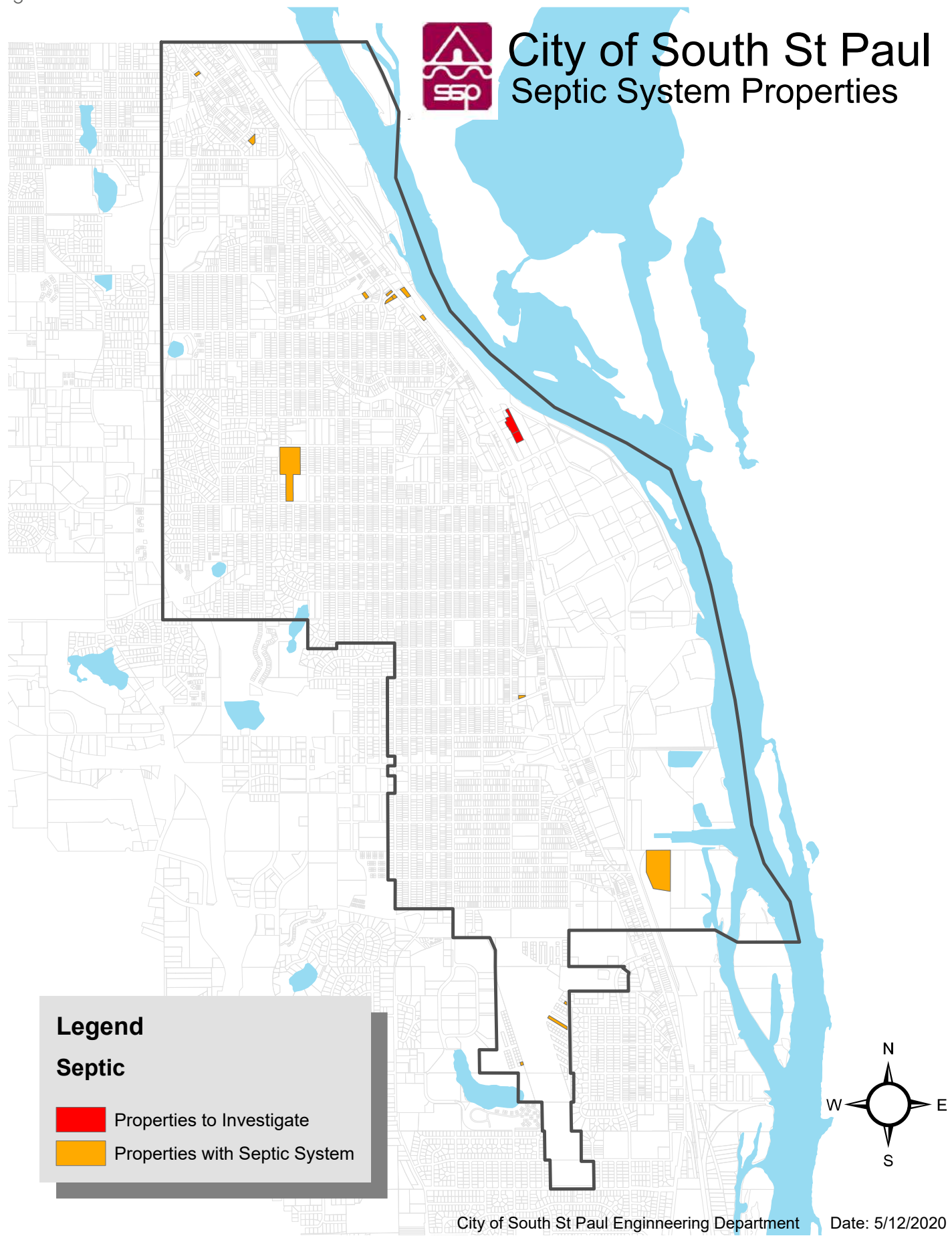
The City has adopted the Dakota County ordinance (https://www.southstpaul.org/409/Comprehensive-Plan) regarding the maintenance of SSTS. The County's ordinance establishes the following:

1. MN Departments of Health and Pollution Control Agency jurisdictions.
2. Requirement of watertight septic tanks.
3. Appropriate septic tank sizing.
4. "Time of Sale" inspections.
5. County responsibilities.
6. Municipal responsibilities.

The County ordinance requires immediate repair or replacement of systems that are deemed to be failing and an imminent threat to public health or safety. The City's Time of Sale ordinance includes inspection of any SSTS. The Minnesota Pollution Control Agency (MPCA) adopted new sewage system rules (MPCA 7080) in February of 2008 and has amendments as late as 2016.

There are no public or privately owned Community Wastewater Treatment Systems in operation within the City.

Figure 8.4: SSTS in South St. Paul



Surface Water Management Plan

Executive Summary

In May 2018, the City of South St. Paul adopted their Surface Water Management Plan (SWMP). A copy of this SWMP is made part of this Comprehensive Plan (Appendix B) . The entire City of South St. Paul is in the Lower Mississippi River Watershed, which is governed by the Lower Mississippi River Watershed Management Organization (WMO). This WMO was created as a joint power organization in 1985 and was formed to meet the requirements of the Metropolitan Surface Water Management Act of 1982. The WMO includes all or parts of Inver Grove Heights, St. Paul, West St. Paul, Lilydale, Mendota Heights, Sunfish Lake and South St. Paul. The WMO has created a watershed management plan that sets the guiding principles, criteria, and policies through which each of the member communities are governed. Each member community must adopt and approve a SWMP that meets or exceeds the criteria of the WMO plan. The WMO currently is operating under their third-generation plan, which was created and adopted in 2011 and amended in 2015.

Storm Water System

The City's storm water system is comprised mainly of pipes and a few storm water ponds. The City's storm water ponds are at the following locations:

- Near TH52 and Southview Boulevard (Anderson Pond)
- Near TH52 and Thompson Avenue (LeVander Pond)
- Near Hardman Avenue and I-494 north and south of I-494
- On barge terminal property
- Simon's Ravine near Concord Street

Treatment ponds or systems are required for all new developments that created more than one acre of new impervious surface. As per the City's SWMP, all construction projects are required to use best management practices such as silt fences, gravel entrances to sites, and other erosion control measures during construction.

Water Resource Management Agreements

The City has entered into water resource-related agreements that govern in part how the City must manage its water resources. These agreements include the joint powers agreement between the City and LMRWMO, agreements between the City and adjoining communities, or agreements it may have with other governmental units or private parties. The City has agreements with the following cities: Inver Grove Heights, Lilydale, Mendota Heights, St. Paul, South St. Paul, Sunfish Lake, and West Saint Paul.

Aspect of Sustainability:
- Environment

Amendment Procedures

No significant changes to the Surface Water Management Plan can be facilitated without the approval of the proposed revisions by the LMRWMO. Significant changes to the local plan shall be made known to the following parties:

1. City Administrator and City Engineer
2. City Council
3. Lower Mississippi River Watershed Management Organization
4. Metropolitan Council
5. Public within the City through a public hearing process
6. Dakota County

Following notification of the above parties, they shall have 60 days to comment on the proposed revisions. Upon receipt of approvals from the LMRWMO, any proposed amendments will be considered approved.

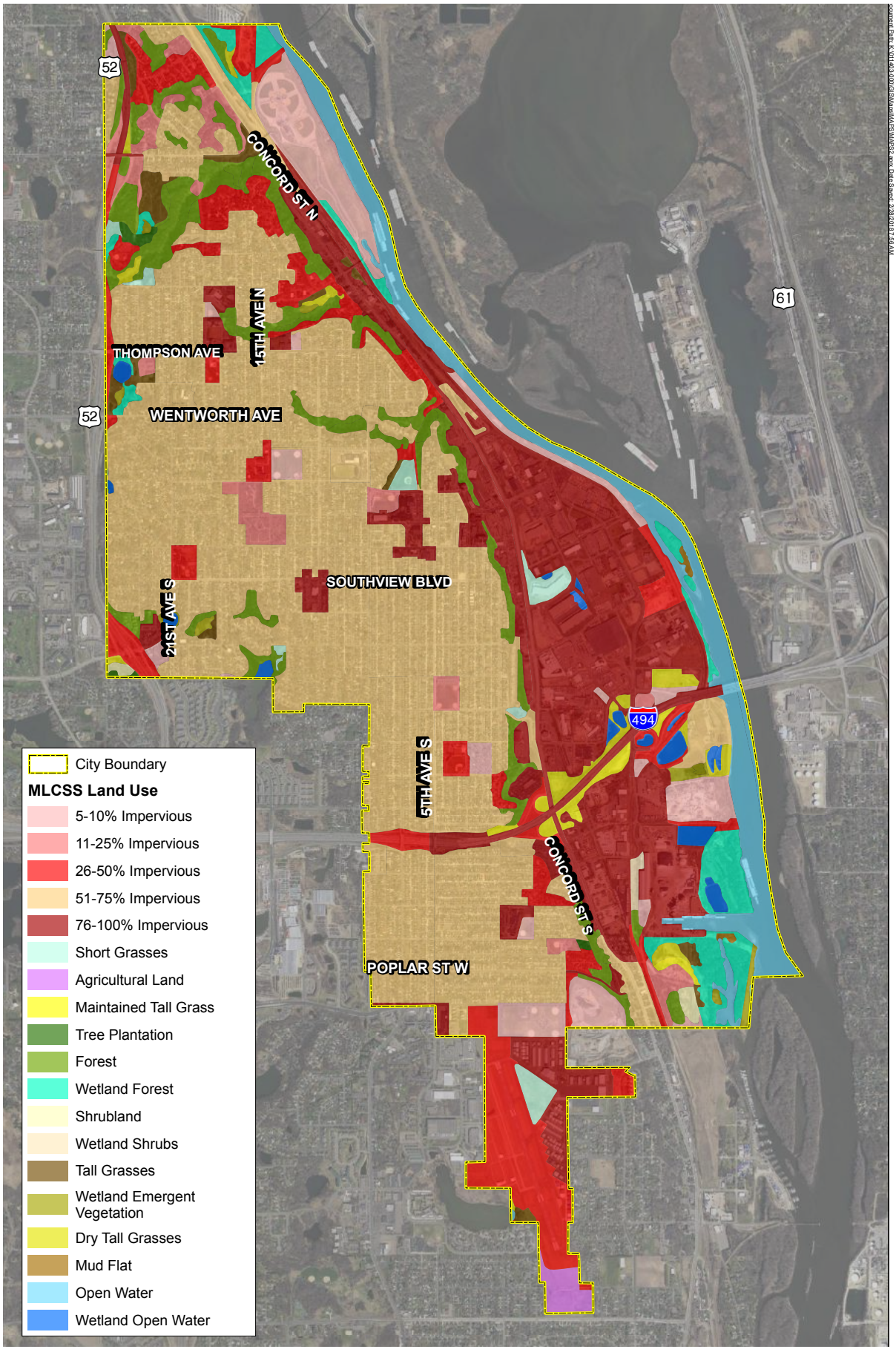
Minor changes to the Plan shall be defined as changes that do not modify the goals, policies, or commitments expressly defined in this plan by the City. Adjustment to subwatershed boundaries will be considered minor changes provided that the change will have no significant impact on the rate or quality in which stormwater runoff is discharged from the City boundaries. Minor changes to this plan can be made by the staff at the City without outside review.

Physical Environment and Land Use

The City of South St. Paul is a fully developed community and the total area within corporate limits is approximately 6.2 square miles. As seen in Figure 8.5, approximately 75% of the land cover falls within the impervious surface Minnesota Land Cover Classification System (MLCCS) categories. Just under 10% of the land cover falls under the water category. The City of South St. Paul land use practices include residential, commercial, industrial, public and private overlay districts, a riverfront development district, and a rail transportation district. Because of the City's fully developed status, existing and future land uses within the City remain similar and can be found in the land use chapter.

The topography of the City can be described as gently rolling, with steeper areas near the Mississippi River. Stormwater runoff from the City of South St. Paul is generally directed from the west to the east into the Mississippi River. The east side of South St. Paul is a narrow, flat stretch of land with an approximate elevation of 700 feet above sea level. This area is part of the Mississippi River floodplain. The low area is separated from the rest of the City by a steep bluff rising 100 feet above the floodplain. The areas west of the bluff are level in the south and central part of the City and hilly in the north part.

Figure 8.5: Land Cover



The highest points of the City are in the west, with areas reaching heights of 950 feet above sea level. The specific drainage patterns, which depict topography for areas within the City, are shown on the subwatershed delineation map on Figure 8.6. As can be observed from the subwatershed delineation map, the City of South St. Paul is divided into many small watersheds. Volumes, rates of flow, and drainage destinations for each of the mapped drainage areas can be found in Table 8.122.

Existing and Potential Water Resource-Related Problems

This section outlines an assessment of existing and potential water resource related problems that are known at this time. These problems have been identified based on an analysis of the land and water resource data collected as part of this local plan preparation and through information collected at the public input meetings.

1. Past and future development in the Seidl's Lake watershed—which includes the cities of Inver Grove Heights, West St. Paul, and South St. Paul—has impacted the water quality in the lake.
2. General water quality concerns of the Mississippi River.
3. Water quality concerns at LeVander Pond.
4. On-going levee and pump station operations and maintenance to reduce risk from Mississippi River flooding.
5. Flooding and drainage issues at the intersection of 7th Avenue and South Street.
6. Street and property flooding concerns near the property of 1320 Poplar Avenue.
7. Flooding and drainage issues near the Cenex building located on Concord Street.
8. Flooding and drainage issues at Villaume Avenue.
9. Flooding and drainage issues on Hardman Avenue near the S&S Tree and Horticultural Specialists property.
10. The four 72-inch pipes running under the railroad tracks near Malden Street consistently get plugged with sediment. These 72-inch pipes connect to a 120-inch pipe which discharges to the Mississippi River.
11. Past and future development within the cities of Inver Grove Heights, West St. Paul, and South St. Paul and climatic events have the potential to increase water elevations in landlocked Seidl's Lake. Increased water elevations may result in loss of vegetation around the lake, flood trails, and flood the observation platforms.
12. Existing storm sewer at Dawn Way and 59th Street East in Inver Grove Heights receives water from South St. Paul airport, which may contribute to manhole covers being blown off manhole structures.

Figure 8.6: Subwatershed Delineation Map

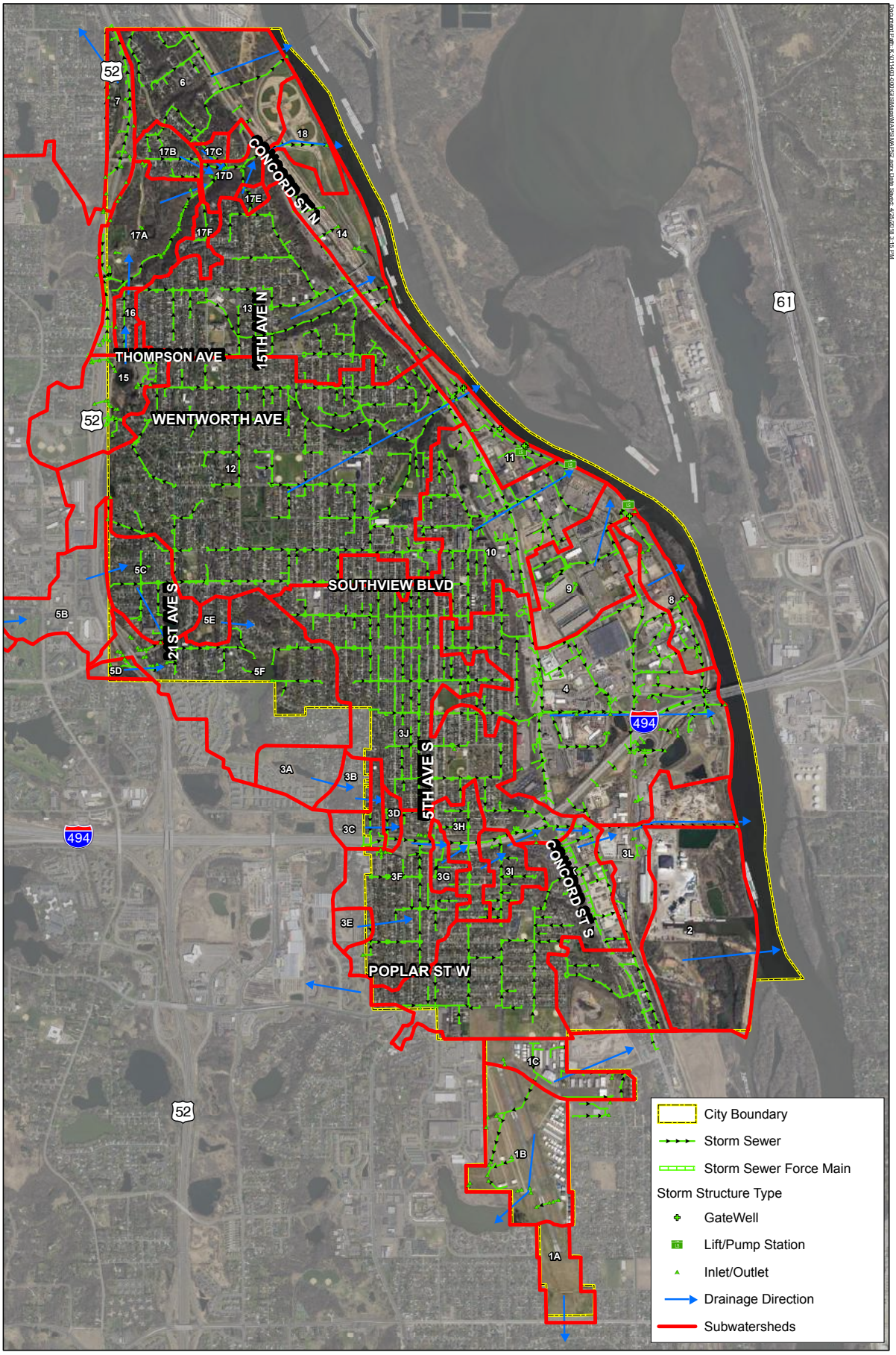


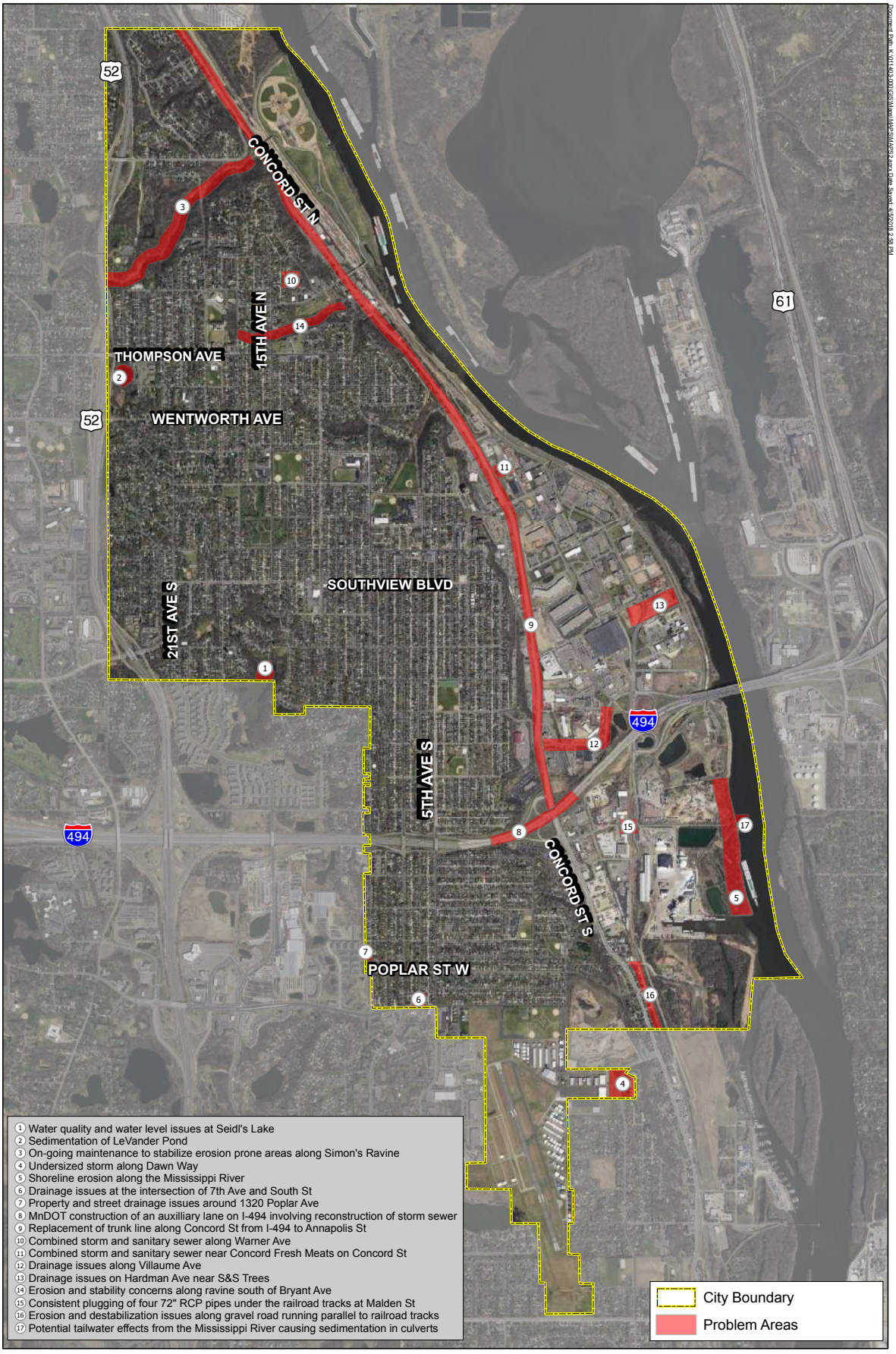
Table 8.12: Drainage Area Flow Rates and Volumes

Subwatershed	Direct Peak Discharge Rate (CFS)		Storage Volume (AF)		Drainage Destination
	10-Year	100-Year	10-Year	100-Year	
1A	80	155	NA	NA	Inver Grove Heights
1B	25	60	NA	NA	Boher Pond
1C	23	55	NA	NA	Inver Grove Heights
2	156	278	NA	NA	Mississippi River
3A	5	5	3.0	6.1	Mississippi River
3B	5	7	1.5	3.0	Mississippi River
3C	52	96	NA	NA	Mississippi River
3D	66	128	NA	NA	Mississippi River
3E	4	6	1.9	2.8	Mississippi River
3F	290	454	NA	NA	Mississippi River
3G	261	494	NA	NA	Mississippi River
3H	313	596	NA	NA	Mississippi River
3I	366	697	NA	NA	Mississippi River
3J	618	1,180	NA	NA	Mississippi River
3K	829	1,573	NA	NA	Mississippi River
3L	31	80	NA	NA	Mississippi River
4	79	484	35.0	64.0	MnDOT Pond
5A	0	4	2.1	3.6	Anderson Pond
5B	20	20	6.0	11.7	Anderson Pond
5C	15	20	3.7	19.3	Anderson Pond
5D	2	2	0.5	1.2	Seidls Lake
5E	1	3	1.0	2.0	Seidls Lake
5F	0	0	65.4	205.3	Seidls Lake
6	186	372	NA	NA	Mississippi River
7	135	246	NA	NA	St. Paul
8	67	139	NA	NA	Mississippi River
9	175	308	NA	NA	Mississippi River
10	240	455	NA	NA	Mississippi River
11	80	155	NA	NA	Mississippi River
12	450	868	NA	NA	Mississippi River
13	305	590	NA	NA	Mississippi River
14	150	286	NA	NA	Mississippi River
15	5	6.8	14.4	909.0	LeVander Pond
16	20	37	NA	NA	Simon's Ravine
17A	154	178	0.0	1.3	Simon's Ravine
17B	29	59	NA	NA	Simon's Ravine
17C	14	21	NA	NA	Simon's Ravine
17D	255	352	0.8	1.2	Mississippi River
17E	10	22	NA	NA	Simon's Ravine
17F	45	85	NA	NA	Simon's Ravine
18	31	76	NA	NA	Mississippi River

13. Water quality in the Mississippi River has impacted fish and wildlife resources.
14. During significant rainfall events, soil erosion has carried sediment to water bodies within the City. Sediment deposits reduce the depth of water and degrade the quality of water within a basin.
15. Addressing erosion and sedimentation along stream banks and lake shores has been identified as a priority by the LMRWMO.
16. On-going erosion issues associated with Simon's Ravine
17. Erosion issues along the banks of the ravine located south of Bryant Avenue.
18. The City of South St. Paul is a fully developed urban city with very limited water resources. The City is directly tributary to the Mississippi River and discharges stormwater directly to the River. In many cases this water is not controlled or treated prior to discharge.
19. The City anticipates that there will be an increased demand to improve the quality of water within the City and the appearance of stormwater retention areas.
20. Increase in accumulation of debris and material on City streets.
21. Increasing prevalence of polycyclic aromatic hydrocarbons (PAHs) and other contaminants in stormwater ponds from runoff of roadways and other surfaces.
22. Increasing prevalence of chloride in stormwater ponds in the metropolitan area from road salt runoff from roadways and other impervious surfaces.
23. Aging storm sewer throughout the City.
24. The majority of the City is served by a sanitary sewer collection system that conveys sanitary sewerage to a treatment plan. However, there are still approximately twenty subsurface sewer treatment systems (SSTSs) within the City. Approximately 16 are located at the airport and serve as holding tanks.
25. The majority of the City has separated sanitary and storm sewer, however there are still two areas within the City with combined sanitary and storm sewer, at Warner Avenue and leaving the Concord Fresh Meats building.

