

Appendix A: Planning Process



City of South St. Paul Comprehensive Plan Visioning Session

The City of South St. Paul hosted a work session on the evening of July 25, 2007, to build a consensus on core values, key principles and desired attributes that may serve as a foundation and guide for updating the City's comprehensive plan. This meeting was an opportunity to take stock of the current condition of the community and to think broadly about its potential.

Invited participants included:

- Citizens
- Planning Commission members
- City Council members
- Housing and Redevelopment Authority members
- School Board members
- Parks and Recreation Commission members
- Chamber of Commerce members and other business people.

Approximately 30 people attended the session, which was facilitated by a city planning consultant.

The result of the work is presented beginning on page 3, *An Ideal Future for South St. Paul*.

Two exercises were conducted:

Exercise #1: Identify "Keeps" and "Changes."

The session participants worked individually to think of the aspects of South St. Paul that they hoped to retain or enhance and summarized each one on a 5" x 7" cards, one idea per card. Next, the participants offered their ideas to the facilitator, one at a time, in thematic groups, who taped the cards to the walls in thematic clusters and led a brief discussion of each cluster. A second meeting facilitator made written notes of the discussions.

Next, the same procedure was followed for aspects of the community that the participants wished to change or improve.

The two lists of ideas that were generated are listed on subsequent pages.

Exercise #2: Write Ideal Futures for South St. Paul

After a break, the session participants worked in small groups around tables to describe with words and maps an ideal future for South St. Paul. A representative of each group reported the table's ideas to the group as a whole.

The ideas from each table are summarized on a subsequent page.

An Ideal Future for South St. Paul

We are proud of the image of South St. Paul built through decades of honest work in the stockyards and elsewhere. But now that image is fading with the yards themselves and another has yet to replace it. The task before us is to create a new image for ourselves that honors the past and looks eagerly to the future.

To do so, our small-town community of South St. Paul will supplement its traditional values of family life, generational history and sense of place with greater attention to riverfront recreation, economic rebirth and cultural diversity.

We will enhance features that contribute to community livability that may have been overlooked by our predecessors as they labored to build their lives here and provide for their families.

Small Town

Our community will strive to enhance idealized features of a small town such as a center, identifiable edges and entrances, well-maintained houses and yards, and a welcoming, friendly spirit.

Families and Children

South St. Paul will continue to be a desirable place to raise a family. The city will be composed largely of single-family houses that are in a cost range affordable to working households.

Residents and businesses will continue to support an excellent K-12 school system including top-notch teachers, curriculum, facilities and athletics. A high percentage of our students will advance to secondary schools or colleges and then resettle in South St. Paul as their home.

This city will be safe and secure, as people will respect and protect one another because of our strong sense of community.

Parks and fields will continue to be well-maintained, and a teen center added.

A local organization will be created to promote and assess the welfare of children, similar to the nationally-acclaimed Children First program of St. Louis Park.

History

Our community history will be honored through the values expressed in this plan, the actions taken and the resources committed. Historical achievements will also be remembered through public art, place names and architecture.

Riverfront

South St. Paul will use its four miles Mississippi River frontage as a major element in its renaissance. The land between the shoreline and the top of the glacial bluffs will be used for parks, overlooks, trails, new industries, offices, shops, restaurants and housing.

By 2030, there will be a continuous band of riverfront parkland from one end of the city to the other. To the north, the greenway will extend along the Mississippi to downtown St. Paul, and, to the south, all the way to Spring Lake Regional Park in Rosemount. From those points, a network of trails will link across the metropolitan area.

The 87-acre Port Crosby Park will grow to rival any riverfront open space north of St. Louis. All of the land east of the railroad line will be devoted to public access.

Concord Street will be reborn with trees and decorative lighting, and lined with new buildings for businesses, housing and places to eat and drink, all of which benefit from the corridor's image, access and proximity to the riverfront. A corridor plan will guide the way.

The BridgePoint business district will become a high-demand location for offices, light manufacturing and service businesses as users take advantage of the ample freeway capacity and attractive riverfront setting. A city-wide economic development plan will be written to coordinate private and public actions.

Town Center

Every small town needs a center, and South St. Paul will create one in the vicinity of Southview Boulevard and Marie Avenue. There, owner-operated businesses will locate to provide goods and services tailored for the local market. The walkable, "Main Street" environment will include shops, townhouses and apartments that line the sidewalk and face the street.