A number of water resource problem areas were identified within the City. Figure 8.7 shows the locations of these water problem areas. These areas were identified through information obtained from City staff and from the public input process.

Figure 8.7: Water Problem Area Locations



Local Implementation Plan/Program

The City's SWMP outlines a 10-year Capital Improvement Plan (CIP). The CIP for storm water and surface water improvements is funded through the City storm water utility, which was created and implemented starting in 2005. As part of the CIP, the City has performed several projects to improve the storm water system. These include the following:

- New sump catch basins with 'Don't dump – drains to River' placards on all street projects.
- Extension of large storm water pipe and creation of settling basin at Simon's Ravine outlet near River.
- Upgrades to floodwall control system.
- Repair of inlets for Seidl's Pond and LeVander Pond.

Future Improvements

The City has planned for 2018 – 2027, the following physical improvements:

- Correct drainage issues at the intersection of 7th Avenue and South Street. (2024)
- Correct street and property drainage issues near the property of 1320 Poplar Avenue. (2025)
- Correct drainage issues at Villaume Avenue. (2023)
- Construct improvements to address sedimentation in four 72-inch pipes running under the railroad tracks. (2021)
- Construct BMPs upstream of the Mississippi River. (2020)
- Stabilize ravine south of Bryant Avenue. (2023)
- Correct drainage issues near S&S Trees on Hardman Avenue. (2026)

Operations and Maintenance items, official controls, and monitoring and study can be found at https://www.southstpaul.org/409/Comprehensive-Plan. Also included are detailed project descriptions as well as cost estimates, and funding sources.

Ongoing Measures

The City continues to meet all of the NPDES requirements set forth by the MPCA for all Municipal Separate Storm Sewer Systems (MS4). This is evidenced each year in our annual report to the MPCA for our MS4 Permit.

Community Infrastructure Goals and Policies

Goal 8.1: Continue to provide excellent public services for South St. Paul residents and property owners.

Policy 8.1.1: Continue to provide excellent public services, especially in the area of Police and Fire protection, Public Works, Library, and Parks and Recreation services.

Policy 8.1.2: Utilize the Capital Improvement Program to budget replacement and repairs of existing public facilities and creation of new facilities. Explore opportunities to fund improvements through grants or through partnerships.

Goal 8.2: Continue to ensure there is adequate water supply for South St. Paul residents and property owners.

Policy 8.2.1: Continue to ensure adequate water supply for the City in accordance with and by enforcing the City's Water Supply and Emergency Conservation Plan.

Goal 8.3: Continue to ensure that wastewater is properly treated.

Policy 8.3.1: Continue to ensure adequate wastewater collection and treatment, (treated by the Metropolitan Council Environmental Services (MCES)), by enforcing the City's ordinances.

Goal 8.4: Continue to ensure proper management of surface water, consistent with the City's Comprehensive Storm Water Management Plan, through the enforcement of City ordinances regarding stormwater and erosion control.

Policy 8.4.1: Amend ordinances to allow and encourage landscaping alternatives to manicured lawns.

Policy 8.4.2: Continue public education to reduce homeowner use of lawn care chemicals.

Policy 8.4.3: Require the minimization of direct overland runoff of stormwater and insure the adequate treatment of stormwater runoff through such things as on-site National Urban Run-Off Program (NURP) basins (when possible) and Best Management Practices (BMP's) for stormwater treatment.

Policy 8.4.4: Work with MnDOT and Dakota County to reduce use of salt on roadways for de-icing.

Goal 8.5: Continue to ensure proper treatment of stormwater and minimization of erosion.

Policy 8.5.1: Continue to ensure proper treatment of stormwater and minimization of erosion, consistent with the City's ordinances and Comprehensive Stormwater Management Plan.



Aspect of Sustainability:

» Environment

Aspect of Sustainability:
» Environment



Goal 8.6: Set a high standard of design for new public infrastructure, plan infrastructure that will meet the needs of the 21st century, and explore alternative infrastructure techniques.

Policy 8.6.1: 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.

Policy 8.6.2: Plan roads and other infrastructure that can meet the needs of the 21st century. Plan for the near and longer term impacts that the development of autonomous vehicles and the need for 5G connectivity will have on infrastructure.

Policy 8.6.3: Explore "green infrastructure" standards and their potential for inclusion in future infrastructure development.

Table 8.13: Community Infrastructure Actions

Action	Time Frame	Same As
Action 8.1: Establish zoning standards for alternative energy installations and establish permitting processes that area predictable, transparent, and documented. Standards should address the following: » Allow rooftop solar installations as a permitted accessory use » Exempt rooftop solar installations from height limitations or allow rooftop solar installations to extend 10-15 feet above the maximum height for a building » Establish regulations to require pollinator friendly landscaping for ground-mounted solar gardens or solar farms	5-10	Action 4.12
Action 8.2: Amend ordinances to allow and encourage landscaping alternatives to manicured lawns.	10+	



9. PARKS, TRAILS & RECREATION

The City of South St. Paul owns and operates over 240 acres of parkland and natural open space which are available and programmed for use by residents and visitors. In the 2030 Comprehensive Plan, Parks, Trails, and Open Space were a section within the Community Services and Public Facilities chapter. As a stand-alone chapter in the 2040 Comprehensive Plan, the purpose of the Parks, Trails, and Recreation chapter is to guide future goals, policies, and actions for the parks system for the next 20 years, as well as set a foundation for a Parks System Master Plan update, which will provide detailed recommendations for each component to the system.

The following components are contained within this chapter:

» Overview of the Parks Master Plan

» Existing Parks, Trails, Recreation Facilities, and Open Spaces

» Issues and Opportunities

» Goals, Policies and Actions

Overview of Parks Master Plan

In November of 2005, the Parks Master Plan was approved by the City Council. The Parks Master Plan reviewed the existing City park system, park and recreation needs, and established plans for future improvement of the park facilities. A robust community engagement effort during this planning provided the City with broad input to support investment and improvement of the park system. Today, the 2005 Parks Master Plan is still an actively used document by the Parks and Recreation Department. An update of the parks system master plan is intended to begin in 2020 and will provide specific guidance for future investments and enhancements of the South St. Paul parks system.

WHAT WE HEARD:

When asked about the quality of parks and trails in the City, 21.38 percent of community survey respondents rated these services as "excellent" while 55.97 percent rated them "good."

2014 Park Referendum

In February of 2014, a Park Referendum was passed, providing funding for improvements to Doug Wood Arena, the development of Kaposia Landing, and the renovation of McMorrow Field. The following planning and physical development projects have been implemented with this referendum:

- **Doug Woog Arena Improvements:**
  - Conversion of refrigeration system from (environmentally harmful) Freon to Ammonia
  - Remodel of Rink 1 with new locker rooms, restrooms, a community meeting room, office training facility and warm viewing space
- **Kaposia Landing Phase 1 Development:**
  - Four new multi-purpose ball fields, with lights, scoreboards and sheltered bench areas
  - Five new full-size baseball fields with dugouts, batting cages, scoreboards, lights, and bleachers
  - A new concession and restroom building
  - Parking area with 194 stalls
  - Paved trail connections to athletic fields, a loop trail and portions of the Mississippi River Regional Trail
- **Renovation of McMorrow Field:**
  - Four multi-purpose play fields (used for soccer, football, lacrosse); each field has goal end safety fences and ADA accessible viewing areas
  - Addition of lights at two of the multi-purpose fields
  - Paved trail connecting all fields, parking areas, and the concession/ restroom building
  - A new playground structure
  - A new picnic shelter
  - Three internal parking areas with a total of 253 stalls



Kaposia Landing

Park Development and Implementation of the Parks Master Plan

Development of new parks and trails in South St. Paul and the implementation of the Parks Master Plan not only requires the correct phasing but also requires funding for those improvements. With a referendum passed in 2014, today the City is wrapping up many of the projects that were outlined in the Parks Master Plan, including work on two of the largest parks in the city: McMorrow Fields and Kaposia Landing.

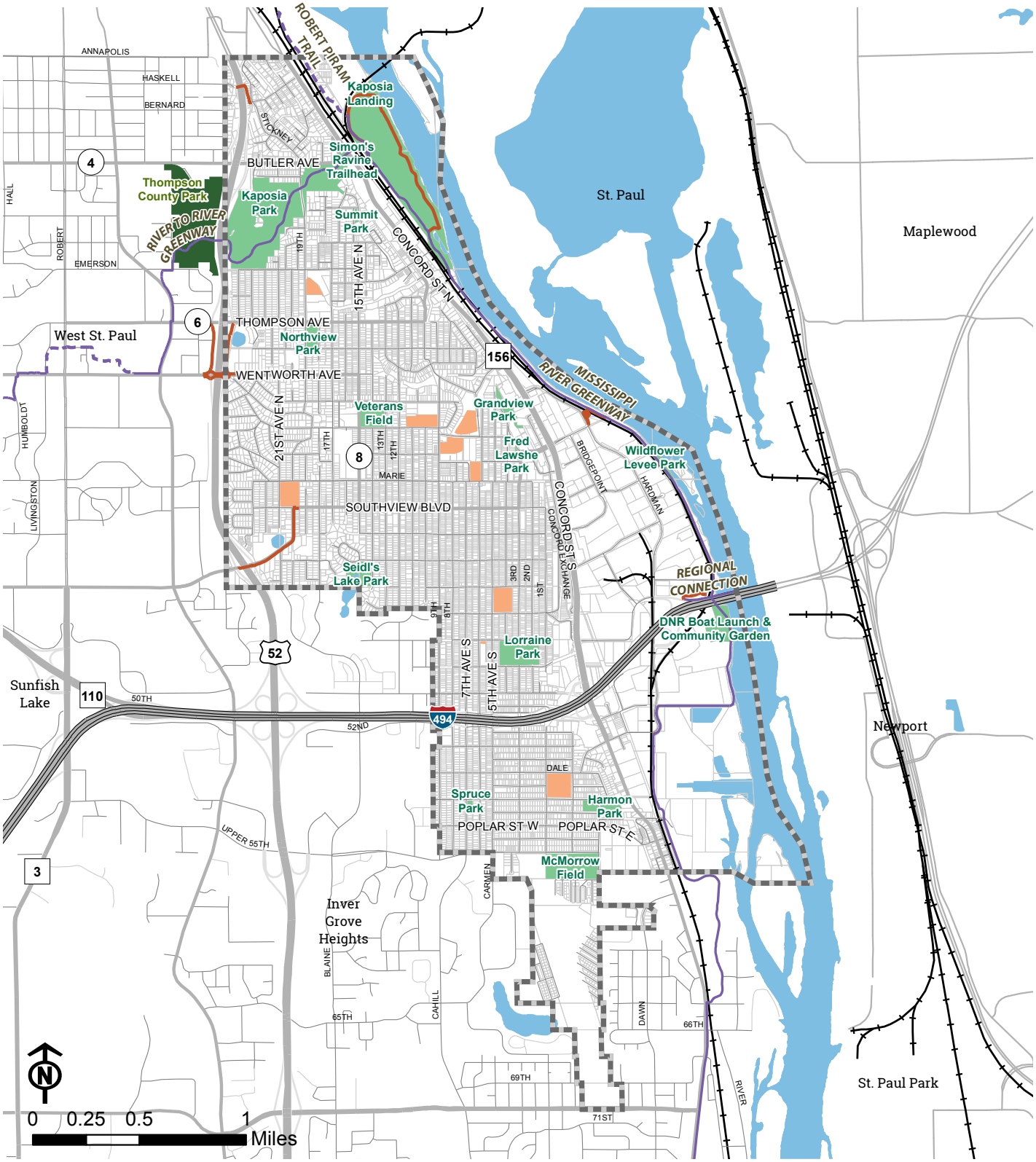
Implemented recommendations from the 2005 Parks Master Plan include the following:

- Enhanced playground equipment, landscape, and age-separated play areas for Spruce Park and Central Square.
- Further develop Kaposia Landing with recreational and athletic facilities (in-progress).
- Plan and implement bank erosion control and stabilization measures in Simon's Ravine and Kaposia Park.
- Work with Dakota County to complete the River to River Greenway and Mississippi River Regional Trail, including installation of a box-culvert tunnel at 19th Avenue.
- Developed a city-wide bicycle and pedestrian plan (2014).
- Additional picnic shelter installation at Lorraine Park.
- McMorrow Field conversion from softball and baseball fields to flat fields for soccer, football, lacrosse and other field sports.
- Replacement of the warming house at Veterans Field with a new concession and restroom building with adjacent picnic shelter.

Per the recommendation in the Parks Master Plan, the City of South St. Paul approved a Park Dedication ordinance in 2006 (later amended in 2008), requiring dedication of park land or park dedication fees with all new development. The Park Dedication ordinance puts into City Code recognition that with development there is an increased need for parks and greenspace, and in the absence of new parkland there is increased impact on the existing parks and trail system and need for improvement of those resources.

Since the establishment of the park dedication ordinance, the City of South St. Paul has collected $314,088 in fees. Among many improvements and projects across the city, park dedication has contributed funding to build two new picnic shelters: one at Veteran's Field and another at Kaposia Landing. The Kaposia Landing shelter was a combined funding effort between the Lion's Club, who donated 50% of the cost, and collected park dedication fees.

Figure 9.1: Parks, Trails, and Recreation



Existing Parks, Recreation Facilities, and Open Spaces

South St. Paul has 15 municipal parks ranging in size from 0.19 acres (Spruce Park) to 87 acres (Kaposia Landing). The City's parks are diverse in both size and the types of recreational opportunities they provide. Parks are given classifications to describe their use and function, as well as to determine service areas. Service areas help to estimate the ability for residents surrounding a park to walk, bike, or drive to the park. Generally, a neighborhood park should be available within a 5-10 minute walk (approximately half mile) of residents. A community park generally has a broader reach and may have a service area of a 10-15 minute bike ride (approximately 2 miles), while a pocket park is intended to serve a smaller service area of a quarter mile. The 2005 Parks Master Plan for South St. Paul defines the following park classifications:



Grandview Park



Lorraine Park



Wildflower Levee Park

Pocket Parks

Pocket parks consist of small areas intended for use by children, from toddlers through elementary school. The parks usually have small play equipment, sandboxes, swing sets, benches and greens. Pocket parks are generally between 0.1 and 0.3 acres in size and have a service area of 0.25 miles. South St. Paul has four pocket parks.

Neighborhood Parks/Playgrounds

Neighborhood Parks/Playgrounds are designed to accommodate active and passive recreational activities. These parks have distinct areas for court and field games as well as scenic and aesthetic value, picnic areas, drinking fountains and trails. Neighborhood Parks/Playgrounds range in size from 6-15 acres and have a service area of 0.5 miles. South St. Paul has four Neighborhood Parks/Playgrounds. Currently, there exists a gap in service areas for Neighborhood Parks/Playgrounds in the west-central area and far north area of South St. Paul.

Community Park/Playfields

Community Park/Playfields have an athletic complex that serves the community and/or large natural and landscaped areas. They usually include the same amenities as a Neighborhood Park, but may also include pavilions, parking, restrooms, and multi-use trails. Community Parks in South St. Paul are Kaposia Landing, Kaposia Park, McMorrow Fields and Veterans Field. Community Parks range in size from 30-120 acres and have a service area of 2.0 miles.

Nature Parks

Nature parks are predominately tracts of undeveloped land that consists of natural drainage areas, wetlands, steep slopes and forested corridors. Nature Parks in South St. Paul are Seidls Lake Park, Wildflower Levee Park, Kaposia Park and Simon's Ravine Trailhead.

Figure 9.2: Park Service Areas

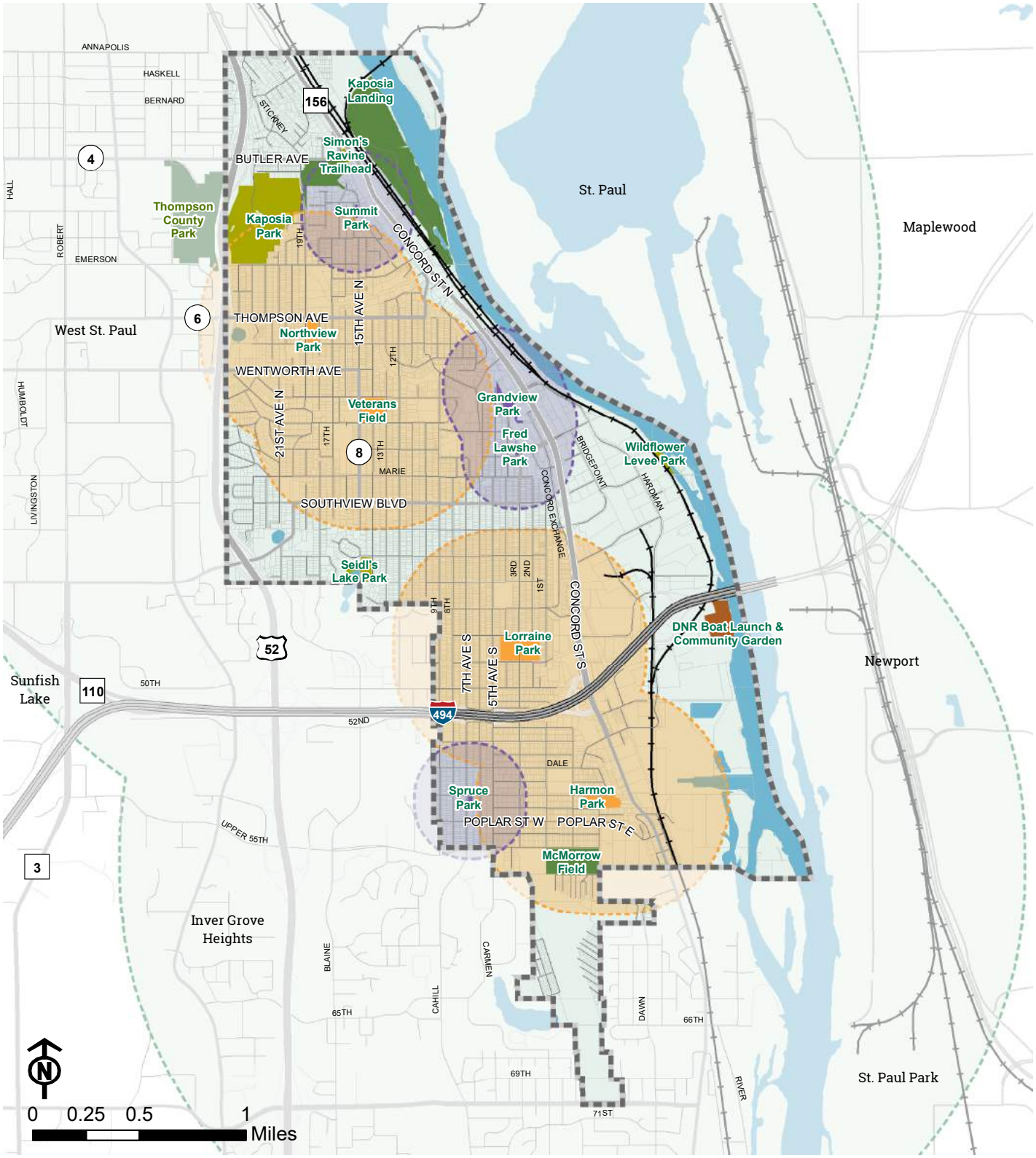


Table 9.1: City Parks Inventory

Park Name	Size (acres)	Classification	Amenities
Community Garden and DNR Boat Launch	16.2	Special Use	Parking, restroom, Community garden, drinking fountain, porta- toilets, seating, boat access, fishing, trail access
Fred Lawshe Park	.67	Pocket Park	Drinking fountain, memorial, seating
Grandview Park	1.23	Pocket Park	Playground, skating rinks, scenic overlook, seating, trail
Archery Range	2.0	Special Use	Parking, archery targets, seating
Harmon Park	4.25	Neighborhood Park/ Playground	Tennis courts (2), playground, softball field, hockey rink, drinking fountain, seasonal (temporary) warming house, bleachers, parking, restroom, natural area
Kaposia Park	85	Community Park / Nature Park	Tennis courts (2), playground, softball field, skating rink, hockey rink (Bromley St. side), horseshoe pits (2), hiking, picnic shelter, pavilion, picnic grills, drinking fountain, restrooms, warming house, natural area, sand volleyball, disc golf, seating, trail
Kaposia Landing	87	Community Park/ Playfield	Walking trails, dog park, parking, seating, restrooms, natural area, batting cages, softball fields (4), baseball field (1), picnic shelter ***Planned: Playground, picnic shelter/band shell***
Lorraine Park	13.33	Neighborhood Park/ Playground	Playground, baseball field, skating rink, hockey rink, horseshoe pits (4), picnic grills, drinking fountain, restrooms, warming house, swimming pool, splash pool, bleachers, sand volleyball
McMorrow Fields	20	Community Park/ Playfield	Playground, soccer/football flat fields (4), field lights (2), picnic shelter, drinking fountain, restrooms, concession building
Northview Park	3.58	Neighborhood Park/ Playground	Playground, softball field, full-court basketball, pool, concession building
Seidl's Lake Park	3.38	Nature Park	Hiking trails, natural area, fishing
Simon's Ravine Trailhead	1.2	Nature Park	Trailhead located at the intersection of the Dakota County River to River Greenway Regional Trail, and the Mississippi River Regional Trail. Restrooms, drinking fountain, information kiosk, walking trails, sculpture
Splash Pool (in Lorraine Park)	--	Special Use	Restroom, concession, splash pad
Spruce Park	.19	Pocket Park	Playground, seating
Summit Park	.55	Pocket Park	Tennis courts (2), playground, tennis volley wall, drinking fountain, half-court basketball
Veterans Field	8.25	Community Park/ Neighborhood Park/ Playfield	Playground, softball fields (4), lighted ball field, soccer/ football field, drinking fountain, restrooms, concession building, warming house, bleachers, batting cage
Wildflower Levee Park	.5	Nature Park	Picnic tables, benches, natural area, trail, sculpture

Source: City of South St. Paul

Special Use Parks

Special Use Parks provide specific local or regional uses or resources for South St. Paul and surrounding communities. These parks are the DNR Boat Launch and Community Garden on Verderosa Avenue, and the Archery Range. Special Use Parks were not defined in the 2005 Parks Master Plan.

School District and Other Public/Semi-Public Park and Recreational Facilities

In addition to City-owned parks, there are a number of School District-owned facilities and parochial school properties that provide valuable open space and additional recreational opportunities for residents of the City. Cooperation between the City, School District, and parochial schools should continue in order to provide more recreational opportunities to City residents.

In 2001, the City of South St. Paul and Special School District 6 entered into agreement to use and maintain specific parcels of each other's property for public purpose. The City of South St. Paul owns parcels of the High School north field currently occupied by a full-size baseball field and open space and Special School District 6 owns parcels of the former Jefferson School site containing a play structure, warming house, paved and boarded hockey rink with lights and open space.



Archery Range

WHAT WE HEARD:

When asked about factors that would greatly improve the quality of life in South St. Paul, community members suggested a variety of park improvements including:

- Upgraded playground equipment
- Inclusive playground area
- Splash pad
- Expand park programming and activities
- Indoor park

Table 9.2: School District/Parochial School Parks and Recreation Areas

Property Name	Size (acres)	Type	Recreational Opportunities
Central Square Property	1.43	School Dist. Property	Community square/gathering spot, playground
Central Square Community Center	1.12	School Dist. Property	Fitness facilities, indoor pool, exercise rooms/studios
Kaposia Education Center	2.65	School Dist. Property	Playground, softball/baseball field
Jefferson Property	.97	School Dist. Property	Playground, hockey rink
Lincoln Center	5.46	School Dist. Property	Track, playground, soccer/football field
Roosevelt Fields	6.24	School Dist. Property	(8) tennis courts, soccer fields, softball field
SSP Secondary School	12.57	School Dist. Property	Football Field, practice fields, baseball field, softball field
St. John Vianney	4.22	Parochial School Property	Playground, softball/baseball field, open space
Holy Trinity	.37	Parochial School Property	Playground

Source: City of South St. Paul

Parks + Public Health

Parks, trails and public lands contribute to a healthy society. Parks and trails are gateways to healthy lifestyles, providing fun, accessible places for physical activity, social connections, and connections to nature to improve mental health.

- Visiting a park is a great way to enjoy outdoor fun with friends and family.
- Parks and their health benefits can be enjoyed by anyone, regardless of where you live or where you come from.
- Connecting to nature and our environment can improve your mood, decrease stress, and improve physical, mental and spiritual health.
- Parks foster social connections, which are vital to community cohesion and contribute to social well-being.
- For children and adolescents, parks foster active play, which has associated physical, cognitive and social benefits.
- Park use is linked to physical and mental health benefits among adults, especially older adults.



CPR Training



River to River Greenway

Recreation

The South St. Paul Parks and Recreation Department, in coordination with the Central Square Community Center offers over 200 recreation programs and special events to the community for pre-school, youth, teens, adults, seniors and families in South St. Paul. These programs integrate the fitness center, indoor competition pool, activity rooms, gymnastic center and public meeting rooms at Central Square Community Center, as well as outdoor pool admission at Lorraine and Northview Parks, pavilion and shelter rental at Lorrainne and Kaposia Parks, community garden plots, the Kaposia Landing Off-Leash Dog Area, athletic ballfields throughout the city, four outdoor skating and hockey rink locations, archery range, and a 26-hole disc golf course.

There are two city-administered youth athletic leagues for T-ball and youth football. Other recreation-sponsored youth and adult leagues, Special School District 6 athletic teams, and other youth and independent community athletic associations depend on the South St. Paul Parks and Recreation Department for facilities and program scheduling services. Programs are coordinated through the web-based RecTrac database system.

Other special community events include the Giant Kaposia Egg Hunt, Citywide Camp-out, Kaposia Days, the Great Halloween Get Together, Holidaze, On the Road Again, and Breakfast with Santa.

The Parks and Recreation Department is also very involved with hosting community engagement events and gathering community input to serve the needs of the community. Forums related to the off-leash dog area, disc golf course, archery range, field user groups, school district coordination, and park development legislative and neighborhood meetings are coordinated through the department. Volunteer outreach and coordinating is also a function of the department, with volunteers employed as coaches, special event helpers, Senior Center receptionists and special program organization.

Regional Parks

Currently, there are no regional parks within South St. Paul. Thompson County Park is a 58-acre Dakota County Park located immediately west of Highway 52 from Kaposia Park, in West St. Paul. From 2009-2014, there was an effort to explore combining Thompson County Park in West St. Paul with Kaposia Park, Simon's Ravine, and Kaposia Landing in South St. Paul to form one large regional park. After Metropolitan Council evaluation, it was determined that the project did not meet the criteria for regional park designation, as the majority of park users for these three parks are local residents of Dakota County. Dakota County has prepared a master plan Thompson County Park. The Thompson County Park master planning process has identified a potential land bridge over US Highway 52 connecting Thompson Park to Kaposia Park and sound walls to reduce freeway noise to park visitors.

Regional Trails

South St. Paul has two intersecting regional trails: the Dakota County River to River Greenway and the Mississippi River Regional Trail (MRRT) (illustrated in Figure 9.3). Both of these trails showcase the natural topography and beauty of the area.

River to River Greenway

The River to River Greenway Regional Trail (formerly known as the North Urban Regional Trail) is an east-west eight-mile greenway corridor connecting the Mississippi River at Lilydale to the Mississippi River in South St. Paul, terminating at Simon's Ravine Trailhead and connecting to the Mississippi River Regional Trail. The River to River Greenway is fully developed in South St. Paul; it crosses Concord Avenue via a pedestrian/bicycle bridge and connects to Kaposia Park and Thompson County Park and travels west through West St. Paul. Future trail development will complete the links between Valley Park in Mendota Heights to the Dodge Nature Center in West St. Paul.

Mississippi River Regional Trail (MRRT)

The Mississippi River Regional Trail is a 27-mile regional trail along the Mississippi River connecting Simon's Ravine Trailhead in South St. Paul on the north end to Hastings on the south. The paved trail is intended for non-motorized uses such as walking, bicycling, and in-line skating. The final segment to be completed between Pine Bend Bluffs Trailhead and Spring Lake Park West Trailhead is scheduled to be completed in 2020. The MRRT provides scenic views along the Mississippi River and connects users to community and regional destinations. Eleven trailheads have been completed with this project.



Mississippi River Regional Trail

Mississippi River Regional Trail

South St. Paul celebrated its 100th anniversary in 1987. One of the events of the Centennial year was a visit from the Governor's Design Team, a group of volunteer architects who spent four days living with families in the community and conducting a series of town meetings and tours. Citizens and business leaders shared their ideas and visions for what the South St. Paul of the future could be. The architects produced a series of drawings that helped people envision a trail and recreational area along the river. It had been over 100 years since the people of South St. Paul had any legal public access to the river. All of the land along the river was controlled by the stockyards, the railroad or private investors. Over the next few years, negotiations were held with the landowners and federal and state funding was obtained to make it possible for South St. Paul to become part of the Dakota County Regional Trail system. The first section of the Mississippi River Regional Trail (MRRT) was paved in 1992; the trail was completed in 2000. Two pedestrian bridges were erected over the railroad – one at Grand Avenue in 1999, and the other at Simon's Ravine in 2001.

The federal government in 1988 created the Mississippi National River and Recreation Area (MNRRA) and the first urban national park was established in 1988. The National Park Service has provided funding for signage, plantings and other amenities to enhance South St. Paul's portion of the regional trail.

In 2011 Dakota County and the City of St. Paul, with the support of the City of South St. Paul, received a $5.5 million Federal Surface Transportation Program (STP) grant for the construction of a regional trail extension and connection between Harriet Island Regional Park and Kaposia Landing. When completed, the trail will be a public transportation and recreation corridor connecting Kaposia Landing and the existing Mississippi River Regional Trail to Lilydale Regional Park, Big Rivers Regional Trail, Harriet Island Regional Park and St. Paul's west side and downtown. Construction of the regional trail connection will begin in 2019.



Mississippi River Regional Trail (MRRT)

Other Recreation Systems

Statewide and national recreation systems are also present in the city, including the Great River Road, the National Scenic Byway of the Mississippi River, traverses the city along Concord Blvd until it crosses the river at 494. In addition, the Mississippi Bike Trail (US Bicycle Route 45) runs through the city, part of a bikeway that follows the river roughly 600 miles from its source at Itasca State Park to the Iowa border, and then continuing south all the way to Louisiana.

City Bicycle and Pedestrian Network

In 2014 the City of St. Paul approved the South St. Paul Bicycle and Pedestrian Plan, which lays a framework for the City of South St. Paul and its partners to provide the infrastructure, educational tools, policies, and resources necessary for creating safe, comfortable, and connected facilities for walking and biking.

Sidewalks

Today, the city owns over 55 miles of sidewalk, with many streets having a sidewalk on at least one side of the road. Sidewalk density is greatest in the town center, connecting pedestrians to commercial areas. Outside of the town center, sidewalks are primarily located on north-south streets, with fewer east-west connections.

Multi-use Trails

There are a few city-owned multi-use trails:

- Connecting the north end of Hardman Avenue South to the Mississippi River Regional Trail
- Loop trail at Kaposia Landing
- McMorrow Field internal trails

On-Street Bicycle Facilities

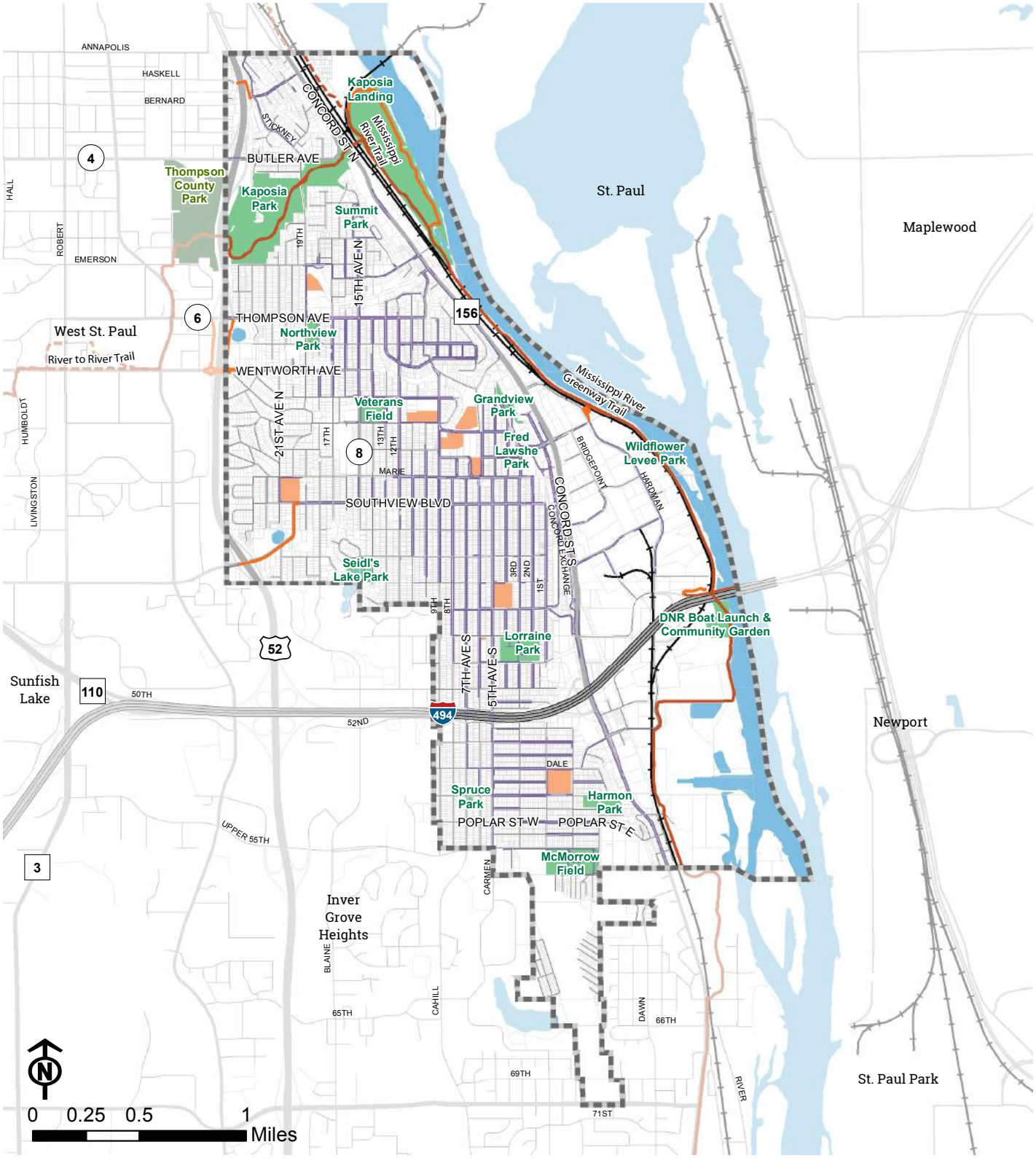
A network of on-street bicycle facilities such as bike lanes, protected bike lanes, paved shoulders and bicycle boulevards are proposed in the 2014 Bicycle and Pedestrian Plan.

There is a wide shoulder marking on Concord Street (TH 156) from Simon's Ravine/MRRT to the City's northern border, connecting to an existing bike lane in Saint Paul. The on-street bike facility improves the connectivity of the regional trail network through South St. Paul and is an interim connection until the future Robert Piram Regional Trail (formerly known as the Harriet Island to South St. Paul Regional Trail) is completed, which will connect Kaposia Landing in South St. Paul to Harriet Island in St. Paul. This project is a joint effort between Saint Paul, Dakota County, and South St. Paul. It is currently anticipated that the trail will begin construction in 2019.

WHAT WE HEARD:

During the community engagement process, residents mentioned that they would like to see a more cohesive network of on-street bike lanes and safer biking routes throughout the City.

Figure 9.3: City Bicycle and Pedestrian Network



Aspect of Sustainability:
» Environment

Issues and Opportunities

The following issues and opportunities have been identified during the 2040 Comprehensive Plan process.



Seidl's Lake Park

Seidl's Lake Park

Siedl's Lake Park straddles the City's southern border with the City of Inver Grove Heights. The park is administered through a cooperative agreement between the two communities. Improvements to the park require the continued cooperation of both communities. The adopted master plan for the park includes a completing a trail around the lake, which is a goal of the cities and also Dakota County. Trail implementation has been difficult due to geographic constraints, as well as the recognized need for stormwater infrastructure at this site. There is potential for Seidl's Lake Park to fill a current gap in the neighborhood park service area through future park amenities such as a playground and/or picnic shelter.


MRRT/River East near the MCES Site

DNR Boat Launch / Wakota Trailhead

The area referred to as the DNR Boat Launch property currently provides a boat launch, fishing pier, community garden, and also functions as the City's compost site. However the site has more potential that the City would like to tap to create a southern trailhead and provide more recreational amenity in the area. In addition, the City has been working to ensure that more riverfront property is available adjacent to the trail to provide a buffer from the industrial properties to the west. This provides the City with a continuous band of greenspace from the proposed trailhead site to the overlook and "Packer Preserve" open space area to the south.

Pollinator/Bee-friendly Policy

Aspect of Sustainability:
» Environment

With strong community support, the City of South St. Paul passed a resolution in 2015 to endorse the protection of pollinators and enhance pollinator habitat. Recognizing that bees and other pollinators are integral to a wide diversity of essential foods, and that native bees and honey bees are threatened due to habitat loss, pesticide use, pathogens and parasites, the City has committed to becoming a pollinator-friendly city. Under this resolution, the city will undertake best management practices in the use of native plantings and refrain from systemic pesticide use on city property.

The following are identified opportunities within the parks and recreation system that support the establishment of South St. Paul as a pollinator-friendly city:

» Integrated stormwater and native planting strategies as rain gardens and bioswales within city parks

» Establish native planting/restoration areas in city parks with flowering plants to support pollinator habitat and decrease turf and mowing

» Educational or interpretive opportunities in parks to teach or inform park users about pollinators and their importance to food and ecosystems

Tree Inventory/Invasive Species

An effort has been initiated since around 2015 to inventory existing park and boulevard trees in South St. Paul. This effort was initially instigated in reaction to Emerald Ash Borer (EAB), which has affected many of the City's green ash trees (most of which were planted in the 1970's). Currently, the City contacts with a forestry service to handle tree removal and inventory, as well as address large stands of buckthorn and other invasive species.

As this effort grows in focus, it is becoming more apparent that a holistic and long-term approach to natural resource systems will benefit the City of South St. Paul, as well as evaluating and creating policies to address future tree replacement and management to grow the urban forest while avoiding monoculture stands of species vulnerable to disease.





Trees in South St. Paul

School District Properties

Today, the Central Square property is owned and maintained by Special School District 6 school district including a playground and outdoor community gathering area. There is potential for a transfer of land from the school district to the City in association with the Parks & Recreation Department's current operation of Central Square Community Center on behalf of the school district and City located on the property. While not an officially city park, Central Square's outdoor areas should be preserved for public use, as it is currently operating similar to a city park. Similarly, the former Jefferson School property is also a candidate for transfer of property. Currently the City operates hockey and skating rinks, including a warming house on the Jefferson property as well as the play structure on site. While not an officially city park, Jefferson has been preserved for public park purposes since 1984 and operates similar to a city park.



Central Square Community Center



Northview Pool



Simon's Ravine

At South St. Paul Secondary School, the school district practice fields are programmed through the city Parks & Recreation Department seasonally. The City owns a portion of the practice fields, which are currently maintained by the school district. An update to the future system-wide master plan should address the potential swap of land ownership for these properties, specifically to preserve the Jefferson property for continued use as a park, accessible by the public. The City should continue to work with the school district regarding any future development of the Jefferson property to ensure the preservation of the current open recreational space if a land swap does not occur.

While the City of South St. Paul does not schedule or operate Roosevelt fields and tennis courts, these facilities are vital for playfield access and for the tennis community. The preservation of Roosevelt as open, recreation space is highly valued within the community, and therefore ongoing communication and coordination between the School District and the City is essential.

Northview Pool

Northview Pool was constructed in 1956 and is well-loved by many in the community. However, today the facility is in need of upgrades to meet the changing needs of the surrounding neighborhood. The 2020 Parks Master Plan Update will need to explore the future use, design and function of this park as a recreational water feature for the community.

Natural Areas

Today, the City of St. Paul has four Nature Parks (Kaposia Park, Seidl's Lake Park, Simon's Ravine, and Wildflower Levee Park) which contain natural areas, as well as Harmon Park, a Neighborhood Park, which also has a significant amount of natural areas along the western bluff edge. Today, management of these natural areas is piecemeal. A long-term approach to managing, restoring, and preserving these natural areas is an identified opportunity, along with identifying future potential natural areas and incorporating educational and interpretive elements.



Parks, Trails, and Open Space Goals and Policies

Goal 9.1: Develop/Redevelop the City's park system consistent with the Parks Master Plan.

Policy 9.1.1: The development of Kaposia Landing and the redevelopment of Central Square Park, consistent with the Parks Master Plan, are priorities and are vitally important to the long-term health of the City. Collaborate with the South St. Paul School District, which owns the Central Square property, to develop Central Square Park in a manner consistent with the Parks Master Plan. Park dedication fees, grants, and budgeting through the Capital Improvement Program (CIP) are ways that the City will achieve these improvements.

Policy 9.1.2: Explore alternate forms for funding these improvements including, but not limited to; park dedication fees, grants, personal and corporate donations, and bonding for the capital improvements.

Policy 9.1.3: Use parks, public open spaces, and trails as a means of shaping the form of the community and encouraging economic development in nearby areas.

Policy 9.1.4: Meet neighborhood park needs with facilities designed in response to the unique needs of each neighborhood.

Policy 9.1.5: Update the Parks Master Plan in 2020.

Policy 9.1.6: Collaborate with the City of Inver Grove Heights to develop a loop trail around Seidel's Lake.

Policy 9.1.7: Connect trails and pedestrian ways to regional trails, between parks, and to public spaces and schools.

Goal 9.2: Preserve Central Square Park as the town square and meeting space.

Policy 9.2.1: Work with the South St. Paul School District to preserve Central Square Park as the town square and meeting space. If future expansion of school facilities is needed, work with the School District to find space adjacent to the secondary school and Central Square for future expansion needs so that Central Square Park may be preserved as a park.

Policy 9.2.2: Central Square is the town meeting space and center. Develop Central Square Park consistent with the Parks Master Plan.

Parks & Recreation Department Logo and History

In 1948, Jack Niles was hired as the city's first Recreation Manager, which signaled the creation of the South St. Paul Parks & Recreation Department, one of Minnesota's earliest municipal park department. In 2018, the City of South St. Paul Parks & Recreation Department celebrated its 70th year.

In commemoration of the anniversary, the department log underwent a modernization of the 1970s era version, which was originally created by the South St. Paul High School Art Department.

The refresh continues the symbolism from the original logo, celebrating the special characteristics of South St. Paul parks: varieties of trees, sunshine, and the Mississippi River. A new wildlife element has been added: a soaring eagle. The symbolism and spirit of the eagle pays tribute to the city's native people and heritage. The colors used for the text link back to the city's logo.

South St. Paul Parks a& Recreation is proud to serve and continually improve the quality of life in our community!



2018 Parks & Recreation Logo

Aspect of Sustainability:

» Environment

Goal 9.3: Provide a safe, well-maintained, state of the art park system.

Policy 9.3.1: Maintain and replace park facilities and equipment to protect users and provide proper levels of service.

Policy 9.3.2: Explore and create alternative forms of recreational opportunities using music, cultural events, art appreciation, etc.

Policy 9.3.3: Work with the School District to promote the internal and external recreational facilities at Central Square.

Policy 9.3.4: Work with the Police department, neighborhoods and other groups to provide patrols of the parks, including bike patrols during summer periods to ensure park user safety.

Policy 9.3.5: Create state of the art parks. Improve safety by increasing activity in and around parks through encouraging buildings to face or overlook parks in adjacent development. Install security cameras throughout the park system with the goal of "having eyes" on every city park. The installation of security cameras can help to deter crime, vandalism, misuse, and assist City Staff when issues occur in a park.

Policy 9.3.6: Plan for and conduct the upkeep and replacement of park structures and equipment.

Policy 9.3.7: Explore implementation of new, state of the art park structures and equipment.

Policy 9.3.8: Enhance existing playground locations with play equipment and swings for children ages five and under or create a toddler playground site at one of the City parks.

Goal 9.4: Assess the needs and expectations of the public for recreational opportunities in order to provide a system that effectively meets the needs of a changing population.

Policy 9.4.1: Monitor regional and national studies for recreational trends.

Policy 9.4.2: Periodically conduct user surveys to determine the public's satisfaction with the City's recreational opportunities and levels of service.

Policy 9.4.3: Cooperate with other recreation providers, including the School District, to meet recreational needs of the public in a cost-effective manner.

Policy 9.4.4: Monitor the City's demographic changes and modify recreational opportunities and levels of service accordingly.

Policy 9.4.5: Acknowledge the increasing senior population within the City and develop recreational opportunities that can be utilized by that segment of the population.

Policy 9.4.6: Meet neighborhood park needs with facilities designed in response to the unique needs of each neighborhood.

Policy 9.4.7: Make parks and trails accessible and inclusive. Use the 2018 ADA Transition Plan to guide incremental improvements to provide greater accessibility.

Policy 9.4.8: Convert one of the destination playgrounds in town to a fully accessible space with resilient surfacing, full wheelchair access, and sensory enhancements for children with disabilities. Potential locations will need to be assessed and community input and funding will be needed for the development of this playground.

Policy 9.4.9: Continue to emphasize that the City's park and trail system is a location for health and fitness for all.

Goal 9.5: Preserve and restore natural resources within parks where and when opportunities arise.

Policy 9.5.1: Work with Federal, State, and County resources and inventories to identify natural resources within City parks.

Policy 9.5.2: Design park improvements in a manner sensitive to the natural resources available.

Policy 9.5.3: Work with the DNR, SWCD, other agencies, and local groups to preserve and restore natural resources when possible.