Southview Boulevard will be connected through streetscape and other design and signage features down the hill to Concord Street for improved access and public visibility.

The City and the property owners will collaborate to work toward a new future for this historic district.

Entrances

Community entrances and identity will be more strongly articulated through the use of monument signs, public art, landscaping, lighting and zoning. The primary entrances will be Hardman Avenue, Concord Street, and Fifth and Seventh Avenues.

Housing

The growing desirability of South St. Paul as a place to live, work and play will cause property owners to accelerate the remodeling of their homes and rental properties. In combination with aggressive programs through the South St. Paul Housing and

Redevelopment Authority, highly deteriorated structures will be replaced with new homes with appropriately historic architectural vocabulary. The range of housing choices will grow to provide more choices for singles, childless couples and empty-nesters. There will be attractive new move-up or move-back housing to retain upwardly mobile families with children.

The Natural Environment

The transformation of the community's economic base will include removing industries that contributed substantial amounts of pollution to the air, water and soil.

The Mississippi River will be rediscovered for its natural beauty and tranquil views.

The river bluffs and ravines will be protected in their wooded state.

Parks

South St. Paul will continue to bolster the quality and diversity of its park system as an aspect of its interest in supporting strong families, competitive athletic traditions, and local quality of life.

Chief among the many improvements over the next 25 years will be the creation of Port Crosby Park and the extension of parkland along the entire Mississippi Riverfront.

Bicycling, Walking and Transit

Neighborhoods and parks "on the hill" will be linked to the riverfront greenway and regional trail via improved on-street bicycling lanes and off-street paths.

South St. Paul will be highly walkable by virtue of its density, interconnected street system and sidewalks on almost every block. Gaps in the sidewalk system will be filled and deteriorated sections replaced.

City Services

City government will continue to provide a high level of service in police and fire protection, redevelopment and revitalization, parks and code enforcement.

Outcome of Exercise #1: Keeps and Changes

Features of South St. Paul to Retain or Enhance

The following were identified by the Visioning Session participants as features of South St. Paul to retain or enhance.

- Strong sense of community
- Small town look and feel
- Small town values
- A variety of local places to worship
- South St. Paul pride and history
- Rich ethnic heritage
- Hard-working image
- Sense of history
- South St. Paul is a city rather than a suburb.

- Strong local business community
- Locally-owned businesses
- Ability to walk to a business
- South St. Paul residents are committed to local businesses
- No large groupings of franchise businesses
- Business participation in local affairs
- The BridgePoint business district
- The Southview and Marie business district
- Solid base of family-supporting jobs
- Entrepreneurs
- Economic growth
- The Chamber of Commerce
- Community Press and Northern Dakota County television

- Kaposia Park and its outstanding Frisbee golf course
- Diversity and quality of neighborhood parks
- Attractive neighborhood parks; high quality green space
- The river bluff and the ravines; “Packer Preserve”
- Mississippi River frontage and trail
- Bicycle path
- Natural resource conservation and stewardship
- Wakota Arena

- Public transit– easy access to downtown St. Paul
- Easy access to the Interstate Highway system
- Proximity to St. Paul

- A safe and affordable residential community
- Well-kept housing stock

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- Lower density, single-family housing
 - Historic housing character
 - Affordable housing
 - Pride in home ownership

 - Good police, fire and other City services
 - Strong Housing and Redevelopment Authority
 - The South St. Paul Municipal Airport
 - Local financial resource such as the Housing and Redevelopment authority and local banks.
 - *Rediscover South St. Paul*

 - Excellent school system
 - Support for school levy referenda
 - Shared School District and City boundaries

Features of South St. Paul to Change or Improve

The following were identified by the Visioning Session participants as features of South St. Paul to change or improve.

- The city's "cowtown" image in the region
- Lack of a new image to replace the former image, which is no longer applicable

- Lack of places to for the public to gather
- Lack of nice sit-down restaurants
- Lack of a place for children and teenagers to congregate that is fun and safe

- Insufficient bicycling or walking connections

- Concord Street corridor land use
- Lack of a plan for the Concord Street corridor
- The appearance of Concord Boulevard

- Quality of City code enforcement

- Lack of Mississippi Riverfront park land
- Insufficient access to the Mississippi River for residents, workers and visitors
- Connections to the Mississippi River
- Riverfront marina
- Northview Pool
- Lack of an outdoor water park
- Quality of parks maintenance
- Implementation of the park system master plan
- Complete the Port Crosby Park improvements and use it to build a new image of the community
- The current allocation of fields among the various sports

- Lack of youth employment training in schools

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- More “move-up” or “move back” housing in South St. Paul
 - Stronger ability to retain families with children
 - Quality of the housing stock
 - Fewer rental housing units around First or Second Avenues south of Southview Boulevard
 - More housing
 - Less rental housing
 - Lack of housing for all ages, especially options for seniors
 - Housing with attractive facades

 - Lack of businesses that draw customers from outside South St. Paul
 - Lack of awareness of South St. Paul businesses by people from outside the city
 - Lack of awareness of the Southview and Marie business district from I-494 or US 52.
 - A stronger business core around Southview Boulevard and Marie Avenue

 - Resistance to change
 - Second-class status of people who were not born in South St. Paul, or whose parents or grandparents were not born in South St. Paul
 - A more welcoming attitude

 - Polluting industry

Outcome of Exercise #2: Describe an Ideal Future for South St. Paul

Table A

- Sustain healthy family life
- Develop the riverfront similar to that of a major city along the Mississippi River.
- Develop Port Crosby as high density housing, a marina, river walk and retail businesses.
- Relocate the railroad track that runs along the riverfront (fro the second time) and use the space either for a transit line or a new land use.
- Increase the residential and commercial tax base.
- Have a unified retail and service business district “on the hill.”
- Have a teen center or community recreation center similar to Burnsville’s Garage.
- Build bicycling routes on the streets (striped lanes) and along the riverfront.
- Build “green” developments; also, require rain gardens.
- Minimize the community’s carbon “footprint.”
- Have a state-of-the-art water park and zero-depth pool

Table B

Build an inviting Concord Boulevard that includes:

- Striped on-street bicycling lanes
- Shops
- Restaurants
- Housing
- A US Post Office with its front door facing Concord Boulevard
- More connections up the hill besides Grand Avenue
- A movie theater that screens “art films” as does The Uptown or The Highland theaters.
- River rentals (bikes, canoes, kayaks)
- Ice cream and coffee – open on the weekends
- Destination restaurants (similar to Valentino’s and Tre Vina)

Implement the Parks Master Plan.

Life-cycle housing

- More high-end
- More cool 20-something housing

19th Avenue Bridge

Table C

- Reattachment to the river
 - New green space south of 494 at river
 - Marina by Port Crosby?
- City entrances enhanced
 - 5th and 7th from 494 to Southview/Marie as “aesthetic avenues” with brick, etc. to make look like Grand Ave. in St. Paul
- For the next 100 years “redo” N Concord
- Redevelopment of landfill at SE corner of the city
- Redevelopment of Southview and Marie

Table D

- Additional housing by the landfill at the SE end of town
- Marina by 494 and the bridge
- Sites on sides of 494 for development
- Entertainment district from Villaume Avenue going north
 - More shops etcetera north of Camber Avenue
- Gateway area at Concord/Grand
- Southview/Marie as professional district
- Concord Street north (from Wentworth and Grand area) to Port Crosby make a parkway
- Gateway at the freeway to identify South St. Paul
- Youth and Job development center



City of South St. Paul – SSP/2030 2007 Comprehensive Plan Survey



During 2007, the City of South St. Paul will be updating its long-range Comprehensive Plan. The Comprehensive Plan identifies future community goals for the next 20 years, provides a plan so that the City may budget for future improvements, and acts as a roadmap to guide the City toward achieving those goals and improvements. The City Council would like all residents, businesses, and property owners to participate in this process.

Please complete this survey, and mail it back with your water bill or mail to the City Planner. Alternatively, you may complete the survey online at the City’s website: www.southstpaul.org.

1) How would you rate the quality of life in South St. Paul?

Excellent Good Fair Poor

2) What’s the one thing that contributes the most to South St. Paul’s quality of life?_____

3) What do you like best about South St. Paul?_____

4) What do you like the least about South St. Paul?_____

5) What is the most serious issue facing South St. Paul today?_____

6) Are there areas in South St. Paul that need redevelopment?