Policy 9.5.4: Protect bluffs and ravines used for passive recreation from physical degradation.

Policy 9.5.5: Plan and implement bank erosion control and stabilization measures in Simon's Ravine and Kaposia Park Ravine, particularly west of 19th Avenue on the north side of the ravine.

Policy 9.5.6: Initiate tree planting and maintenance programs in all parks and open space areas.

Policy 9.5.7: The City will strive to integrate planning to protect, preserve, and enhance water and natural resources within City parks where it is possible and feasible.

Policy 9.5.8: Control / remove invasive species from parks (such as Emerald Ash Borer and Buckthorn).

Policy 9.5.9: Promote pollinator habitat and consider development of an apiary on public property.

Policy 9.5.10: Promote green infrastructure (such as rain gardens/bio-filtration cells) within the park and trail system.



Aspects of Sustainability:

» Environment
» Land Use/Buildings

Goal 9.6: Work with public owners of land to develop additional recreational facilities within the Critical Area/MRCCA corridor:

Policy 9.6.1: Convert the portion of the former Metropolitan Council Environmental Services (MCES) land along the Mississippi River into recreational facilities or open space for the City, per the standards and guidelines of Executive Order 79-19. This shall include working with MRCCA to improve and restore natural habitat and restore natural vegetation.

Policy 9.6.2: Develop the Wakota Trailhead and Overlook at the DNR Boat Launch site and adjacent trail property.

Policy 9.6.3: Cooperate with the Cities of Saint Paul, Inver Grove Heights, and Dakota County to connect the Mississippi River Regional Trail (MRRT) with other recreational facilities in the region, per the standards and requirements of Executive Order 79-19.

Goal 9.7: Expand recreational activities along the Mississippi River to create a recreation destination. Work to establish better trail linkages between the riverfront and the residential neighborhoods west of Concord Street where possible.



Aspect of Sustainability:
» Environment

Policy 9.7.1: Convert the portion of the former MCES land along the Mississippi River for recreational purposes or open space.

Policy 9.7.2: Work with the Federal, State, and other agencies, Dakota County, existing businesses, and volunteer groups to develop Kaposia Landing park, complete the Regional trail, and improve other recreational facilities along the Mississippi River.

Policy 9.7.3: Acquire scenic and pedestrian easements along the Mississippi River consistent with open space and trail needs.

Policy 9.7.4: Work with the Federal, State, and County agencies, the National Park Service, other agencies, and volunteer groups to develop planned activities highlighting the City's relationship with the river.

Policy 9.7.5: Preserve and promote historical and cultural opportunities along the river. Work with Dakota County to develop historic interpretation signage; consider highlighting the lamplighter, Jane Robinson, the South St. Paul Monorail, Mississippi River Ferry between South St. Paul and Newport, and the stockyards and meat packing industry.

Policy 9.7.6: Develop the Wakota Trailhead and Overlook at the DNR Boat Launch site and adjacent trail property. Include a multi-purpose park building with restrooms, information kiosk at the DNR boat launch. The building could serve as a southern trailhead for the Mississippi River Regional Trail (MRRT).

Goal 9.8: Continue to develop recreational facilities along and with access to the river.

Policy 9.8.1: Continue implementation of the Mississippi River Regional Trail (MRRT).

Policy 9.8.2: Develop scenic design standards for pedestrian bridges and trail facilities.

Policy 9.8.3: Work with the local Gun Club to provide river access through their site. Establish new park facilities or open space at the southeast corner of the City adjacent to the South St. Paul Rod and Gun Club.

Policy 9.8.4: Develop passive trail facilities through "Packer Preserve."

Policy 9.8.5: Work to achieve a continuous band of park/open space land and river based recreational opportunities between the City's borders

Policy 9.8.6: Work to establish better trails and linkages between the riverfront parks and the residential neighborhoods west of Concord Street.

Policy 9.8.7: Work with the National Park Service on access to the river by exploring the implementation of a watercraft rental station.

Policy 9.8.8: Maximize the value of, and access to, natural and scenic areas along the Mississippi River and other natural greenway corridors.

Policy 9.8.9: Protect and/or enhance the appearance of major natural features of South St. Paul, such as the steep slopes, ravines, floodplains, wetlands, and the river edges as important elements in the appearance of the community and nearby neighborhoods.

Goal 9.9: Recognize the importance of the river as a key community asset and important part of the City's identity and use parks and recreation to connect people to the river.

Policy 9.9.1: Prioritize opportunities for redevelopment and improved access along the Mississippi River. Identify gaps in the river recreation system both within and adjacent to South St. Paul.



Aspect of Sustainability:
» Environment

Policy 9.9.2: Work together with private developers and granting agencies to enhance the attractiveness and draw of the riverfront area.

Policy 9.9.3: 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.

Policy 9.9.4: 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, parks/trails and the residential neighborhoods west of Concord Street where possible.

Policy 9.9.5: 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 help to enhance the appearance of the future redevelopment of the area to the west

Policy 9.9.6: 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 help to enhance the appearance of the future redevelopment of the area to the west.

Goal 9.10: Provide long-term funding options to maintain and improve parks, programming and public spaces.

Policy 9.10.1: Continue to identify capital improvement funding for enhanced amenities in parks that will draw people to these spaces and encourage active and passive recreation.

Policy 9.10.2: Concentrate efforts to improve public spaces on locations that are in high demand as well as spaces that have the greatest potential to draw people of all ages and abilities.

Policy 9.10.3: Consider opportunities to expand hours and access to public facilities where feasible.

Goal 9.11: Maintain strong partnerships with the public schools and operators of semi-public places.

Policy 9.11.1: Continue to collaborate with the School District to offer sufficient recreational and community-oriented programming for youth and families.

Policy 9.11.2: Ensure that City athletic facilities efficiently and effectively serve the needs of the community in concert with other providers such as the school district.

Table 9.3: Parks, Open Space, Trails, & Recreation Actions

Action	Time Frame	Same As
Action 9.1: Follow the Parks Master Plan to continue to improve Kaposia Landing into a premier community park for the city	5-10	
» Focus on implementing Phase II and optimizing the connection with Bryant Avenue to the North Concord Corridor	5-10	
» Construct the Mississippi River Regional Trail (MRRT) extension to the northern border of the city in 2019	0-5	
Action 9.2: Construct a trail connection at Bromley Street; signage, information kiosk to show linkage to Kaposia Park and Dakota County River to River Greenway Trail (R2RG)	10+	Action 7.4
Action 9.3: Plan and implement bank erosion control and stabilization measures in Simon's Ravine and Kaposia Park Ravine, particularly west of 19th Avenue on the north side of the ravine.	10+	
Action 9.4: Work with the School District to identify the highest and best uses for the former Jefferson School site, with possibility of residential uses and the inclusion of some neighborhood park space on this parcel to fill a gap in the park service area.	5-10	Action 4.9; Action 6.3
Action 9.5: Develop the Wakota Trailhead and Overlook at the DNR Boat Launch site and adjacent trail property	5-10	
» Include a multi-purpose park building with restrooms, information kiosk at the DNR boat launch		
» The building could serve as a southern trailhead for the Mississippi River Regional Trail (MRRT)		
Action 9.6: Convert the portion of the former Metropolitan Council Environmental Services (MCES) land along the Mississippi River into recreational facilities or open space for the City	5-10	*Critical Area 1
» Per the standards and guidelines of Executive Order 79-19		
» This shall include working with MRCCA to improve and restore natural habitat and restore natural vegetation		
Action 9.7: Develop a citywide trail map, especially for off-street trails	5-10 (ongoing)	Action 7.7
» Identify and prioritize missing connections between city sidewalks and trails		

Action	Time Frame	Same As
Action 9.8: Update the Parks Master Plan.	10+	
Action 9.9: Install security cameras throughout the park system with the goal of "having eyes" on every city park	10+	
Action 9.10: Initiate tree planting and maintenance programs in all parks and open space areas.	10+	*Critical Area 2
Action 9.11: Acquire scenic and pedestrian easements along the Mississippi River consistent with open space and trail needs » Make permanent measures (such as public acquisition, conservation easement, deed restrictions, etc.) that protect PCAs a high priority	ongoing	



10. CRITICAL AREA PLAN

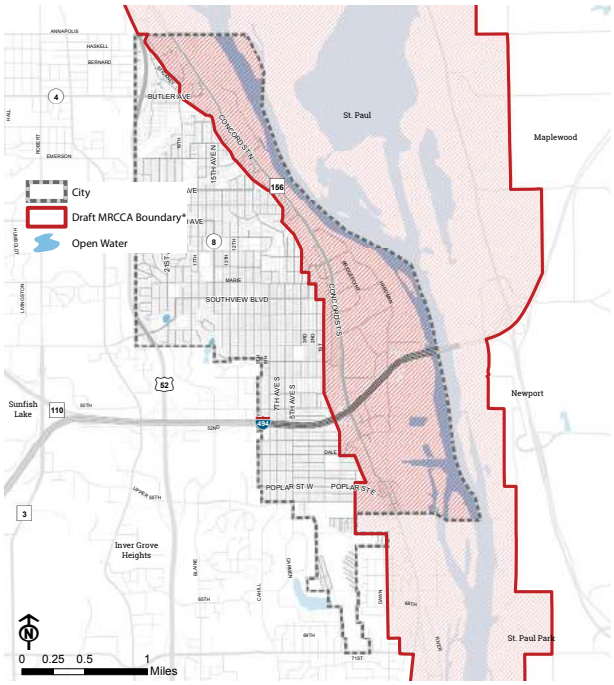
Introduction

History and Overview

The Mississippi River Corridor Critical Area (MRCCA) is a land corridor along the Mississippi River in the Twin Cities Metropolitan Area governed by special land planning requirements and land development regulations. Throughout the Twin Cities, the MRCCA comprises 72 miles of river across 30 jurisdictions. In South St. Paul the MRCCA boundary follows the Mississippi River bluff line from the northern City boundary, south to the southern City boundary. These regulations protect and preserve the natural, scenic, recreational, and transportation resources of this section of the Mississippi River. Originally designated in 1976, local communities within the corridor are required to complete a MRCCA plan as a chapter of their Comprehensive Plan. The Critical Area Plan for South St. Paul is intended to serve as both a separate document and also as a part of the City's Comprehensive Plan.

The MRCCA was designated by Governor's Executive Order in 1976, following the passage of the Minnesota Critical Areas Act of 1973. On January 4, 2017, Minnesota Rules, chapter 6106 replaced Executive Order 79-19, which previously governed land use in the MRCCA. The rules require local governments to update their MRCCA plans and MRCCA ordinances for consistency with the rules. The MRCCA is important because it contains many significant natural and cultural resources, including: scenic views, water, navigational capabilities, geology and soils, vegetation, minerals, flora and fauna, cultural and historic resources and land and water based recreational resources. The MRCCA is home to a full range of residential neighborhoods and parks, as well as river-related commerce, industry, and transportation. A brief timeline of the MRCCA history is as follows:

Figure 10.1: MRCCA in South St. Paul



Mississippi National River and Recreation Area established in 1988

The MNRRA shares the same boundary as the MRCCA, and the park's Comprehensive Management Plan (CMP), signed by the Governor and Secretary of the Interior, incorporates by reference the MRCCA program for land use management. The MNRRA largely relies on the MRCCA to manage land use within the park. This reliance establishes a unique partnership and framework for land use management amongst the local, state and federal governments to protect the intrinsic resources of the Mississippi River Corridor.)

- **1973** - Minnesota passes Critical Areas Act of 1973 (MN Statutes, Chapter 116G) Environmental Quality Board (EQB) adopts rules to implement Act (MN Rules, parts 4410.8100 – 4410.9910)
- **1976** - Mississippi River and adjacent corridor designated a state critical area by Governor Wendell Anderson (Executive Order No. 130)
- **1979** - Designation continued by Governor Albert Quie (Executive Order 79-19) Metropolitan Council acts to make designation permanent (Resolution 79-48)
- **1988** - In 1988, the U.S. Congress established the Mississippi National River and Recreation Area (MNRRA), a unit of the National Park System.
- **1991** - MNRRA designated a state critical area per Critical Areas Act (MN Statutes, section 116G.15)
- **1995** - Responsibility shifts from EQB to Department of Natural Resources (DNR) by Governor Arne Carlson (Reorganization Order 170)
- **2007** - Legislature directs DNR to prepare report on the Mississippi River Corridor Critical Area (Completed January 2008)
- **2009** - Legislature amends MN Statutes, section 116G.15 and directs DNR to conduct rule making for the Mississippi River Corridor Critical Area (MN Laws 2009, Chapter 172, Article 2, Section 5.e.)
- **2011** - DNR develops draft rule after participatory stakeholder process, but rule making authority lapses
- **2013** - Legislature directs DNR to resume rule making process in consultation with local governments
- **2017** - Rules become effective January 4.

Progress Towards the 2030 Plan

Since the completion of the original Critical Area Plan completed in 1979, the land uses have changed dramatically within the corridor. The Economic Development Authority (EDA) and its predecessor, the Housing and Redevelopment Authority (HRA), have actively acquired and removed a number of blighted buildings and unsuitable businesses from the corridor. The focus of these activities has been the areas of the corridor formerly occupied by the stockyards and meat packing plants. Through these activities, the City and the EDA/HRA have created the BridgePoint Business Park. New companies with higher aesthetic standards have been constructed within the corridor area. The Business Park will continue to be an area for new industrial/commercial development and the expansion of existing businesses.



Aspects of Sustainability:

- Environment
- Budget/Economy

Elements Shaping the Critical Area

MRCCA Districts

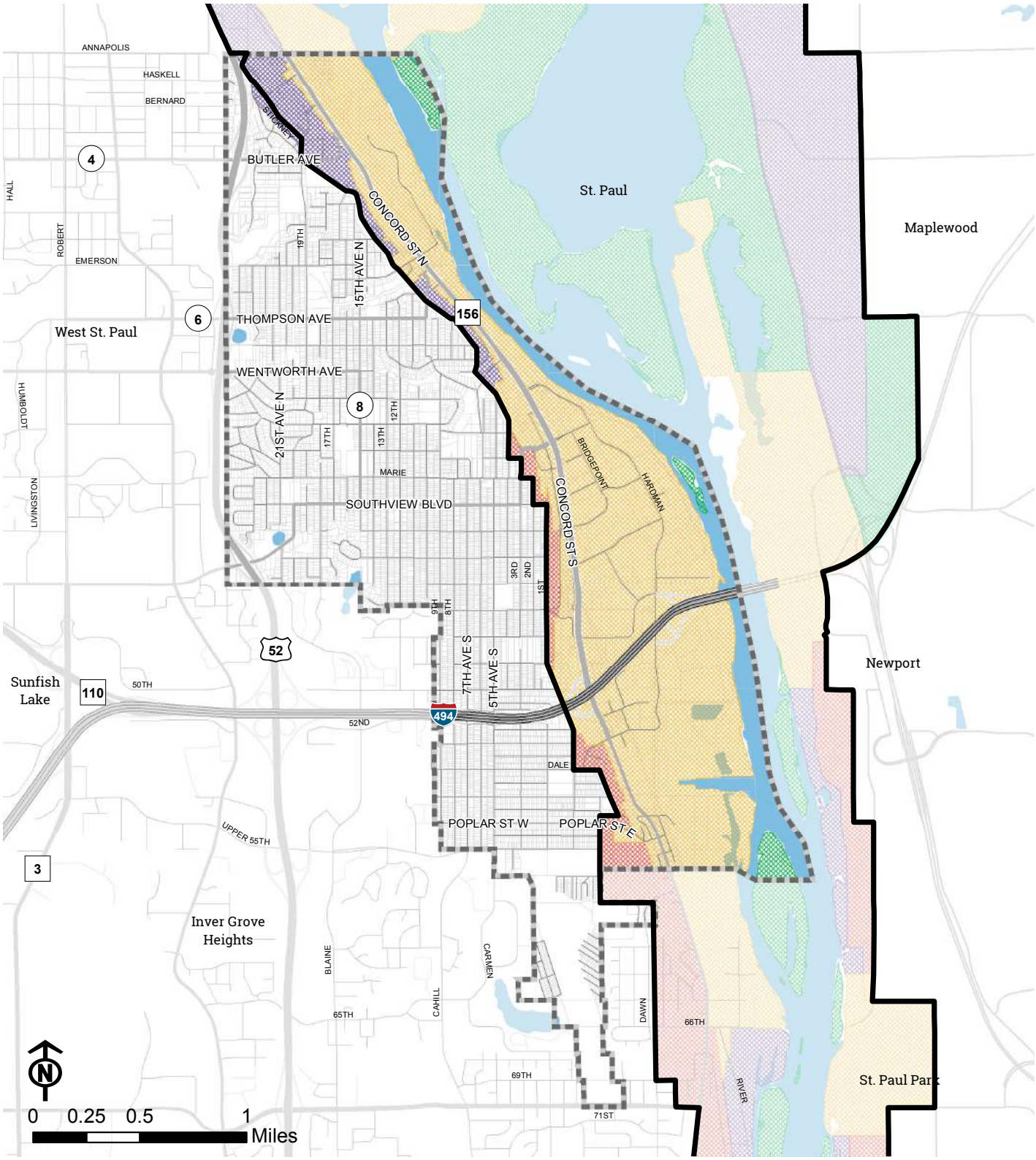
Six districts are defined in the MRCCA rules. The districts are based on the natural and built character of different areas of the river corridor. Structure setbacks, height limits, and the amount of open space required for subdivisions vary by district. All other MRCCA standards apply uniformly throughout the corridor. The presence and diversity of the districts supports the different dimensional standards needed to enhance the corridor's character and to protect the resources and features identified for special protection.

The Critical Area Corridor map shows the boundary within South St. Paul. It can generally be described as the east 1,000 feet of the community bordering the river and including a portion of the Mississippi River. The Critical Area Corridor in South St. Paul is comprised of four districts: 1) Urban Mixed District, 2) River Neighborhood District, 3) Rural & Open Space District, and 4) Separated from River District. The description and management purposes of each of these districts is as follows:

» **Rural and Open Space District:** The rural and open space district (CA-ROS) is characterized by rural and low-density development patterns and land uses, and includes land that is riparian or visible from the river, as well as large, undeveloped tracts of high ecological and scenic value, floodplain, and undeveloped islands. Many primary conservation areas exist in the district. The CA-ROS district must be managed to sustain and restore the rural and natural character of the corridor and to protect and enhance habitat, parks and open space, public river corridor views, and scenic, natural, and historic areas.

» **Separated from River District:** The separated from river district (CA-SR) is characterized by its physical and visual distance from the Mississippi River. The district includes land separated from the river by distance, topography, development, or a transportation corridor. The land in this district is not readily visible from the Mississippi River. The CA-SR district provides flexibility in managing development without negatively affecting the key resources and features of the river corridor. Minimizing negative impacts to primary conservation areas and minimizing erosion and flow of untreated storm water into the Mississippi River are priorities in the district.

Figure 10.2: MRCCA Districts in South St. Paul



» **River Neighborhood District:** The river neighborhood district (CA-RN) is characterized by primarily residential neighborhoods that are riparian or readily visible from the river or that abut riparian parkland. The district includes parks and open space, limited commercial development, marinas, and related land uses. The CA-RN district must be managed to maintain the character of the river corridor within the context of existing residential and related neighborhood development, and to protect and enhance habitat, parks and open space, public river corridor views, and scenic, natural, and historic areas. Minimizing erosion and the flow of untreated storm water into the river and enhancing habitat and shoreline vegetation are priorities in the district.

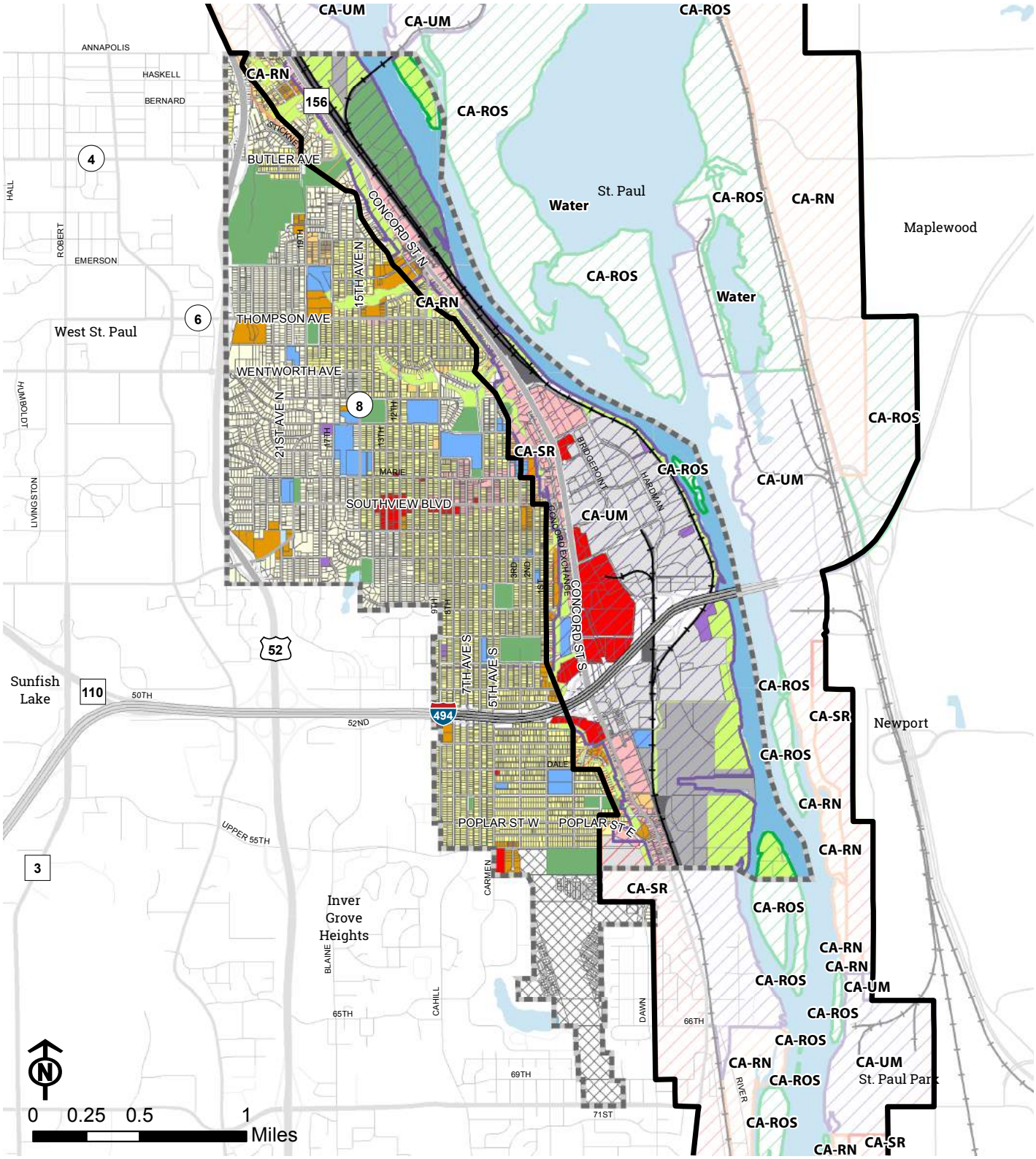
» **Urban Mixed District:** The urban mixed district (CA-UM) includes large areas of highly urbanized mixed use that are a part of the urban fabric of the river corridor, including institutional, commercial, industrial, and residential areas and parks and open space. The CA-UM district must be managed in a manner that allows for future growth and potential transition of intensely developed areas that does not negatively affect public river corridor views and that protects bluffs and floodplains. Restoring and enhancing bluff and shoreline habitat, minimizing erosion and flow of untreated storm water into the river, and providing public access to and public views of the river are priorities in the district.

The land uses found within the Critical Area corridor within South St. Paul include small lot residential, commercial, industrial and park/public uses. In addition to the above uses located on land, use of the river for barge fleeting and recreational enjoyment are also permitted within the City's stretch of the river. Current ordinances limit barge fleeting within the City limits to three locations.

The Critical Area/MNRRA corridor is greatly affected by the presence of the Union Pacific Railroad rail yard. Their main line exits South St. Paul to the south adjacent to the Mississippi River levy. The available large parcels of vacant land are zoned industrial and were the sites of the Armour and Swift Meat Packing plants. The Housing and Redevelopment Authority has spent millions of dollars acquiring and remediating these sites.

Future land uses within the corridor will continue to be commercial and industrial in nature, with the addition of river recreational areas (Figure 10.3). The Future Land Uses within the MNRRA area are based on the overall land use plan noted in the Land Use Chapter of the Comprehensive Plan. The City's Future Land Use plan would have more intensive types of industrial uses (exterior storage, manufacturing, processing, etc.) being located away from the actual riverfront and away from Interstate 494.

Figure 10.3: Future Land Uses within MRCCA



City
Draft MRCCA Boundary*

MRCCA Districts

River Neighborhood District
Rural & Open Space District
River Towns & Crossings District
Separated from River District
Urban Core District
Urban Mixed District
River

Future Land Use

LDR - Low Density Residential
LMDR - Low-Medium Density Residential
MDR - Medium Density Residential
HDR - High Density Residential
MU - Mixed Use
COM - Commercial
AIR - Airport
I - Industrial
LI - Light Industrial
ROW- Right Of Way
P - Parks and Recreation
IN - Institutional
UTL - Utility
O - Office
OS - Open Space
RR - Railroad
WAT - Water

As discussed in the Land Use chapter, the City has place a renewed emphasis on the redevelopment of Concord Street and on the type and aesthetics of uses in the 494 Corridor. Other objectives identified as part of this goal include placing overhead power lines underground, uniform streetscaping, landscaping, and improved sidewalks and trails.

The Critical Area is the key to the City's economic well-being. Industrial and Commercial development opportunities are located within the corridor. The City's zoning allows commercial and industrial development of many types to occur within the corridor. It is anticipated by the City that the future commercial/industrial expansion area will not be dependent upon river usage. Because the City is aggressively promoting a regional park and trails system along the riverfront, the City will not promote the development of businesses that are dependent upon river access and usage. It is the City's position that current barge fleeting areas are sufficient, and thus, there is no need to encourage fleeting intensification. Any greater intensification could be detrimental to the river corridor.

Aspect of Sustainability:
» Environment

Primary Conservation Areas

Primary Conservation Areas (PCAs) are defined in the MRCCA rules as key resources and features that are given priority consideration for protection. PCAs include shore impact zones, floodplains, wetlands, natural drainage routes, bluff impact zones, gorges, areas of confluence, native plant communities, significant existing vegetative stands, tree canopies, cultural and historic properties, unstable soils and bedrock, and other identified resources.

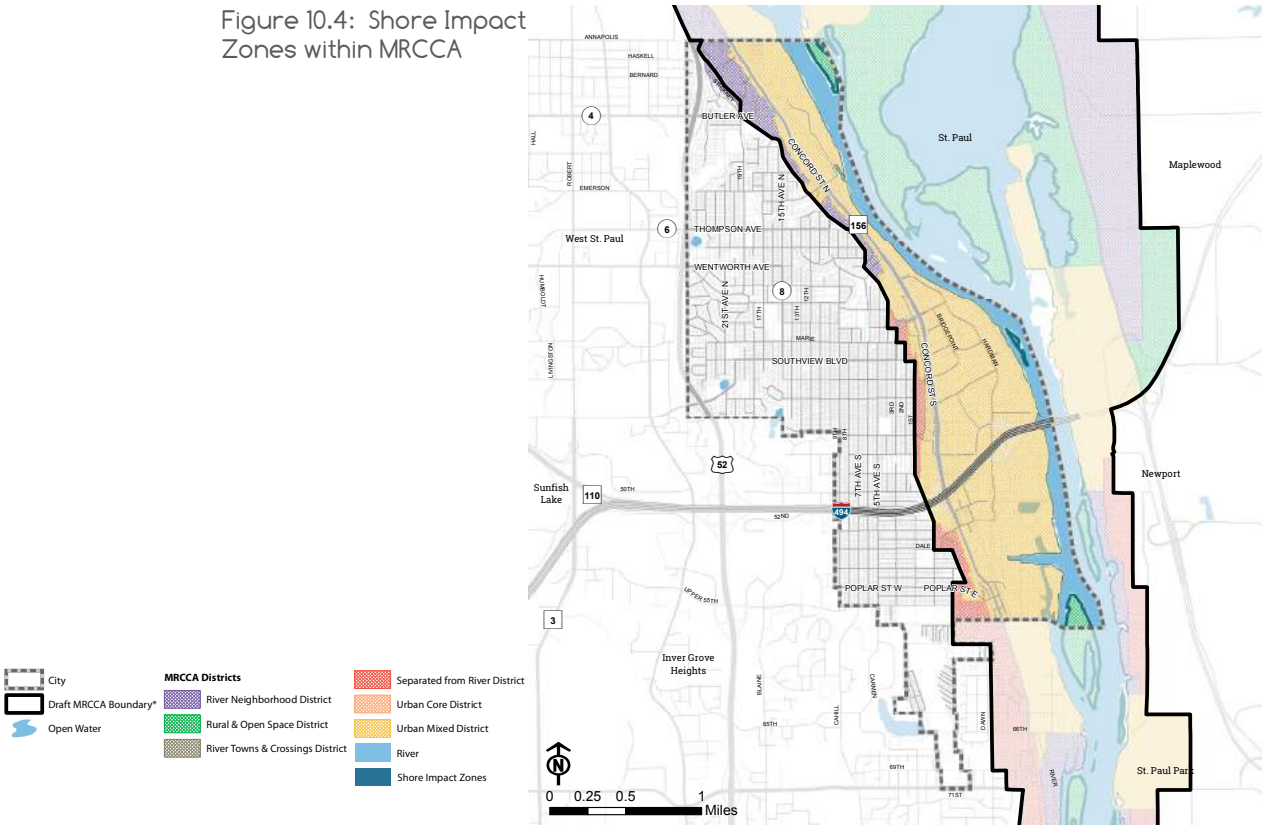
The Critical Area/MNRRA Corridor within the City is highly manipulated and urbanized. There are very few natural features remaining within the corridor. The remaining natural features are those areas along the river that have been unsuitable for development due to the presence of water and the ravines with their slopes exceeding 15%.

Shore Impact Zone

The land along the water's edge is environmentally sensitive and needs special protection from development and vegetation removal. The shore impact zone is a "buffer" area between the water's edge and the area where development is permitted (see illustration at left as pulled from the MRCCA Rules, 11).

The shore impact zone along South St. Paul's boundary with Mississippi River varies in depth depending on the MRCCA District that it lies within. The shore impact zone is at its deepest depth within the Rural and Open Space District and narrowest within the Urban Mixed District. The shore impact zone does not lie within the Separated from River District.

Figure 10.4: Shore Impact Zones within MRCCA



Floodplains and Wetlands

Wetlands are transitional lands between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water. Floodplains are the areas adjoining a watercourse which have been or may be covered by large floods that typically occur on an average frequency in the magnitude of the 100-year recurrence interval.

The islands in eastern South St. Paul that are surrounded by the Mississippi River are all covered by the floodway and floodplain. Much the area within MRCCA south of I-494 is also covered by the floodplain. In the northern portion of South St. Paul the floodplain follows the railroad tracks and covers a small portion of land near the northern border.

Wetlands within the Critical Area are mostly found south of I-494 and east of the railroad tracks surrounding the industrial and barge fleeting areas.

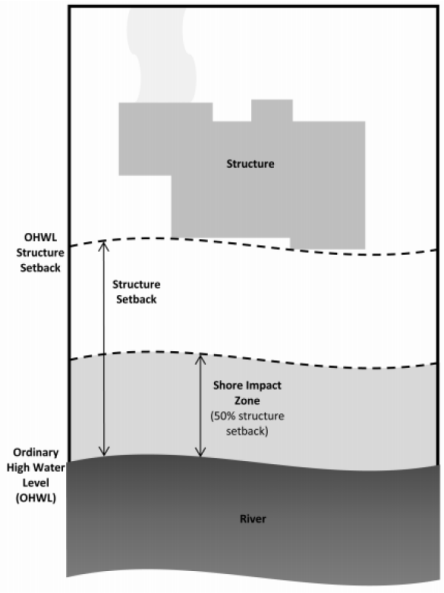
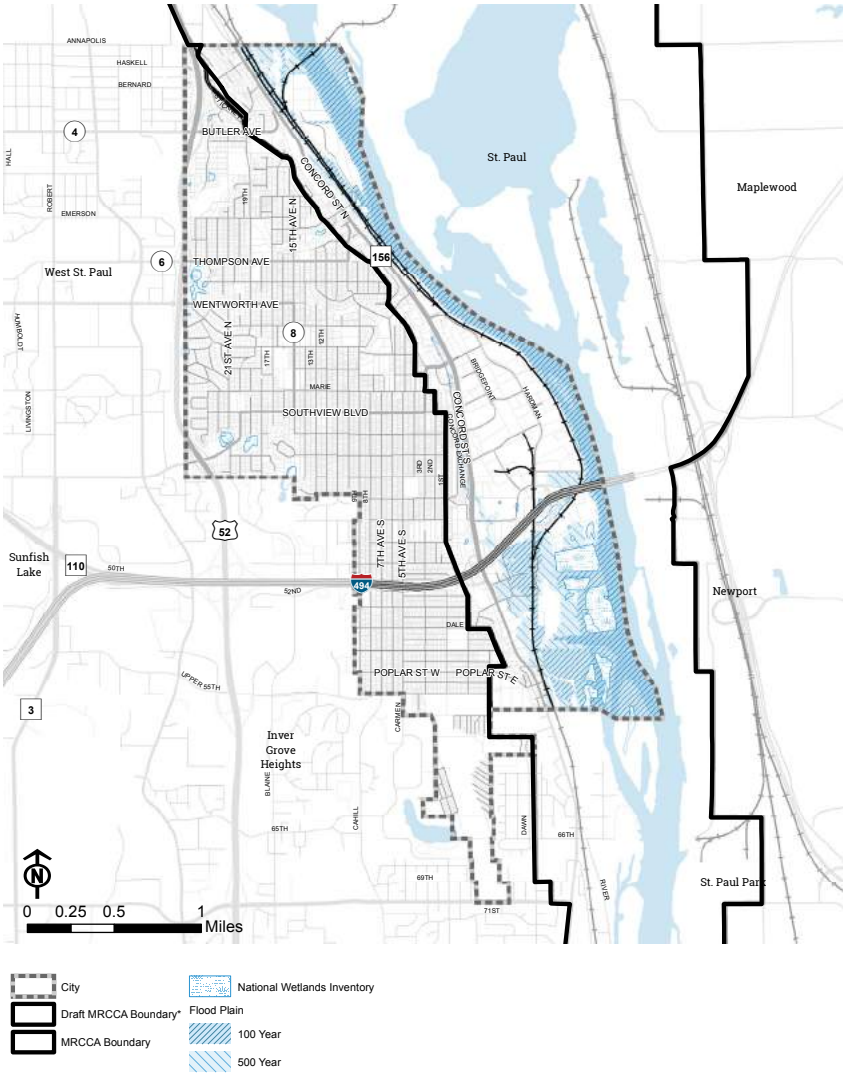


Figure 10.5: Floodplains and Wetlands within MRCCA

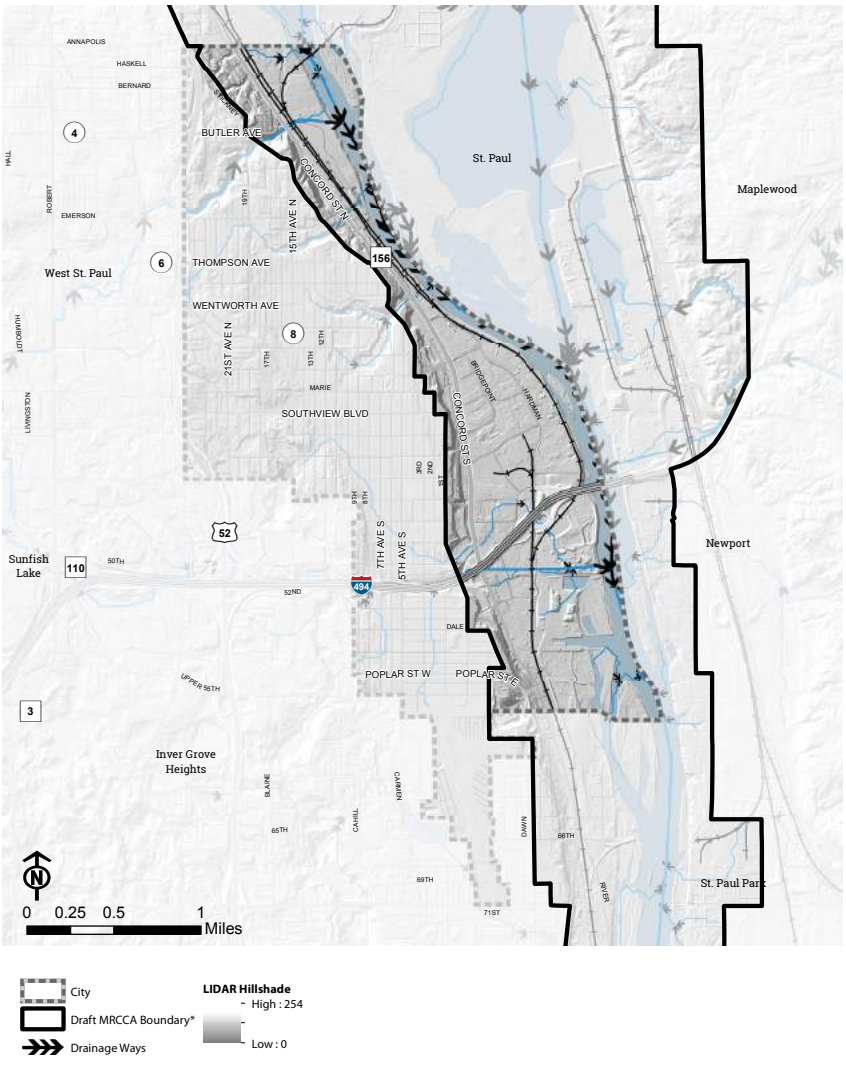


Natural Drainage Ways

Natural drainage ways are natural open linear depressions which function for the collection and drainage of surface water. They may be permanently or temporarily inundated. The liquids flow under the force of gravity.

Three distinct smaller seasonal drainage courses can be found in valleys of bluff topography within the MRCCA in South St. Paul. The most prominent follows the valley of Simon's Ravine. The other two are located north of Thompson Avenue and near Wentworth Avenue.

Figure 10.6: Natural Drainage Ways within MRCCA

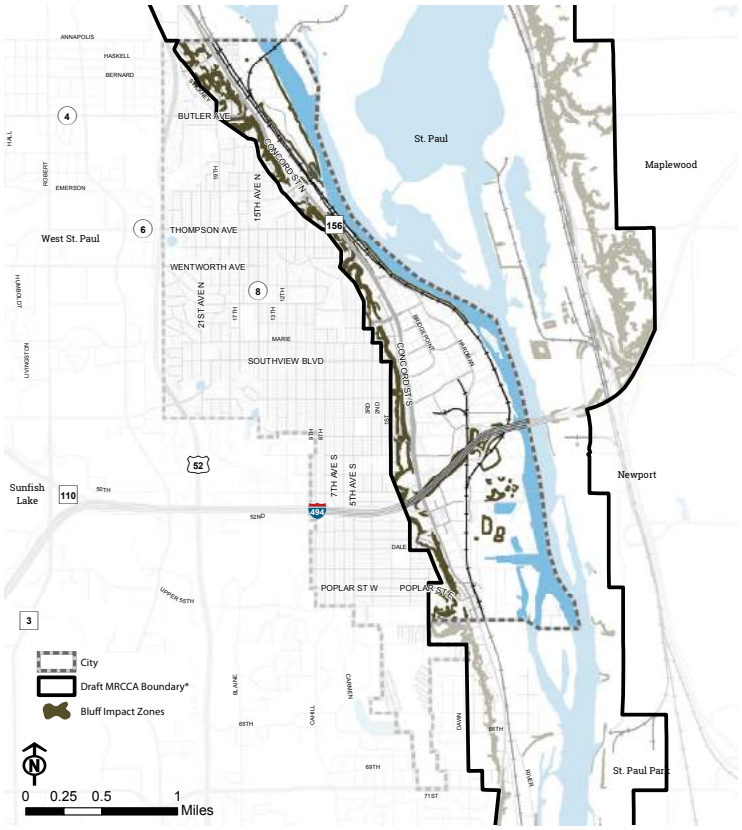


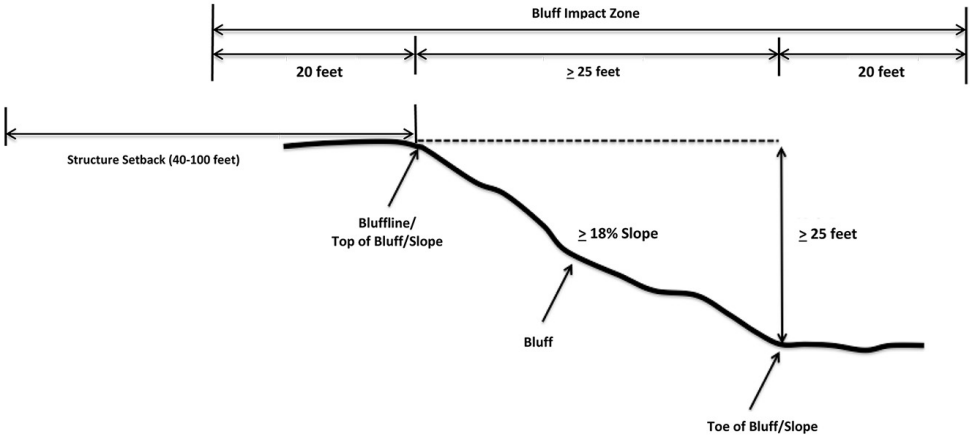
Bluffs & Bluff Impact Zones

MRCCA rules define a bluff as a natural topographic feature having a slope that rises at least 25 feet and the grade of the slope averages 18 percent or greater, measured over a horizontal distance of 25 feet. A bluff impact zone means the bluff and land within 20 feet of the bluff.

Generally, bluffs within the MRCCA in South St. Paul closely follow the MRCCA boundary. They separate the western part of South St. Paul from the riverfront, railroad, Concord St., and the commercial/industrial area. The bluff impact zone may have potential impacts on future development in South Concord, North Concord, and the Concord Gateway Mixed-Use District are due to shallow parcel depth and close proximity to the toe of the bluff.

Figure 10.7: Bluff Impact Zones within MRCCA





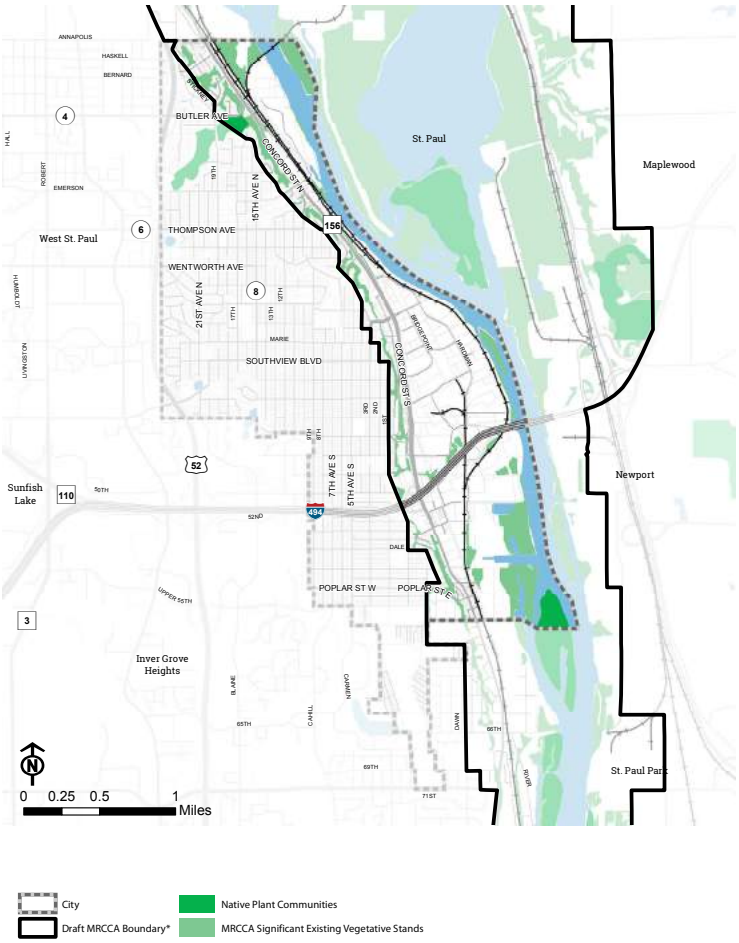
Aspect of Sustainability:
» Environment

Native Plant Communities & Significant Vegetative Stands

Native plant communities are plant communities that have been identified as part of the Minnesota biological survey. They represent the highest quality native plant communities remaining in the MRCCA. Significant vegetative stands are plant communities identified by the National Park Service that are largely intact and connected and contain a sufficient representation of the original native plant community. Much of this vegetation contributes to the scenic value of the MRCCA.

Because of its fully developed nature, vegetation is limited within the MRCCA in South St. Paul. Besides the one located on the most southern island in the Mississippi River, the only identified natural plant community within South St. Paul exists within Simon's Ravine. Other significant existing vegetative stands exist along the bluff areas and around the barge fleeting area south of I-494.

Figure 10.8: Vegetation within MRCCA



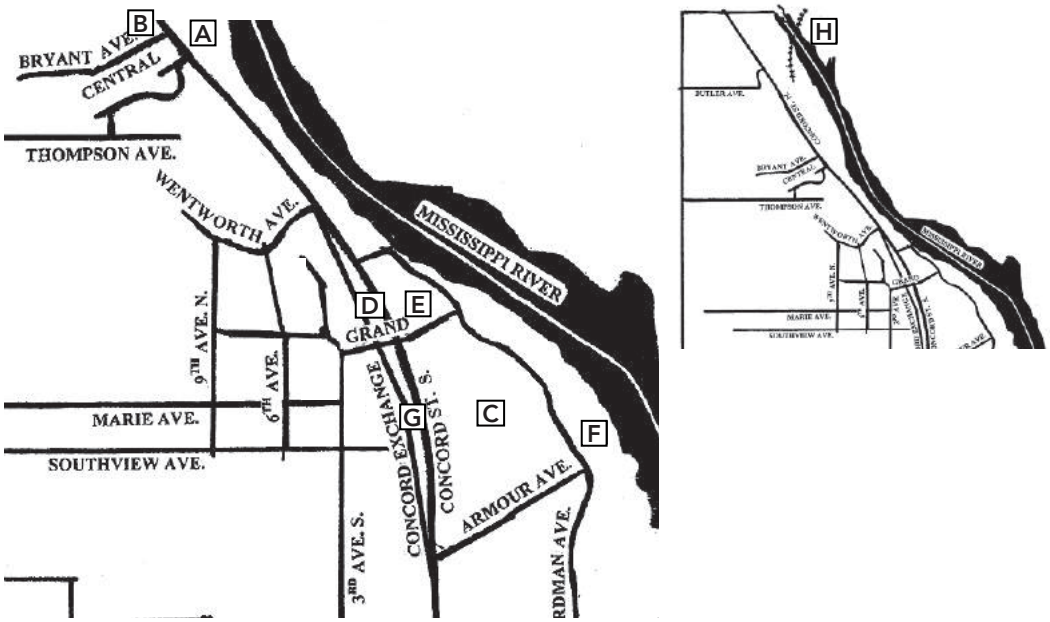
Cultural & Historic Properties

Historic properties are properties with features such as an archaeological site, standing structure, site, district, or other property that are listed in the National Register of Historic Places, the State Register of Historic Places, locally designated as a historic site, or are determined to meet the criteria for eligibility.