Yes No

7) If you think areas in South St. Paul need redevelopment, which areas?

Southview/Marie S. Concord N. Concord BridgePoint

Concord Exchange Other (please list) _____

8) What, if anything, is currently missing from South St. Paul, which if present, would greatly improve the quality of life in South St. Paul?_____

9) Are you a resident or business owner? If you are a resident do you own or rent your current residence? (please mark all that apply)

Home Owner Rent Business Owner

10) For the following land uses, do you think South St. Paul has too many, too few, or about the right number?

Land Uses:	Too Many	About Right	Too Few	Don't know
Starter/entry level single-family homes				
Move-up/larger single-family homes				
Duplexes				
Condos/Townhomes				
Small/entry level apartments & triplexes				
Upscale Apartments				
Apartments and condo buildings with ground floor retail in commercial areas				
Senior Housing				
Service and Retail Businesses				
Upscale Retail				
Fast-Food or Quick-Casual Restaurants				
Family Restaurants				
Fine Dining				
Entertainment				
Recreation				
Light Industrial				
Heavy Industrial				

11) Please provide us with the following demographic information?

Male Female Age: 18-24 45-54
 25-34 55-64
 35-44 65+

Length of Residency _____

Thank you for your responses!

Please return the completed survey with your water bill or

**Mail to: Comprehensive Plan Survey
 Attn: City Planner
 City of South St. Paul
 125 Third Avenue North
 South St. Paul, MN 55075**

SSP/2030

Questions on the Comprehensive Plan?

**Contact the City Planner at:
 Phone: (651) 554-3217
 Fax: (651) 554-3211
 or check the City's website at: www.southstpaul.org**