The City of South St. Paul has a rich history as a River City. The following structures and/or sites, identified by the Dakota County Historical Society and City of South St. Paul* (locations shown in Figure 10.9) have played an important role in South St. Paul's cultural and founding history:

Aspect of Sustainability:
» Land Use/Buildings

Figure 10.9: Cultural and Historic Properties in MRCCA



* This information has been adapted from "Some memorable places in the history of the City of South St. Paul" prepared by W. G. Wolston and the Dakota County Historical Society in Cooperation with the City of South St. Paul.

» **A - Village of Kaposia:** The Dakota Indian village occupied several sites within the city between 1826 and 1853.

» **B - Bryant Block in South Park:** In 1886 C. W. Clark envisioned a planned community in northern South St. Paul, "South Park". The Odd Fellows Hall still stands as an apartment building.

» **C - The Stockyards Location:** Located in the natural hub of one of the nation's most productive livestock and agricultural areas, South St. Paul's public market opened in 1886 and served as the pulse of the Northwest livestock economy. The location has now been transformed into a business park.

» **D - Stockyards Exchange Building:** The Stockyards Exchange building is the only building within the MRCCA in South St. Paul that is on the National Register of Historic Places. The Stockyards Exchange building is a Victorian brick commercial building constructed in 1887 as base of operations for Minnesota's large meat-packing industry. It housed commission firms, railroad offices, banks, a post office, a radio station, and a temporary city hall.



Stockyards Exchange Building in 1928



Stockyards Exchange Building Today (Located by marker "D")

» **E - Swift and Co.:** Chicago's Swift & Co. established a meat packing plant in 1897.

» **F - Armour & Co.:** The brick gates, which opened to the Armour & Company meat packing plant, were built in 1919 and are still standing. The plant was a state-of-the-art meat packing plant.

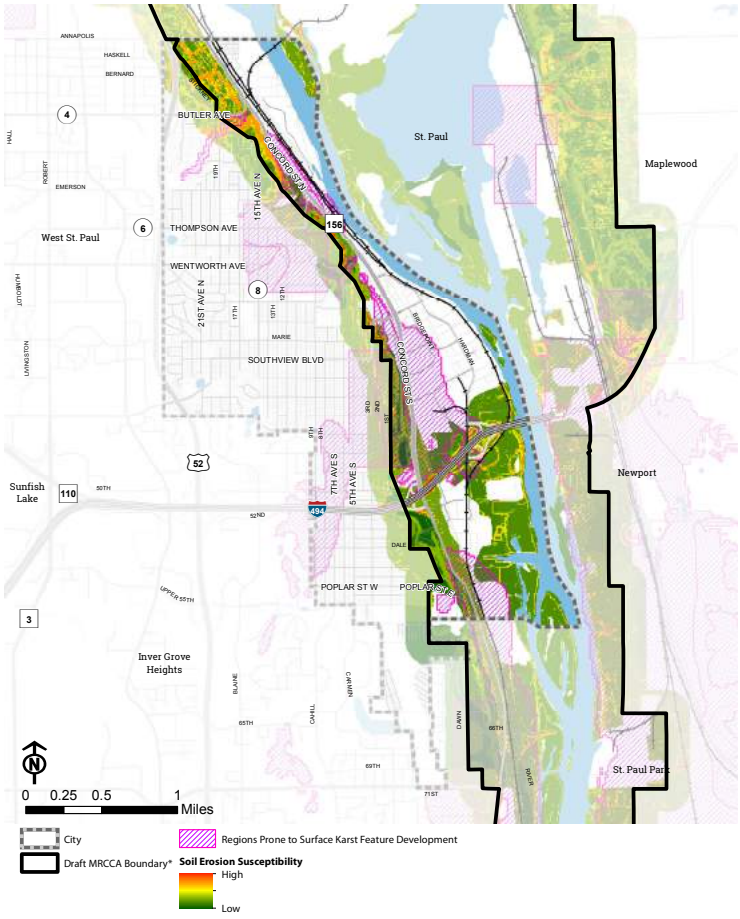
» **G - Concord Street:** Concord Street is one of South St. Paul's most historic places. Some historic buildings survive today. Downtown South St. Paul was at Concord and Grand.

» **H - St. Paul Bridge and Terminal Railway:** Built in 1907, this Mississippi River bridge and 5 miles of track provided essential stockyards services.

Unstable Soils & Bedrock

Soil is mixture of sand, gravel, silts, clay, water, and air. The stability of soil can be attributed to the mix of these ingredients and other factors that cause frost action, high saturation depth, steep slopes, low soil strength, ponding, high shrink-swell rates, subsidence and other soil stability issues. Bedrock is the lithified rock that lies underneath loose deposits such as soil or alluvium. Karst formations are a form of unstable bedrock and are areas were sinkholes, springs, caverns, and stream sinks may exist.

Figure 10.10: Unstable Soils and Bedrock within MRCCA



Soils within the MRCCA in South St. Paul are generally stable. The majority of soils with high erosion susceptibility exist along the bluffs following the MRCCA boundary in the northern portion of South St. Paul. Multiple locations within South St. Paul lie within a region prone to surface karst feature development. This particular karst area unit is the Prairie du Chien Group and the St. Peter Sandstone Group and is identified by the Minnesota Karst Lands map which defines areas underlain by carbonate bedrock with less than 50 feet of sediment cover. No known Karst formations have been identified in South St. Paul.

Public River Corridor Views

Public river corridor views (PRCVs) are views toward the river from public parkland, historic properties, and public overlooks, as well as views toward bluffs from the ordinary high water level of the opposite shore, as seen during the summer months. PRCVs are deemed highly valued by the community and are worth protecting because of the aesthetic value they bring to the MRCCA.

The views highlighted as a part of this plan were reviewed by the public during the draft plan feedback stage of engagement.

As part of Met Council's six-month adjacent community plan review process South St. Paul will consider comments from St. Paul (Ramsey County) and Newport (Washington County) about the views they valued looking across the river to bluffs in South St. Paul.

Views Toward the River from Public Places

There are a number of sites along South St. Paul that allow for viewing the river: Grandview Park, Kaposia Landing park, the DNR boat launch and fishing pier, various locations along the Mississippi River Regional Trail, and the pedestrian overpass at Grand Avenue. Section 118-167 of the City's zoning ordinance requires preservation of views to the river from properties and the public right of way.

The view towards the river shown in Figure 10.12 was taken from the southern end of Kaposia Landing Park (see Figure 10.11). This view from a public place looks south along the Mississippi River towards the former stockyards now turned business park. There are a number of factors that make this view valuable. First, this view features an up close shot of the river and barge fleeting locations along the Mississippi River. The fleeting locations remind visitors that the Mississippi is a "working" river, home to much of the region's freight movement. Second, the bluffs located across the river in Newport provide a natural backdrop to the river.

Future changes that would negatively impact this view include large scale vegetative clearing of bluffs and shoreline across the river and the addition of major river crossings.

Figure 10.11: Map of View 1 Toward the River from a Public Place

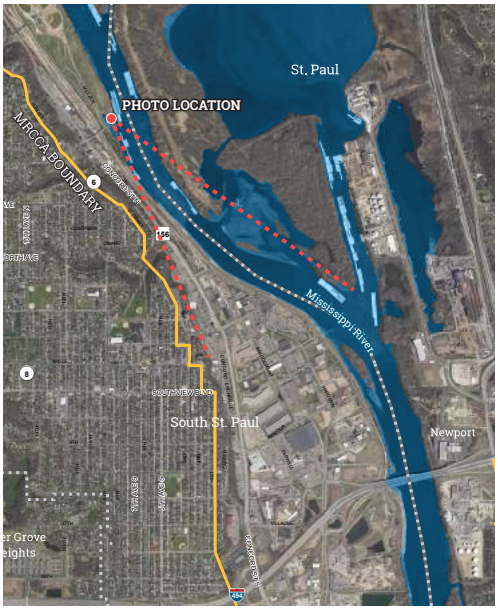


Figure 10.12: View 1 Toward the River from a Public Place



The view towards the river shown in Figure 10.133 was taken from the Mississippi River Regional Trail near the Union Pacific Railroad yard office (near the intersection of Concord Street North and Hardman Avenue, see Figure 10.14). This view looks north along the Mississippi River towards the swing bridge crossing near the northern border of South St. Paul. This view is valuable because it is long and expansive and features an historic piece of railroad infrastructure. This bridge was built by the Saint Paul Bridge and Terminal Company and opened in 1910. Closer views of this bridge exist within Kaposia Landing Park, but this view provides an expansive context. Visitors can occasionally watch aircraft land at Fleming Field in St. Paul.

Future changes that would negatively impact this view include the removal of the swing bridge, vertical barriers along the Mississippi River Regional Trail, any type of infrastructure crossing the river between this location and the swing bridge.

Figure 10.13: View 2 Toward the River from a Public Place



Figure 10.14: Map of View 2 Toward the River from a Public Place



Figure 10.15: View 3 Toward the River from a Public Place



Figure 10.16: Map of View 3 Toward the River from a Public Place



The view towards the river shown in Figure 10.15 was taken from the Mississippi River Regional Trail near the spiral bridge at Grand Ave. (see Figure 10.16). This view looks north along the Mississippi River towards downtown St. Paul. This view is valuable because the downtown St. Paul skyline is framed in this view by the natural island landscape to the east and the vegetated bluffs of South St. Paul to the west. The skyline rising above Kaposia Landing Park in this view reminds visitors how close they are to the urban environment even though they are surrounded by natural amenities.

Future changes that would negatively impact this view include the construction of structures (over 50') tall in Kaposia Landing Park, large scale vegetative clearing along the bluffs and/or islands, the addition of vertical barriers along the Mississippi River Regional Trail.

The view towards the river shown in Figure 10.17 was taken from the DNR boat launch area located just south of I-494 (see Figure 10.18). This view looks northeast across the river, underneath the Wakota Bridge (I-494). This view, while not as expansive as the others, is valuable because of the juxtaposition that is created between the immense, man-made bridge infrastructure investment and the natural

Figure 10.17: View 4 Toward the River from a Public Place



Figure 10.18: Map of View 4 Toward the River from a Public Place



setting of the trees along the Mississippi River. The wide spans of the bridge allow for better views underneath the bridge.

Future changes that would negatively impact this view include large scale vegetative clearing along the shore of the river, the removal of the fishing pier at the boat launch, and any type of deferred/outstanding maintenance to the Wakota Bridge.

The view towards the river shown in Figure 10.21 was taken from Grandview Park (see Figure 10.20). This view looks northeast across the Mississippi River valley. This view is valuable because of its expansiveness and largely natural setting. Various man-made structures peek out of the vegetated horizon including 3M's world headquarters. Trains, trucks, cars, barges, and planes can all be seen from this overlook.

Future changes that would negatively impact this view include the addition of bulky/view obstructing structures along the Mississippi River shore line, large scale vegetative clearing along the shore of the river and the bluff line, and the addition of major river crossings at this location.

Figure 10.20: Map of View 5 Toward the River from a Public Place



Figure 10.21: View 5 Toward the River from a Public Place



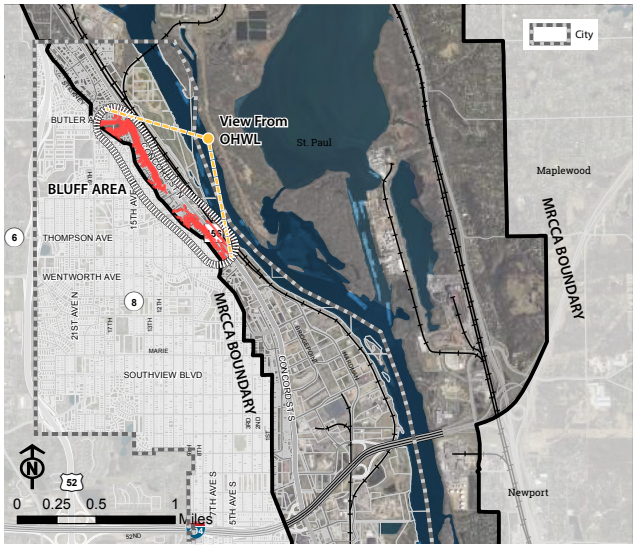
Views Towards Bluffs from the Ordinary High Water Line of the Opposite Shore

Access to the Ordinary High Water Line (OHWL) of the opposite shore is very limited. These views are primarily accessible by boaters, canoers, kayakers, and other river users. The primary location for seeing views toward the bluffs in South St. Paul from the opposite shore is shown in Figure 10.19. The bluff area in the north part of South St. Paul is highlighted.

This particular view of bluffs in South St. Paul is valuable because it provides a natural backdrop to the historic buildings and industry of this Mississippi River community.

Changes that would negatively affect this view include extensive vegetative clearing of land along the bluffs and large scale utility or transportation crossing of the river.

Figure 10.19: Location of View Towards Bluffs from the OHWL of the Opposite Shore



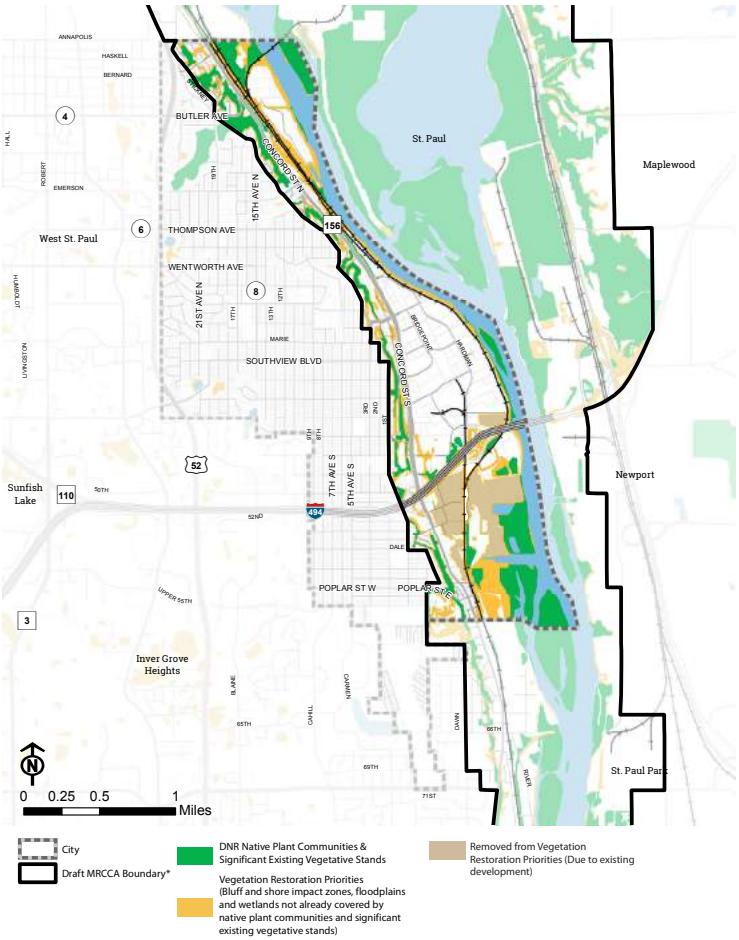
The Bryant/Concord area is planned for mixed use redevelopment which would be along Concord and the developable area on Bryant. Building heights are currently restricted with buildings taller than 50 requiring a CUP (min. is 24'). The most likely impacts in MRCCA are setbacks from the toe of the bluff (BIZ) but it's possible a building could be proposed that would exceed 50 feet. Existing vegetated bluff areas are not planned to be developed, just the area below the bluff and going up Bryant.

Priorities for Restoration

Vegetation restoration priority areas are areas where bluff and shore impact zones, floodplains, and wetlands exist, but are not already covered with native plant communities and significant existing vegetative stands. These areas represent opportunities to restore natural vegetation, prevent erosion, and stabilize slopes and banks. Restoration measures are often needed to maintain resource integrity and water quality.

Aspect of Sustainability:
» Environment

Figure 10.22: MRCCA Restoration Priorities



As shown in Figure 10.22, the largest, most contiguous area for potential vegetation restoration exists south of I-494 within the area covered by the flood plain. Most of the property in the BridgePoint area and south of I-494 is already developed. Currently within this area there is a mix of wetlands, industrial properties, and barge fleeting. There are opportunities for restoration near the river and future development/ redevelopment could utilize native landscaping to prevent erosion and help development better blend into the riverfront setting. Other areas suitable for vegetation restoration include the area around Kaposia Landing in the north part of South St. Paul and the areas not covered by vegetation within the bluff impact zone.

Surface Water Uses

Surface water uses along the Mississippi River range from commercial and industrial to recreational and may include barge fleeting, marinas, boat tours, seaplaning, and paddle share. These uses provide both economic and enjoyment benefits as well as external impacts such as traffic, conflicting hours of operation, noise, and surface water use that need to be managed to minimize conflicts.

Potential surface water use conflicts that may exist within South St. Paul include the mixing of recreational water users arriving via the DNR public boat launch and the barges hauling freight up and down the river. Recreational and commercial uses have existed together on the river for centuries and have posed no major conflicts as long as both are operated responsibly. Both of these uses provide economic and recreational value to the river and are important to preserve. Posting barge traffic safety tips at all public and private boat launches can educate the public about responsible watercraft operation around barges and tow boats.



Barge fleeting is controlled by City Code (Chapter 118, Article V, Division III, [118-291 - 118-296]). Barge fleeting areas on the Mississippi within South St. Paul primarily exist in 3 specified locations within the City at the southern end of Kaposia Landing Park. Many other barge fleeting areas also exist on the opposite shore of the river, outside of South St. Paul city limits. No new barge fleeting areas are proposed within the City limits of South St. Paul. The existing barge fleeting areas have minimal impact on the primary conservation areas that exist within South St. Paul.

Water Oriented Uses

Water-oriented uses along the Mississippi River range from commercial and industrial to recreational and may include barge terminals, marinas, boat tour docks, and paddle share launch areas. These uses provide both economic and enjoyment benefits as well as external impacts such as traffic, conflicting hours of operation, noise, and surface water use that need to be managed to minimize conflicts.

Aspect of Sustainability:
» Budget/Economy

Planned Trailhead

The City of South St. Paul, in collaboration with Dakota County, is planning to construct The Wakota Trailhead and Overlook adjacent to the public boat launch and community garden at the DNR Boat Launch Site. The Wakota Trailhead and Overlook along the Mississippi River will provide picnic facilities, restrooms, water fountain, bicycle fix-it station, fish cleaning station, wayfinding, and interpretation. The existing parking lot will be improved with five additional stalls and the parking lot currently shared with the community garden will be paved and re-striped to efficiently park 44 vehicles.

The project includes native landscape restoration and improved site aesthetics. Trail improvements will include providing a new connection from the trailhead to the terminus of the existing trail off of the Interstate 494 Wakota Bridge that connects to Washington County. Currently, trail users trying to navigate between the Mississippi River Regional Trail (MRRT) and the Interstate 494 Wakota Bridge trail can only access the site by merging with motorized traffic onto Verderosa Avenue, a two-lane road, and crossing a shared railroad crossing. The project also includes a separate multi-use trail from the trailhead to the Mississippi River Regional Trail so users can avoid conflicts with boaters using the MnDNR Boat Launch.

Reconstruction and expansion of an existing overlook located approximately 0.25 miles south of the proposed trailhead will provide trail users with views of the river. Today, erosion is impacting the overlook's stability; replacement and stabilization of this amenity is needed for the continued use of the overlook. The improvements will also address ADA accessibility, with a widened trail and accessible-height railing at the overlook. Site interpretation and wayfinding will be replaced and improved to reflect recent plans for the Mississippi River Regional Trail.

The primary water oriented use within South St. Paul is the barge terminal facility located at the southern border of the City. This facility imports and exports a variety of goods and is accessed by semi-truck and rail for land transport. There is also a DNR boat launch in South St. Paul within the MRCCA located just south of I-494. The boat launch includes 38 truck and trailer parking spots (2 handicap), approximately 9 standard parking spots (1 handicap), a pier fishing area, and a barrier free concrete platform boat launch.

The barge terminal facility, owned by Kinder Morgan and known locally as Dakota Bulk Terminal, is important to South St. Paul because it is an integral part of South St. Paul's river economy. The Dakota Bulk property is approximately 93 acres (including the 13 acres of water/ barge slip) making it the second largest land use behind the South. St. Paul Fleming Field Airport. The DNR boat launch in South St. Paul is important because of the public recreational access and connection it provides to the Mississippi River for South St. Paul residents.

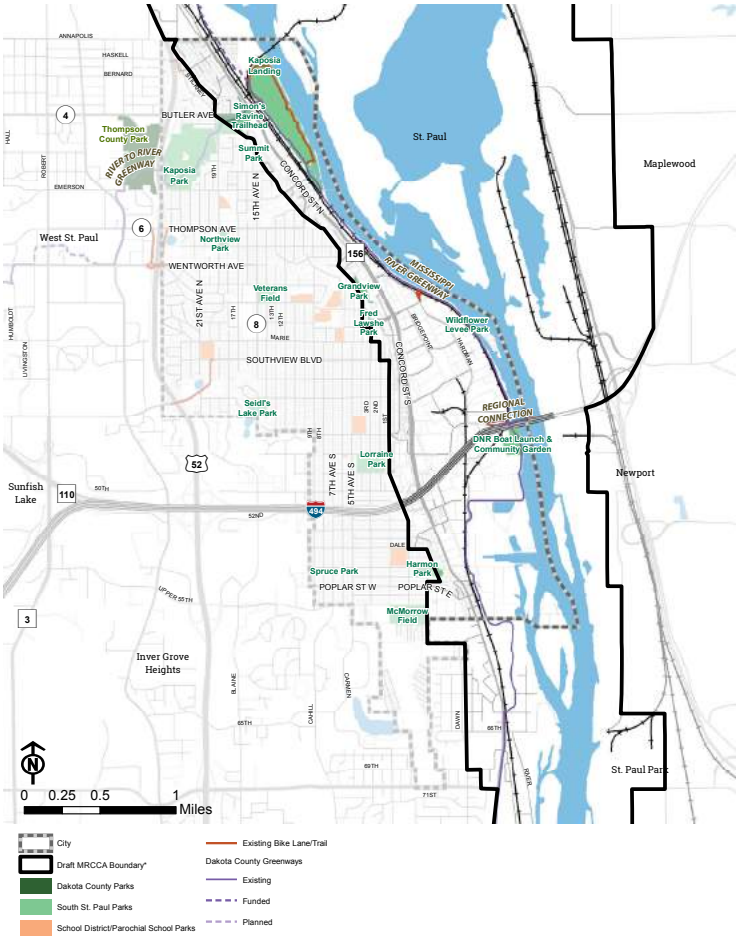
Open Space and Recreational Facilities

Open space and recreational facilities include features such as parks, trails, scenic overlooks, natural areas, islands, and wildlife areas. These features add to the quality of a community and increase opportunities for the public to access and enjoy the Mississippi River Corridor.

As seen in Figure 10.23, seven different parks and recreational facilities exist within the MRCCA boundary in South St. Paul. The largest facility is Kaposia Landing Park. This is South St. Paul's newest park, established in 2008. Kaposia Landing Park hosts a 6.3 acre off-leash dog area, river overlooks, and almost two miles of interior paved trails. In 2017, five new athletic fields for softball and baseball opened in addition to a centrally-located concession and restroom building on the north end of the park. Other parks within the MRCCA include:

- Simon's Ravine Trailhead
- Grandview Park
- Fred Lawshe Park
- Wildflower Levee Park
- Harmon Park (eastern portion)
- DNR Boat Launch

Figure 10.23: Open Space and Recreational Facilities within MRCCA



The Mississippi River Regional Trail runs along almost the entirety of South St. Paul's shore. This is a regional trail that connects South St. Paul with much of Dakota County and surrounding counties. A new trailhead is being planned for by the DNR Boar Launch. A northward expansion of the trail to connect South St. Paul with St. Paul is planned by Dakota County to begin work in 2019. The eastern portion of the River to River Greenway Trail is located within the MRCCA. This trail connects through Simon's Ravine to Kaposia Park, Thompson County Park, and West St. Paul. The completed trail would provide a loop trail for the northern Dakota County area connecting the River-to-River Greenway to the MRRT trail.