The City of South St. Paul

Citizen Survey Responses

November 14, 2007

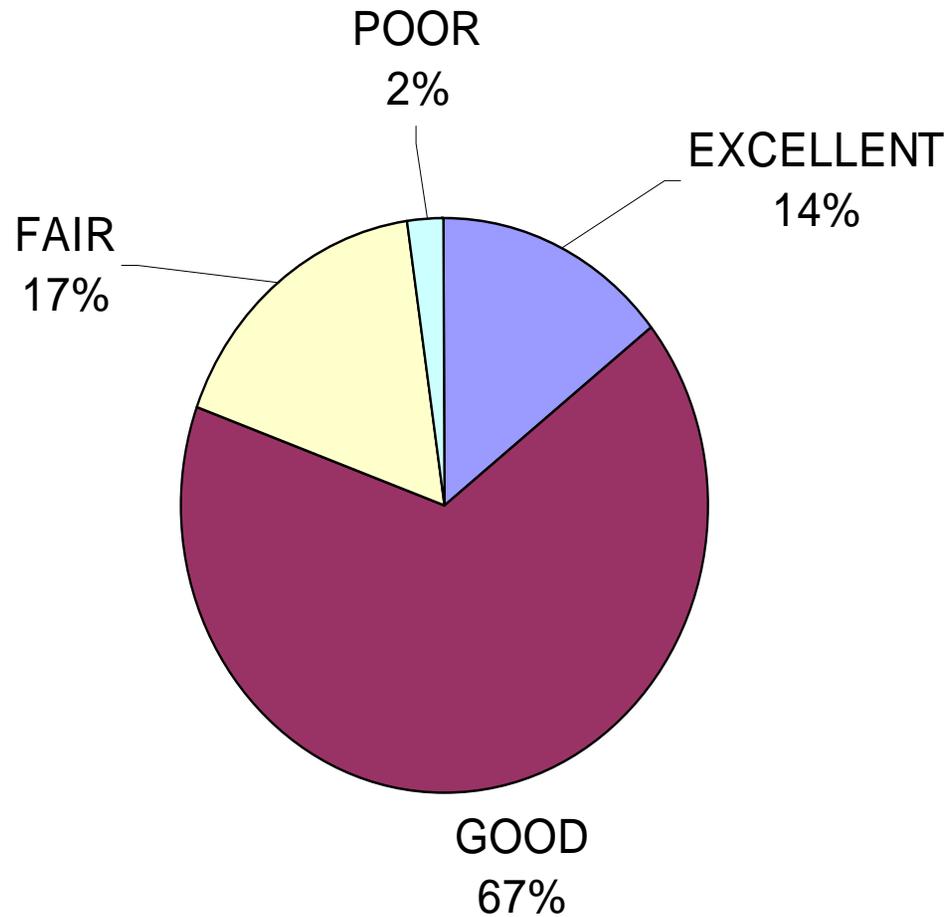
SSP/2030

2007 Citizen Survey

Beginning in July of 2007 the City of South St. Paul began a citizen opinion survey, as part of the 2008 Comprehensive Plan Update (SSP 2030 plan), to determine public opinions of different aspects of the city and land uses in South St. Paul. Surveys were mailed to 2/3 of the city in the water bills and the survey has been available as an interactive form on the City's website since July. The following charts summarize the responses received from those surveys.