Aspect of Sustainability:

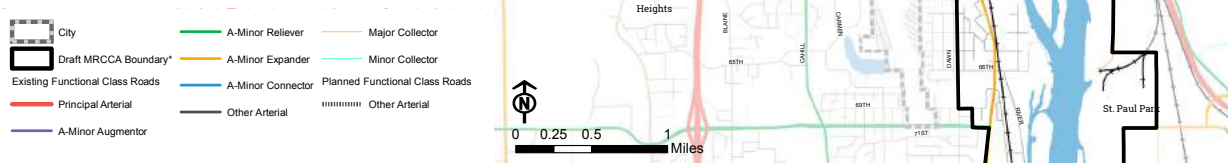
» Environment
» Energy

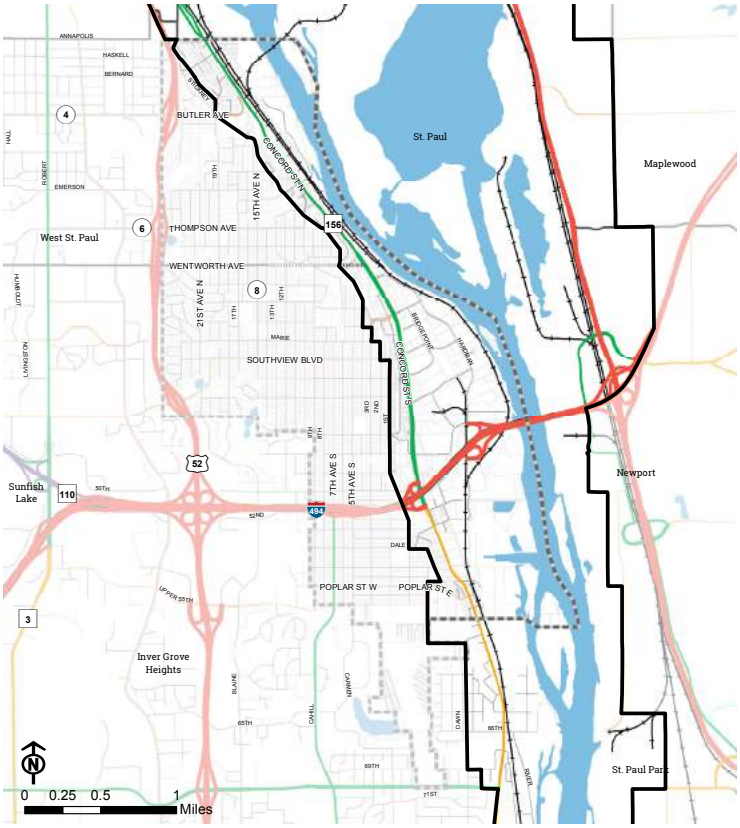
Transportation & Public Utilities

Transportation and utility facilities (electricity, gas, water, sewer, stormwater) can have negative impacts on scenic views and habitat and soil erosion. Proper development of these facilities can minimize their impacts on the MRCCA.

Within the City boundaries, there are two transportation and one utility crossing. Interstate 494 (seen in Figure 10.24) crosses the river at the Wakota Bridge.

Figure 10.24: Transportation Facilities within MRCCA





On the north end of the City, the Union Pacific rail line crosses the river to the north and east on a metal swing bridge. It is unknown at this time if the railroad will expand or improve this bridge within the planning window.

Access to Mississippi River Regional Trail (shown in Figure 10.23) is limited to four locations within South St. Paul because of its location along the levee, east of the railroad tracks. The trail can be accessed at Kaposia Landing Park, the spiral bridge at the end of Grand Ave., the DNR boat launch, and at the southern end of Hardman Ave. Any future expansion of South St. Paul's non-motorized transportation network should improve access and connections to the regional trail network.

There are currently no planned future functional class roadways within the MRCCA in South St. Paul.

The single utility crossing is located near Interstate 494 and contains high voltage power lines owned by Xcel Energy. Section 118-167(j) regulates utility crossings. The City intends to work with Xcel to maintain the aesthetics of the corridor by enforcing its standards.

There are currently no existing or planned power generating facilities, including solar farms and wind generation, within the MRCCA in South St. Paul. However, there is City property just north of Kaposia Landing that the City may want to consider for future development or as a potential solar farm site. The property currently has no street access without going through adjacent properties located to the north or east, which have access from Barge Channel Road. The limited access and condition of the property may not immediately be suitable for development, but may be suitable for a solar farm as either a temporary or a permanent use. The solar farm concept would need more study to determine viability.

Essential services (including the generation and transmission of power) are allowed as a conditional use in all zoning districts in South St. Paul. Large scale/commercial electric power generation facilities are not addressed in the zoning code. Depending on their location, new power generating and power transmission uses can negatively affect the aesthetic quality of public river corridor views and impact primary conservation areas (such as vegetative clearing or bluff alteration). Careful consideration during the conditional permit review process will be given if these uses are introduced to the MRCCA.

Issues & Opportunities

There are a number of problems and opportunities within the corridor that must be overcome in order to fulfill the City's vision, and particularly for Concord Street. The zoning standards outside of the industrial district do not require extensive landscaping or beautification of properties, and some uses within the corridor, while permitted, may not help to implement the City's ultimate vision for the corridor.

Public access to the water itself is greatly restricted by the presence of flood control structures. Access is limited to the DNR boat launch south of the Interstate 494 bridge. The flood control structure also prevents the construction of industry within the Bridge Point Business Park that requires access to the water. South of Interstate 494, there are opportunities for industrial development that could access the river. Sites close to the river, however, have been identified for future recreational use or the preservation of river habitat and vegetation. Said future recreational uses shall be designed to create minimal alteration, protect existing vegetative and wetland areas, promote re-vegetation, and require additional landscaping , consistent with habitat and vegetation for the Critical Area/MNRRA Corridor.

Critical Area (MRCCA) Goals and Policies

The future of the Mississippi River Corridor Critical Area within South St. Paul will depend on community wide planning as well as those efforts specifically targeted for the corridor. The Comprehensive Plan establishes policies that attempt to better link the Critical Area to the rest of the community. The Critical Area Plan takes a more focused view, prescribing policies intended to meet the goals of Minnesota Rules Chapter 6106 as well as some that advance MNRRA plan goals.

Goal

Goal 10.1: Preserve and enhance the natural, aesthetic, economic, recreational, cultural, and historical values of the Mississippi River corridor within South St. Paul and protect its environmentally sensitive areas.

Aspect of Sustainability:
» Environment



Policies

Land Use Policies

Policy 10.1.1: South St. Paul will guide land use and development and redevelopment activities within the MRCCA boundary to be consistent with the management purpose of the CA-RN, CA-SR, and CA-UM districts.

Primary Conservation Areas (PCA) Policies

Policy 10.1.2: South St. Paul will protect and minimize impacts from public and private development and land use activities to the existing Primary Conservation Areas which include floodplains, bluffs and bluff impact zones, shore impact zones, natural drainage ways, unstable soils and bedrock, and Native Plant Communities and existing vegetative stands.

Policy 10.1.3: South St. Paul will support mitigation of impacts to PCAs through subdivisions/PUDs, variances, Conditional Use Permits, and other permits.

Policy 10.1.4: South St. Paul will make restoration of removed Native Plant Communities and natural vegetation in riparian areas a high priority during development.

Aspect of Sustainability:
» Environment



Policy 10.1.5: South St. Paul will support alternative design standards that protect South St. Paul's identified PCAs, such as conservation design, transfer of development density, or other zoning and site design techniques that achieve better protections or restoration of PCAs.

Policy 10.1.6: South St. Paul will make permanent measures (such as public acquisition, conservation easement, deed restrictions, etc.) that protect PCAs a high priority.

Public River Corridor Views (PRCV) Policies

Policy 10.1.7: South St. Paul will protect and minimize impacts to PRCVs from public and private development activities.

Policy 10.1.8: South St. Paul will protect and minimize impacts to PRCVs from vegetation management activities.

Policy 10.1.9: South St. Paul will protect PRCVs located within the community and identified by other communities.

Policy 10.1.10: The City shall ensure that the location and siting of new structures will keep bluffs and scenic overlooks in their natural state.

Restoration Priorities Policies

Sustaining and enhancing the ecological functions (habitat value) of vegetation is important for the MRCCA and is a goal for the restoration of new vegetation and existing degraded vegetation in South St. Paul.

Policy 10.1.11: South St. Paul will protect native and existing vegetation during the development process and require its restoration if any is removed by development. Priorities for restoration shall include stabilization of erodible soils, riparian buffers, and bluffs or steep slopes visible from the river.

Policy 10.1.12: South St. Paul will seek opportunities to restore vegetation to protect and enhance PRCVs identified in this plan.

Policy 10.1.13: South St. Paul will seek opportunities to restore vegetation in restoration priority areas identified in this plan through the CUP, variance, vegetation permit, and subdivision/PUD processes.

Policy 10.1.14: South St. Paul will evaluate proposed development sites for erosion prevention and bank and slope stabilization issues and require restoration as part of the development process.

Surface Water Uses Policies

Policy 10.1.15: South St. Paul will seek to balance commercial and recreational surface water uses.

Policy 10.1.16: Barge fleeting locations will continue to be controlled by City Code (Chapter 118, Article V, Division III, [118-291 - 118-296]) and will continue to have minimal impact on PCAs.

Water-Oriented Uses Policies

Policy 10.1.17: South St. Paul recognizes the Mississippi River as a "working river" that is important to the economy of the Twin Cities metropolitan area and the Midwest.

Policy 10.1.18: South St. Paul will seek to minimize potential conflicts of water-oriented uses with other land uses and surface water uses.

Policy 10.1.19: Encourage the utilization of private marinas for public connection and access to the river.

Policy 10.1.20: Enhance existing marinas and other water-oriented uses through site design improvements.

Open Space & Recreational Facilities Policies

Policy 10.1.21: South St. Paul will encourage the creation, connection, and maintenance of open space and recreational facilities, including public access to the river.

Policy 10.1.22: South St. Paul will provide a park and recreation system that offers physical and visual connections to the river, including connection of CA-SR district land to existing and planned parks and trails.

Policy 10.1.23: South St. Paul will provide trail links to regional trail systems and trails maintained by adjacent municipalities.

Policy 10.1.24: South St. Paul will encourage that land dedication requirements be used to acquire land suitable for public river access.

Transportation & Utilities Policies

Policy 10.1.25: South St. Paul will minimize impacts to PCAs and PRCVs from solar and wind generation facilities, public transportation facilities, and public utilities.

Implementation Actions

Ordinance Updates

Action 10.1: Amend existing MRCCA ordinance /overlay district for consistency with the goals and policies of the MRCCA plan and with Minnesota rules, part 6106.0070, Subp. 5 – Contents of Ordinances.

Action 10.2: Amend zoning map to reflect new districts.

Action 10.3: Incorporate specific design and placement conditions that minimize impacts to PCAs and PRCVs into local permits for solar and wind generation facilities and essential and transmission services.

Action 10.4: Provide for water-oriented uses.

Ordinance Administration

Action 10.5: Establish procedures and criteria for processing applications to ensure compliance with MRCCA dimensional and design standards and to evaluate potential impacts to PCAs and PRCVs, including:

- » Identifying the information that must be submitted and how it will be evaluated,
- » Determining appropriate mitigation procedures/ methods for variances and CUPs, and
- » Establishing evaluation criteria for protecting PCAs when a development site contains multiple types of PCAs and the total area of PCAs exceed the required set aside percentages.

Action 10.6: Develop administrative procedures for integrating DNR and local permitting of riprap, walls, and other hard armoring.

Action 10.7: Actively communicate with other communities to protect views they have identified in South St. Paul that are valuable and vice versa.

Action 10.8: Establish a vegetation permitting process that includes permit review procedures to ensure consideration of restoration priorities identified in this plan in permit issuance, as well as standard conditions requiring vegetation restoration for those priority areas.

Action 10.9: Establish a process for evaluating priorities for natural vegetation restoration, erosion prevention, and bank and slope stabilization, or other restoration priorities identified in this plan in CUP, variances, and subdivision/PUD processes.

Action 10.10: Develop a visual analysis approach for CUPs for additional height in the CA-UM district, as well as for proposed PUDs and variances.

Action 10.11: Develop a system for reviewing, tracking, and monitoring open space set-aside and/or dedicated as part of the subdivision/PUD process.

Education & Outreach

Action 10.12: Ensure that information on the new MRCCA districts and zoning requirements, and the location of PCAs, PRCVs, and restoration priorities is readily available to property owners to help them understand which ordinance requirements - such as setbacks, height, vegetation management, and land alteration permits - apply to their property for project planning and permitting. Specific actions may include:

- » Develop an outreach and communication strategy to alert MRCCA property owners of new districts and zoning requirements, and the location of PCAs, PRCVs, and restoration priorities.
- » In cooperation with Dakota County, develop web materials (mapping applications, FAQs, handouts, and other materials) to help property owners identify if their property is in the MRCCA and what regulations apply.
- » Provide information to residents and park and facility users that these facilities are in the MRCCA, including information on what the MRCCA is and ways in which the resources are being protected.

Capital Improvements

Action 10.13: Include facilities in the capital improvement program for parks and open space facilities and transportation facilities.

Land Acquisition

Action 10.14: Utilize the Comprehensive Plan as a guide for the acquisition, development, and redevelopment of park and recreation facilities.

Specific Planning Efforts, Projects, & Initiative

Action 10.15: Coordinate with regional, state, and national park planning efforts within the MRCCA.



11. IMPLEMENTATION

The 2040 Comprehensive Plan provides high-level, long-term guidance for making decisions about the community's future growth, redevelopment, and infrastructure investments. It is the City's most important tool, but its goals, policies, and actions can only achieve the community's vision for the future if the Plan is used regularly. Using the Comprehensive Plan requires striking a balance between adhering to the enduring values described in the Plan and adapting to conditions that will change over the life of this Plan. Implementation of city-led initiatives will also involve further planning and budgeting to ensure new actions can be fully achieved and sustained over time.

Use of the Plan

The Plan as a Guide to Decision Making

The plan will be used by the City in the day to day operations of local government. City Staff will reference plan goals and policies to support elected and appointed officials in carrying out their responsibilities in making key decisions relative to public investments, plans and studies, growth, and redevelopment. Requests for land use applications and development projects will be evaluated based on consistency with the plan.

The Plan as a Marketing Tool

The ideas represented in the 2040 Comprehensive Plan include a number of strategies that will require coordinated efforts by many different public, private, and non-profit entities. As an adopted policy plan, the 2040 Comprehensive Plan can help solidify the support, commitment, and collaboration needed to mobilize the community. The plan should be referenced, celebrated and promoted both within the community and to the region. In essence, the plan becomes the document that is provided to prospective businesses, residents or investors or potential grantors/philanthropists.

Roles and Responsibilities

South St. Paul has established multiple advisory boards and commissions to guide decision-making and provide an opportunity for citizen involvement. Each of these boards and commissions has a role in the implementation of the 2040 Comprehensive Plan. While ultimately the City Council has the final decision-making and policy-establishing authority, each of the boards and commissions provide valuable advisory insight in their area of expertise. Currently the City's boards and commission include:

- Airport Advisory Commission
- Central Square Board
- Charter Commission
- Civil Service Commission
- Economic Development Advisory Board (EDAB)
- Library Board
- Lower Mississippi River Watershed Management Organization (LMRWMO)
- NDC4 Commission
- Parks and Recreation Advisory Commission
- Planning Commission

The Plan as a "To-Do List"

The 2040 Comprehensive Plan is the City's to-do list. Actions listed in each chapter should serve as a resource for city departments, boards, and commissions as they establish and review annual work programs. A consolidated list of all actions is provided at the end of this chapter for easy reference (Note: This will be added once the plan has completed its review to ensure that final wording on all actions is included).

Implementation Tools

Annual Review and Amendments

To ensure that the Comprehensive Plan remains a useful tool for guiding growth, it will be periodically monitored and modified to reflect changing conditions and to correct errors identified through its implementation. Any amendments will be completed using the process outlined in state statutes and the City Code.

Note that additional tools specific to housing are included in Chapter 05 Housing.

Official Controls

Official controls are key tools for implementing the 2040 Comprehensive Plan and must be consistent with the Comprehensive Plan. The City's Official Controls can be found in the City's Code of Ordinances. Examples of the official controls that will be used for the implementation of the comprehensive plan include: Zoning (Subpart B, Chapter 118), Subdivisions (Subpart B, Chapter 114), Utilities, including sewer, water, and street lights (Chapter 62). A review of the official controls for conformance with the 2040 Comprehensive Plan will occur once adopted. Modifications will be made as needed by 2021. The City's existing zoning districts, as listed Table 11.1, are in conformance with the future land use plan.

While the zoning districts and land use categories are generally consistent, the official zoning map will need to be modified to reflect changing land use designations. Amendments to the zoning regulations and the official zoning map will be made within nine months of the adoption of the 2040 Comprehensive Plan.

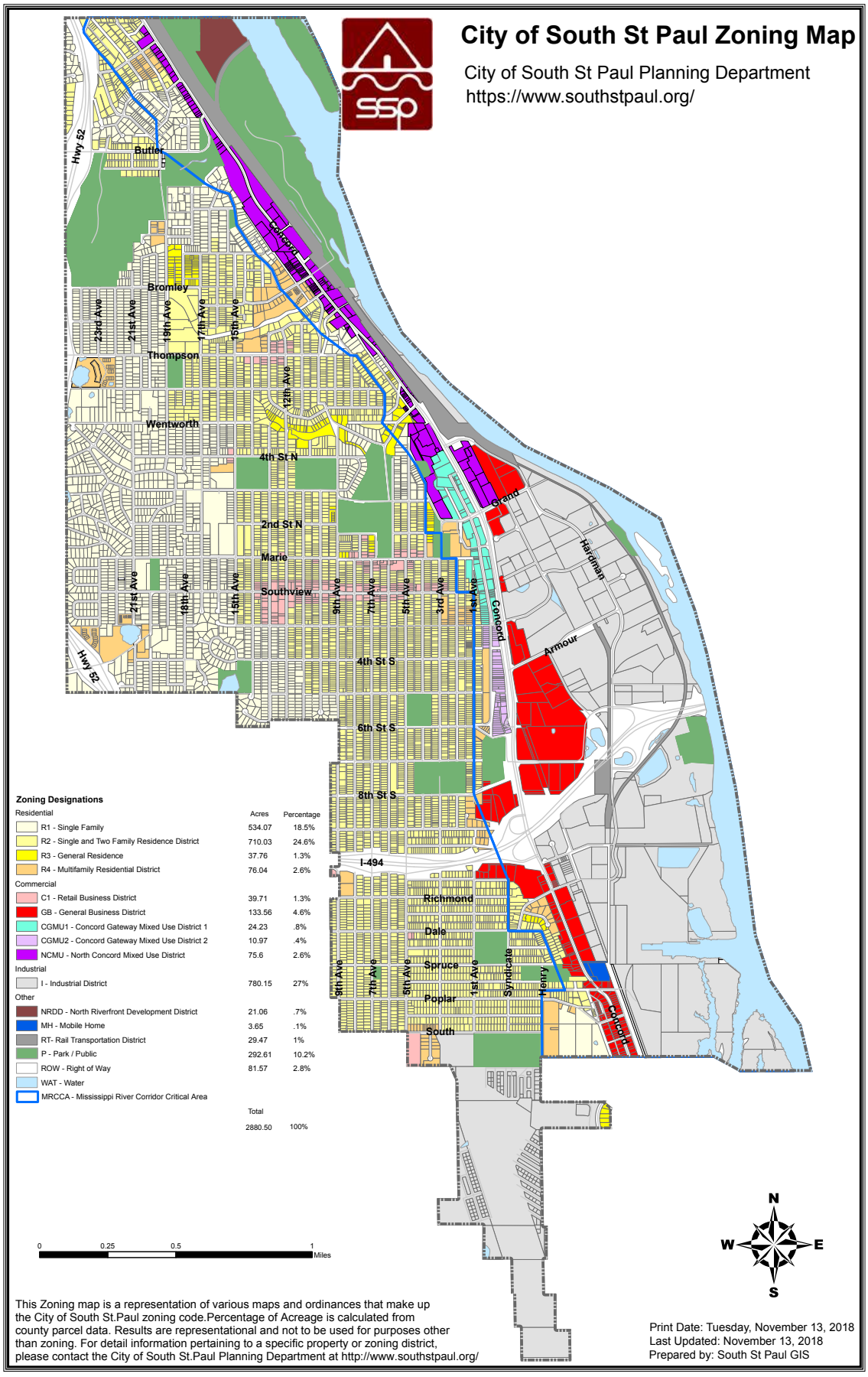
Table 11.1: South St. Paul Zoning Districts

Abbreviation	Zoning District
R-1	Single-Family Residential District
R-2	Single and Two Family Residential District
R-3	General Residential District
R-4	Multifamily Residential District
CGMU	Concord Gateway Mixed-Use District
NCMU	North Concord Mixed-Use District
C-1	Retail Business District
GB	General Business District
EB	Existing Business Overlay District
I	Industrial District
MH	Mobile Home District
NRDD	North Riverfront Development District
RT	Railroad Transportation District
PUD	Planned Unit Development Overlay District

Policy Plans

The 2040 Comprehensive Plan refers to other policy plans that the City of South St. Paul uses to guide city systems, actions, and investments. These plans include the Economic Development Strategy 2017-2020 Plan, and the Storm Water Management Plan (2012) . These plans serve as ongoing tools for implementing the goals and policies in the Comprehensive Plan. These plans may be updated and modified without updating the Comprehensive Plan.

Figure 11.1: South St. Paul Zoning Map



Specific Area and Topic Plans

The City uses specific area and topic plans as tools for implementing the Comprehensive Plan. Current plans that will continue to provide direction to the City include:

- Safe Routes to School – Lincoln Center Elementary Plan (2010)
- South Concord Corridor Plan (2012 - never adopted by Council)
- South Concord Redevelopment Transportation Plan (2013)
- Levee Extension Study (2014)
- Southview Hill Plan (2014)

The City will continue to use these and additional plans to provide the information needed to implement the Comprehensive Plan. Future studies may ultimately lead to Comprehensive Plan amendments.

To find the latest CIP and complete budget documents, visit www.southstpaul.org.

Capital Improvement Plan

State Law requires that the implementation program for the Comprehensive Plan contain a capital improvement program for transportation, sewers, parks, water supply and open space facilities. The 2040 Comprehensive Plan serves as the foundation for ongoing capital improvements planning by the City. The City has created a capital improvement plan (CIP) that matches the estimated project costs over a five-year period with funding sources. The CIP allows the City to prioritize projects and to make best use of available revenues. By looking at future needs, the City is better able to find funding sources to fill gaps and to coordinate projects with other jurisdictions. The CIP is updated and approved annually. The City's adopted 2018-2022 CIP is included as an appendix to the Comprehensive Plan.

Fiscal Devices

Tax Increment Financing

Tax increment financing (TIF) is the primary development finance tool available to Minnesota cities (Minnesota Statutes, Sections 469.174 through 469.179). TIF is simple in concept, but complex in its application. Through tax increment financing, while the existing property taxes are still collected (base), the additional property taxes generated by the new development/redevelopment (increment) are captured and used to finance activities needed for the development to occur. The challenge in using TIF lies with the complex and ever-changing statutory limitations. These complexities make it impractical to provide a thorough explanation of tax increment financing as part of this Plan. Instead, this section highlights the use of TIF as it relates to the implementation of the Plan.

Tax increment financing can be used to finance all of the important implementation actions facing the city: land acquisition, site remediation and preparation, parking, and public improvements. There are statutory requirements for coordinating acquisition and disposition of public lands and the use of tax increment financing. According to State Law (M.S. Section 462.356, Subd. 2), publicly owned land within the City cannot be acquired or disposed of until a finding has been made as to compliance with the Comprehensive Plan. Tax increment financing (TIF) is the only finance tool formally tied to the Comprehensive Plan. As a matter of policy, similar evaluation applies to other forms of public financial assistance. In agreeing to provide financial assistance to private development, it is reasonable that the City Council determine that the development furthers the objectives of the Comprehensive Plan.

Tax Abatement

Tax abatement acts like a simpler and less powerful version of tax increment financing. With TIF, the city controls the entire property tax revenue from new development. Under the abatement statute (Minnesota Statutes, Sections 469.1812 through 469.1815), the city, county and school district have independent authority to grant an abatement. Acting alone, the city cannot use tax abatement to generate the same amount of revenue as TIF. Nonetheless, tax abatement provides a valuable tool for the downtown initiatives. Certain projects may be of sufficient importance to encourage county and/or school district abatement and achieve additional funding capacity.

Abatement in Minnesota works more like a rebate than an abatement. The city (and other units abating taxes) adds a tax levy equal to the amount of taxes to be abated. The revenue from the abatement levy can be returned to the property owner or retained and used to finance development activities. Tax abatement can be used to finance key redevelopment actions; such as land acquisition, site preparation and public improvements. Tax abatement is perhaps best suited as an incentive for reinvestment in existing property. While TIF deals with only the value from new development, abatement can apply to both new and existing value. This power provides the means to encourage building rehabilitation and storefront improvements. The city could agree to abate all or part of the municipal share of taxes to encourage reinvestment tied to the plan.

The statute grants the authority to issue general obligation bonds supported by the collection of abated taxes. The proceeds of the bonds may be used to pay for (1) public improvements that benefit the property, (2) land acquisition, (3) reimbursement to the property owner for improvements to the property, and (4) the costs of issuing the bonds.

Economic Development Levy

The City's Housing and Redevelopment Authority has the ability to levy for funding to support housing, mainly the two senior housing buildings that are owned by the City.

Partnerships

Implementation of the Comprehensive Plan will require cooperation and coordination with many other local governments, agencies, organizations, and businesses.

Public Education and Outreach

Implementation of the Comprehensive Plan affects the whole community. Public outreach allows interested and affected individuals and organizations to have the opportunity to participate in the decision-making process. The City has a number of public education and outreach tools available including the City newsletter; the City's website, special mailings and publications; public hearings; community or neighborhood meetings; and workshops . The City will use these tools to involve the public in the Comprehensive Plan implementation process.

Implementation Actions

Table 11.2: Implementation Actions

Action	Time Frame (In Years)	Same As
Chapter 4: Land Use		
Action 4.1: Create a small area/corridor plan for the North Concord Corridor (from the northern City Border to Wentworth Avenue). This plan should focus on: » Establishing architectural and design standards that promote traditional urban design » Promoting a mix of uses as well as reducing parking requirements, or creating consolidated public parking areas » Placemaking and wayfinding » Establishing connections to Concord Exchange and Kaposia Landing by enhancing the bicycle and pedestrian network and taking advantage of the 2021 reconstruction of North Concord Street » Looking for ways to make Concord a future high-frequency transit corridor	0-5	Action 5.1; Action 7.1
Action 4.2: Create a small area/corridor plan for the Concord Exchange Corridor (Concord Street and Concord Exchange from Wentworth Avenue to Interstate 494). This plan should focus on: » Building off the historical significance of the Concord Exchange building and surrounding area along Grand Avenue » Creating connections for bicycles and pedestrians to the Southview Hill Area to the west, Hardman Triangle to the east, North Concord Corridor to the north, and South Concord Corridor to the south » Through decorative signage and placemaking, this area should act as a gateway on Grand Avenue from Concord to the Mississippi River to the East » Planning for the extension of Concord Exchange » Looking for ways to make Concord a future high-frequency transit corridor	0-5	Action 5.2; Action 7.2
Action 4.3: Update the South Concord Corridor Plan, which was established in 2009 and had an unadopted update in 2012. The update should focus on: » Development and redevelopment potential of the mixed-use areas along the corridor as well as the industrial areas between the corridor and the Mississippi River » Establishing design standards to integrate well with the 494 Commercial area to the north as well as Concord Street as a corridor as a whole » Emphasizing bicycle and pedestrian connections, especially from the corridor to the Mississippi River » Looking for ways to make Concord a future high-frequency transit corridor	5-10	Action 5.3; Action 7.3

Action	Time Frame (In Years)	Same As
Action 4.4: Continue to follow the Southview Hill Area Plan, established in 2014, and update as needed in the future. The implementation of the plan and future updates should focus on: » Emphasizing the small-town character and traditional urban design of the area » Placing a greater emphasis on identifying economic development opportunities as well as placemaking, wayfinding, and streetscaping improvements » Marketing the businesses of the commercial core around 12th and 13th Avenues as well as the mixed use catalyst sites near 5th and 7th Avenues identified in the Plan » Seeking out opportunities through zoning changes to increase the diversity of housing types in the area as well as decreasing parking standards or establishing centralized parking in the area	5-10	Action 5.4; Action 6.1
Action 4.5: Conduct a Redevelopment Master Plan for the Hardman Triangle Area. This Plan should focus on: » Completing a market study to identify what mix of uses can feasibly thrive within the area » Establishing official controls, such as zoning standards, to accomplish the plan » Establishing design standards and creative concepts for redevelopment of the area » Promoting a mix of uses that fit between the Concord Exchange Core to the West, the Mississippi River to the East, and BridgePoint Business Park to the South	0-5	Action 5.5
Action 4.6: Conduct a market study and design plan for the 494/Armour Avenue Commercial Area. This Plan should focus on: » Establishing the area as a regional commercial hub, and to act as a "front door" from 494 » Finding uses that complement the businesses with BridgePoint Business Park » Emphasizing architectural design, landscaping, and use standards	10+	Action 5.6
Action 4.7: Establish zoning changes to the North Stickney area to promote new single-family residential development similar to nearby Wilson Heights.	10+	Action 6.2
Action 4.8: Work with the School District to identify the highest and best uses for the former Jefferson School site, with possibility of residential uses and the inclusion of some neighborhood park space on this parcel to fill a gap in the park service area.	5-10	Action 6.3; Action 9.4
Action 4.9: 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 where boulevard widths allow.	5-10	Action 7.5

Action	Time Frame (In Years)	Same As
Action 4.10: Update the current airport zoning ordinance to: » Ensure that the airport remains an attractive place for recreational aviation and encourages new development or aviation related businesses » Continue to 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	10+	Action 7.6
Action 4.11: Establish zoning standards for alternative energy installations and establish permitting processes that area predictable, transparent, and documented. Standards should address the following: » Allow rooftop solar installations as a permitted accessory use » Exempt rooftop solar installations from height limitations or allow rooftop solar installations to extend 10-15 feet above the maximum height for a building » Establish regulations to require pollinator friendly landscaping for ground-mounted solar gardens or solar farms	5-10	Action 8.1
Action 4.12: Plan the former Divine Redeemer site for an intensive mix of residential development that can take advantage of the surrounding high-density residential properties, proximity to Northview Park and access to public transit » Ensure that development uses setbacks, stepped back building heights, and quality architectural character and site design are used to be sensitive to the single-family homes across the street from the site	0-5	Action 6.5
Action 4.13: Explore using Interim Use Permits (IUP's) or Nonconforming Use Permits as a way to allow uses that may not be consistent with the long-term plans for areas identified in this plan for changes, but can coexist in these areas while it transitions toward the changes proposed within small area plans.	ongoing	
Action 4.14: Develop a Historic Preservation Plan to protect significant historical and architectural properties and districts.	10+	
Action 4.15: Add information to city policies and guidance about the importance of taking wildlife movement into consideration. Consider referencing the MnDNR's Best Practices for the Protection of Species and the Roadways and Turtles Flyer.	0-5	
Action 4.16: Amend the Zoning Map to align in with the 2040 Land Use Plan.	0-5	

Action		Time Frame (In Years)	Same As
Chapter 5:	Economic Development		
Action 5.1:	Create a small area/corridor plan for the North Concord Corridor (from the northern City Border to Wentworth Avenue). This plan should focus on: » Establishing architectural and design standards that promote traditional urban design » Promoting a mix of uses as well as reducing parking requirements, or creating consolidated public parking areas » Placemaking and wayfinding » Establishing connections to Concord Exchange and Kaposia Landing by enhancing the bicycle and pedestrian network and taking advantage of the 2021 reconstruction of North Concord Street » Looking for ways to make Concord a future high-frequency transit corridor	0-5	Action 4.1; Action 7.1
Action 5.2:	Create a small area/corridor plan for the Concord Exchange Corridor (Concord Street and Concord Exchange from Wentworth Avenue to Interstate 494). This plan should focus on: » Building off the historical significance of the Concord Exchange building and surrounding area along Grand Avenue » Creating connections for bicycles and pedestrians to the Southview Hill Area to the west, Hardman Triangle to the east, North Concord Corridor to the north, and South Concord Corridor to the south » Through decorative signage and placemaking, this area should act as a gateway on Grand Avenue from Concord to the Mississippi River to the East » Planning for the extension of Concord Exchange » Looking for ways to make Concord a future high-frequency transit corridor	0-5	Action 4.2; Action 7.2
Action 5.3:	Update the South Concord Corridor Plan, which was established in 2009 and had an unadopted update in 2012. The update should focus on: » Development and redevelopment potential of the mixed-use areas along the corridor as well as the industrial areas between the corridor and the Mississippi River » Establishing design standards to integrate well with the 494 Commercial area to the north as well as Concord Street as a corridor as a whole » Emphasizing bicycle and pedestrian connections, especially from the corridor to the Mississippi River » Looking for ways to make Concord a future high-frequency transit corridor	5-10	Action 4.3; Action 7.3

Action	Time Frame (In Years)	Same As
Action 5.4: Continue to follow the Southview Hill Area Plan, established in 2014, and update as needed in the future. The implementation of the plan and future updates should focus on: » Emphasizing the small-town character and traditional urban design of the area » Placing a greater emphasis on identifying economic development opportunities as well as placemaking, wayfinding, and streetscaping improvements » Marketing the businesses of the commercial core around 12th and 13th Avenues as well as the mixed use catalyst sites near 5th and 7th Avenues identified in the Plan » Seeking out opportunities through zoning changes to increase the diversity of housing types in the area as well as decreasing parking standards or establishing centralized parking in the area	5-10	Action 4.4; Action 6.1
Action 5.5: Conduct a Redevelopment Master Plan for the Hardman Triangle Area. This Plan should focus on: » Completing a market study to identify what mix of uses can feasibly thrive within the area » Establishing official controls, such as zoning standards, to accomplish the plan » Establishing design standards and creative concepts for redevelopment of the area » Promoting a mix of uses that fit between the Concord Exchange Core to the West, the Mississippi River to the East, and BridgePoint Business Park to the South	0-5	Action 4.5
Action 5.6: Conduct a market study and design plan for the 494/Armour Avenue Commercial Area. This Plan should focus on: » Establishing the area as a regional commercial hub, and to act as a "front door" from 494 » Finding uses that complement the businesses with BridgePoint Business Park » Emphasizing architectural design, landscaping, and use standards	10+	Action 4.6
Action 5.7: Evaluate proposed development sites for erosion prevention and bank and slope stabilization issues and require restoration as part of the development process.	Ongoing	

Action		Time Frame (In Years)	Same As
Chapter 6:	Housing		
Action 6.1:	Continue to follow the Southview Hill Area Plan, established in 2014, and update as needed in the future. The implementation of the plan and future updates should focus on: » Emphasizing the small-town character and traditional urban design of the area » Placing a greater emphasis on identifying economic development opportunities as well as placemaking, wayfinding, and streetscaping improvements » Marketing the businesses of the commercial core around 12th and 13th Avenues as well as the mixed use catalyst sites near 5th and 7th Avenues identified in the Plan » Seeking out opportunities through zoning changes to increase the diversity of housing types in the area as well as decreasing parking standards or establishing centralized parking in the area	5-10	Action 4.4; Action 5.4
Action 6.2:	Establish zoning changes to the North Stickney area to promote new single-family residential development similar to nearby Wilson Heights.	10+	Action 4.8
Action 6.3:	Work with the School District to identify the highest and best uses for the former Jefferson School site, with possibility of residential uses and the inclusion of some neighborhood park space on this parcel to fill a gap in the park service area.	5-10	Action 4.9; Action 9.4
Action 6.4:	Amend zoning and subdivision ordinances to allow for the construction of diverse housing types in a wider variety of zoning districts throughout the City.	5-10	
Action 6.5:	Plan the former Divine Redeemer site for an intensive mix of residential development that can take advantage of the surrounding high-density residential properties, proximity to Northview Park and access to public transit » Ensure that development uses setbacks, stepped back building heights, and quality architectural character and site design are used to be sensitive to the single-family homes across the street from the site	0-5	Action 4.13
Action 6.6:	Identify neighborhoods where increased lighting or other infrastructure changes would improve safety and livability.	ongoing	

Action	Time Frame (In Years)	Same As
Action 6.7: Implement a city-wide neighborhood beautification strategy » Evaluate existing programs relating to neighborhood beautification and determine possible change or improvements (i.e. tree trimming and planting) » Identify vacant parcels too small for development that could become pocket parks or neighborhood green space to be adopted and beautified by neighborhood groups » Evaluate implementation of a neighborhood specific streetscape theme (neighborhood identification signs, replacement trees specific to a neighborhood, etc.)	5-10 10+	
Action 6.8: Implement improved rental-housing regulations, ensuring that rental properties exhibit proper maintenance.	0-5	
Action 6.9: Establish criteria for City involvement in helping to manage vacant buildings and properties.	5-10	

Action	Time Frame (In Years)	Same As
Chapter 7: Transportation		
Action 7.1: Create a small area/corridor plan for the North Concord Corridor (from the northern City Border to Wentworth Avenue). This plan should focus on: » Establishing architectural and design standards that promote traditional urban design » Promoting a mix of uses as well as reducing parking requirements, or creating consolidated public parking areas » Placemaking and wayfinding » Establishing connections to Concord Exchange and Kaposia Landing by enhancing the bicycle and pedestrian network and taking advantage of the 2021 reconstruction of North Concord Street » Looking for ways to make Concord a future high-frequency transit corridor	0-5	Action 4.1; Action 5.1
Action 7.2: Create a small area/corridor plan for the Concord Exchange Corridor (Concord Street and Concord Exchange from Wentworth Avenue to Interstate 494). This plan should focus on: » Building off the historical significance of the Concord Exchange building and surrounding area along Grand Avenue » Creating connections for bicycles and pedestrians to the Southview Hill Area to the west, Hardman Triangle to the east, North Concord Corridor to the north, and South Concord Corridor to the south » Through decorative signage and placemaking, this area should act as a gateway on Grand Avenue from Concord to the Mississippi River to the East » Planning for the extension of Concord Exchange » Looking for ways to make Concord a future high-frequency transit corridor	0-5	Action 4.2; Action 5.2
Action 7.3: Update the South Concord Corridor Plan, which was established in 2009 and had an unadopted update in 2012. The update should focus on: » Development and redevelopment potential of the mixed-use areas along the corridor as well as the industrial areas between the corridor and the Mississippi River » Establishing design standards to integrate well with the 494 Commercial area to the north as well as Concord Street as a corridor as a whole » Emphasizing bicycle and pedestrian connections, especially from the corridor to the Mississippi River » Looking for ways to make Concord a future high-frequency transit corridor	5-10	Action 4.3; Action 5.3

Action		Time Frame (In Years)	Same As
Action 7.4:	Construct a trail connection at Bromley Street; signage, information kiosk to show linkage to Kaposia Park and Dakota County River to River Greenway Trail (R2RG).	10+	Action 9.2
Action 7.5:	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 where boulevard widths allow.	5-10	Action 4.10
Action 7.6:	Update the current airport zoning ordinance to: » Ensure that the airport remains an attractive place for recreational aviation and encourages new development or aviation related businesses » Continue to 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	10+ ongoing ongoing	Action 4.11
Action 7.7:	Develop a citywide trail map, especially for off-street trails » Identify and prioritize missing connections between city sidewalks and trails	5-10	Action 9.7
Action 7.8:	Evaluate all site plans and land use decisions through an equitable lens that includes accessibility for those of all abilities, ages, and those using alternative modes of transportation	ongoing	
Chapter 8:	Community Infrastructure		
Action 8.1:	Establish zoning standards for alternative energy installations and establish permitting processes that area predictable, transparent, and documented. Standards should address the following: » Allow rooftop solar installations as a permitted accessory use » Exempt rooftop solar installations from height limitations or allow rooftop solar installations to extend 10-15 feet above the maximum height for a building » Establish regulations to require pollinator friendly landscaping for ground-mounted solar gardens or solar farms	5-10	Action 4.12
Action 8.2:	Amend ordinances to allow and encourage landscaping alternatives to manicured lawns.	10+	

Action		Time Frame (In Years)	Same As
Chapter 9:	Parks, Open Space, Trails, & Recreation		
Action 9.1:	Follow the Parks Master Plan to continue to improve Kaposia Landing into a premier community park for the city » Focus on implementing Phase II and optimizing the connection with Bryant Avenue to the North Concord Corridor » Construct the Mississippi River Regional Trail (MRRT) extension to the northern border of the city in 2019	5-10 5-10 0-5	
Action 9.2:	Construct a trail connection at Bromley Street; signage, information kiosk to show linkage to Kaposia Park and Dakota County River to River Greenway Trail (R2RG)	10+	Action 7.4
Action 9.3:	Plan and implement bank erosion control and stabilization measures in Simon's Ravine and Kaposia Park Ravine, particularly west of 19th Avenue on the north side of the ravine.	10+	
Action 9.4:	Work with the School District to identify the highest and best uses for the former Jefferson School site, with possibility of residential uses and the inclusion of some neighborhood park space on this parcel to fill a gap in the park service area.	5-10	Action 4.9; Action 6.3
Action 9.5:	Develop the Wakota Trailhead and Overlook at the DNR Boat Launch site and adjacent trail property » Include a multi-purpose park building with restrooms, information kiosk at the DNR boat launch » The building could serve as a southern trailhead for the Mississippi River Regional Trail (MRRT)	5-10	
Action 9.6:	Convert the portion of the former Metropolitan Council Environmental Services (MCES) land along the Mississippi River into recreational facilities or open space for the City » Per the standards and guidelines of Executive Order 79-19 » This shall include working with MRCCA to improve and restore natural habitat and restore natural vegetation	5-10	
Action 9.7:	Develop a citywide trail map, especially for off-street trails » Identify and prioritize missing connections between city sidewalks and trails	5-10 (ongoing)	Action 7.7
Action 9.8:	Update the Parks Master Plan.	10+	
Action 9.9:	Install security cameras throughout the park system with the goal of "having eyes" on every city park	10+	
Action 9.10:	Initiate tree planting and maintenance programs in all parks and open space areas.	10+	
Action 9.11:	Acquire scenic and pedestrian easements along the Mississippi River consistent with open space and trail needs » Make permanent measures (such as public acquisition, conservation easement, deed restrictions, etc.) that protect PCAs a high priority	ongoing	

Action	Time Frame (In Years)	Same As
Chapter 10: Critical Area Plan		
Action 10.1: Amend existing MRCCA ordinance /overlay district for consistency with the goals and policies of the MRCCA plan and with Minnesota rules, part 6106.0070, Subp. 5 – Contents of Ordinances.	0-5	
Action 10.2: Amend zoning map to reflect new districts.	0-5	
Action 10.3: Incorporate specific design and placement conditions that minimize impacts to PCAs and PRCVs into local permits for solar and wind generation facilities and essential and transmission services.	0-5	
Action 10.4: Provide for water-oriented uses.	0-5	
Action 10.5: Establish procedures and criteria for processing applications to ensure compliance with MRCCA dimensional and design standards and to evaluate potential impacts to PCAs and PRCVs, including: » Identifying the information that must be submitted and how it will be evaluated, » Determining appropriate mitigation procedures/methods for variances and CUPs, and » Establishing evaluation criteria for protecting PCAs when a development site contains multiple types of PCAs and the total area of PCAs exceed the required set aside percentages.	0-5	
Action 10.6: Develop administrative procedures for integrating DNR and local permitting of riprap, walls, and other hard armoring.	0-5	
Action 10.7: Actively communicate with other communities to protect views they have identified in South St. Paul that are valuable and vice versa.	ongoing	
Action 10.8: Establish a vegetation permitting process that includes permit review procedures to ensure consideration of restoration priorities identified in this plan in permit issuance, as well as standard conditions requiring vegetation restoration for those priority areas.	5-10	
Action 10.9: Establish a process for evaluating priorities for natural vegetation restoration, erosion prevention, and bank and slope stabilization, or other restoration priorities identified in this plan in CUP, variances, and subdivision/PUD processes.	5-10	
Action 10.10: Develop a visual analysis approach for CUPs for additional height in the CA-UM district, as well as for proposed PUDs and variances.	5-10	
Action 10.11: Develop a system for reviewing, tracking, and monitoring open space set-aside and/or dedicated as part of the subdivision/PUD process.	0-5	

Action	Time Frame (In Years)	Same As
Action 10.12: Ensure that information on the new MRCCA districts and zoning requirements, and the location of PCAs, PRCVs, and restoration priorities is readily available to property owners to help them understand which ordinance requirements - such as setbacks, height, vegetation management, and land alteration permits - apply to their property for project planning and permitting. Specific actions may include: » Develop an outreach and communication strategy to alert MRCCA property owners of new districts and zoning requirements, and the location of PCAs, PRCVs, and restoration priorities. » In cooperation with Dakota County, develop web materials (mapping applications, FAQs, handouts, and other materials) to help property owners identify if their property is in the MRCCA and what regulations apply. » Provide information to residents and park and facility users that these facilities are in the MRCCA, including information on what the MRCCA is and ways in which the resources are being protected.	0-5	
Action 10.13: Include facilities in the capital improvement program for parks and open space facilities and transportation facilities.	ongoing	
Action 10.14: Utilize the Comprehensive Plan as a guide for the acquisition, development, and redevelopment of park and recreation facilities.	ongoing	
Action 10.15: Coordinate with regional, state, and national park planning efforts within the MRCCA.	ongoing	

APPENDICES

APPENDIX A : CIP

APPENDIX B: SURFACE WATER MANAGEMENT PLAN

MET COUNCIL SUBMISSION ITEMS

ITEM 1 CITY COUNCIL RESOLUTION

ITEM 2 PC AND CC STAFF REPORT

ITEM 3 PC MINUTES

ITEM 4 ADJACENT AGENCY AND JURISDICTION REVIEW RESPONSE

ITEM 5 DNR WATER SUPPLY PLAN

ITEM 6 ST. PAUL WATER SERVICE AGREEMENT

ITEM 7 INVER GROVE HEIGHTS WATER SERVICE AGREEMENT

ITEM 8 INVER GROVE HEIGHTS – SOUTH ST. PAUL JOINT USAGE OF WATER FACILITIES AGREEMENT

ITEM 9 SAINT PAUL SANITARY SEWER USE AGREEMENT

ITEM 10 FIRST AMENDMENT TO THE SANITARY SEWER USE AGREEMENT BETWEEN THE CITY OF SOUTH ST. PAUL AND THE CITY OF SAINT PAUL

ITEM 11 JOINT POWERS AGREEMENT BY AND BETWEEN THE CITY OF SOUTH ST. PAUL AND THE CITY OF WEST ST. PAUL RELATING TO WATERLOO AVENUE SANITARY SEWER BILLING

ITEM 12 WELL RECORD AND MAINTENANCE SUMMARIES

ITEM 13 WELL LEVEL MONITORING PLAN

ITEM 14 DAKOTA COUNTY ISTS ORDINANCE

ITEM 15 RESOLUTION NUMBER 2020-143