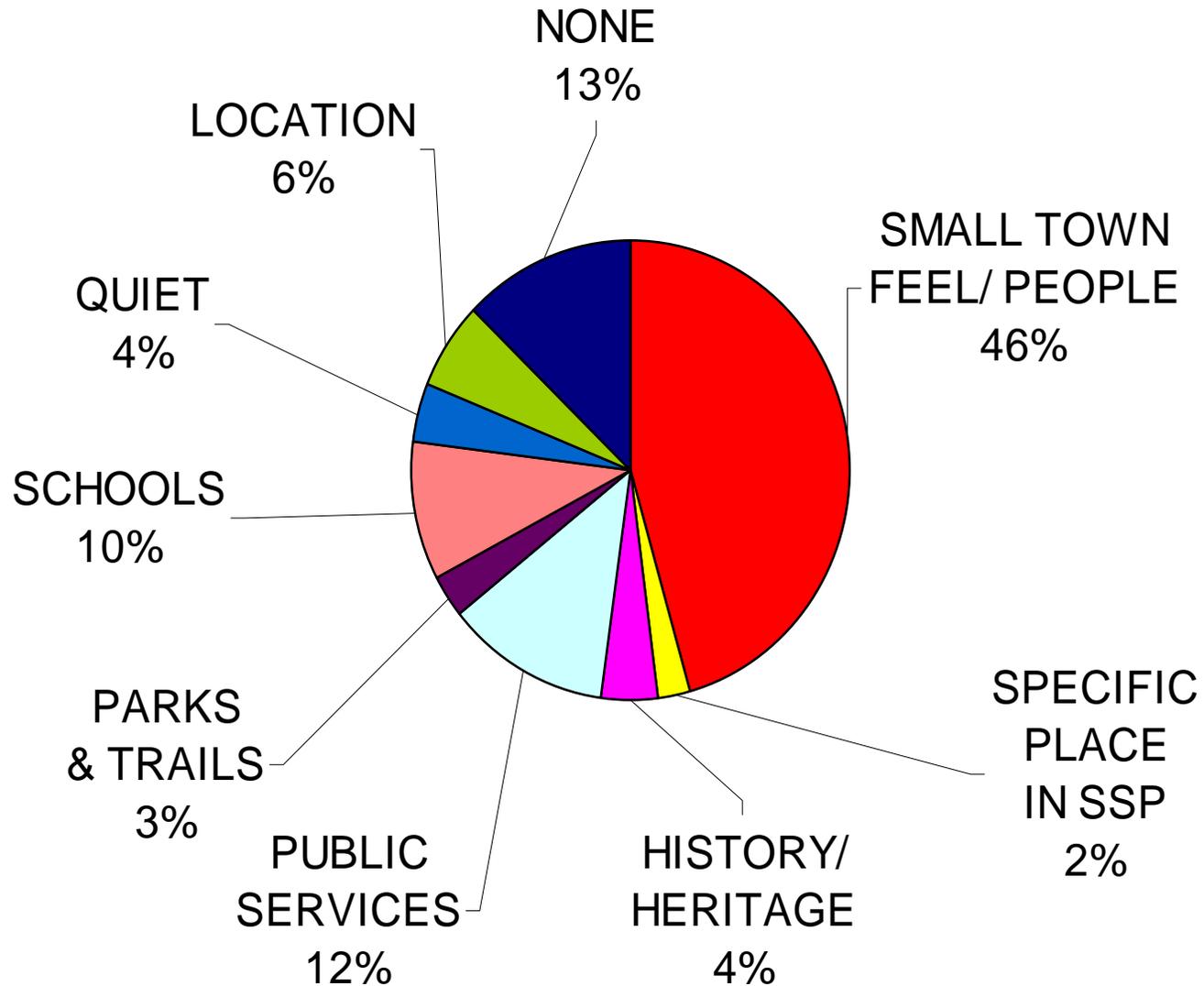
SSP/2030

South St. Paul's Quality of Life

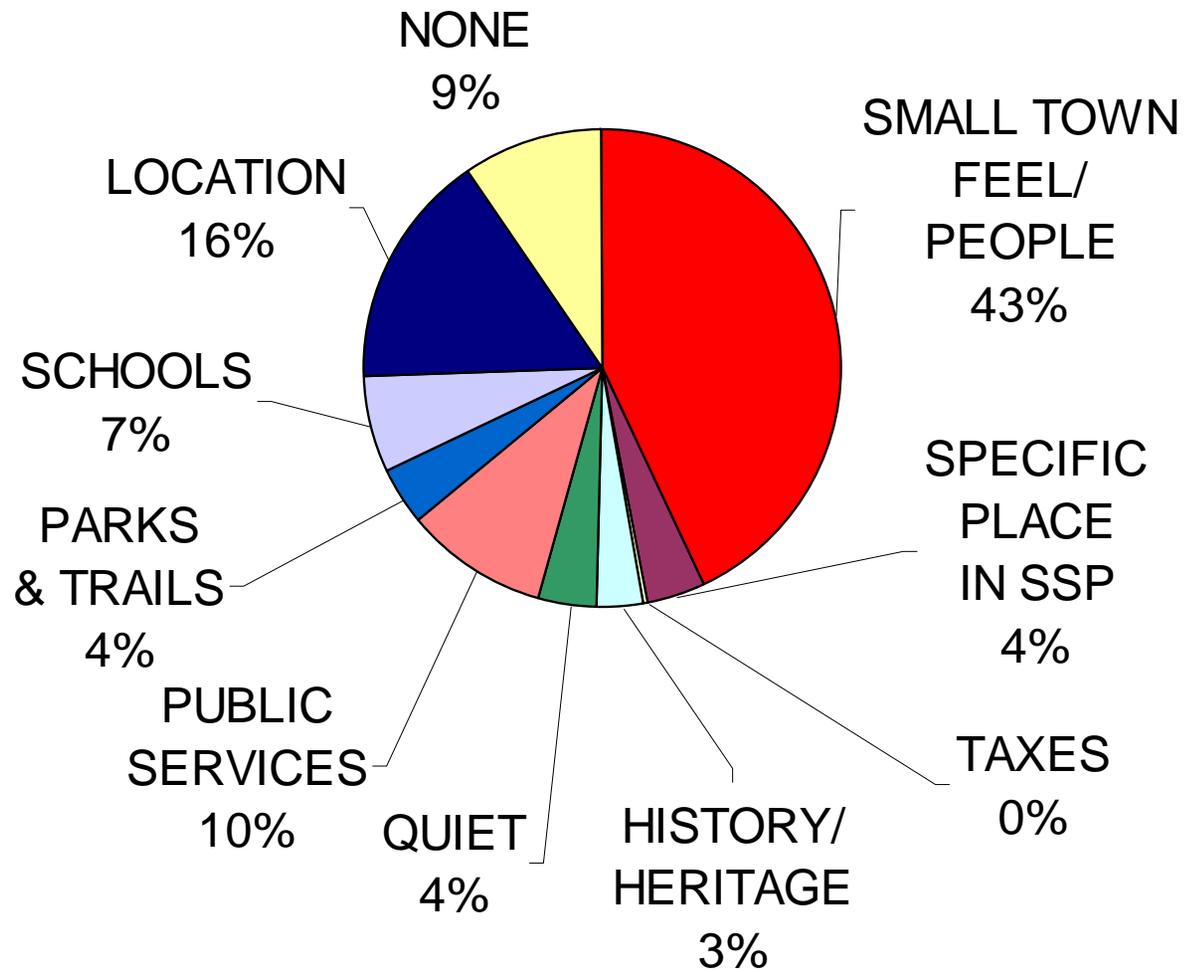


*81% of respondents listed the quality of life in South St. Paul as good or better

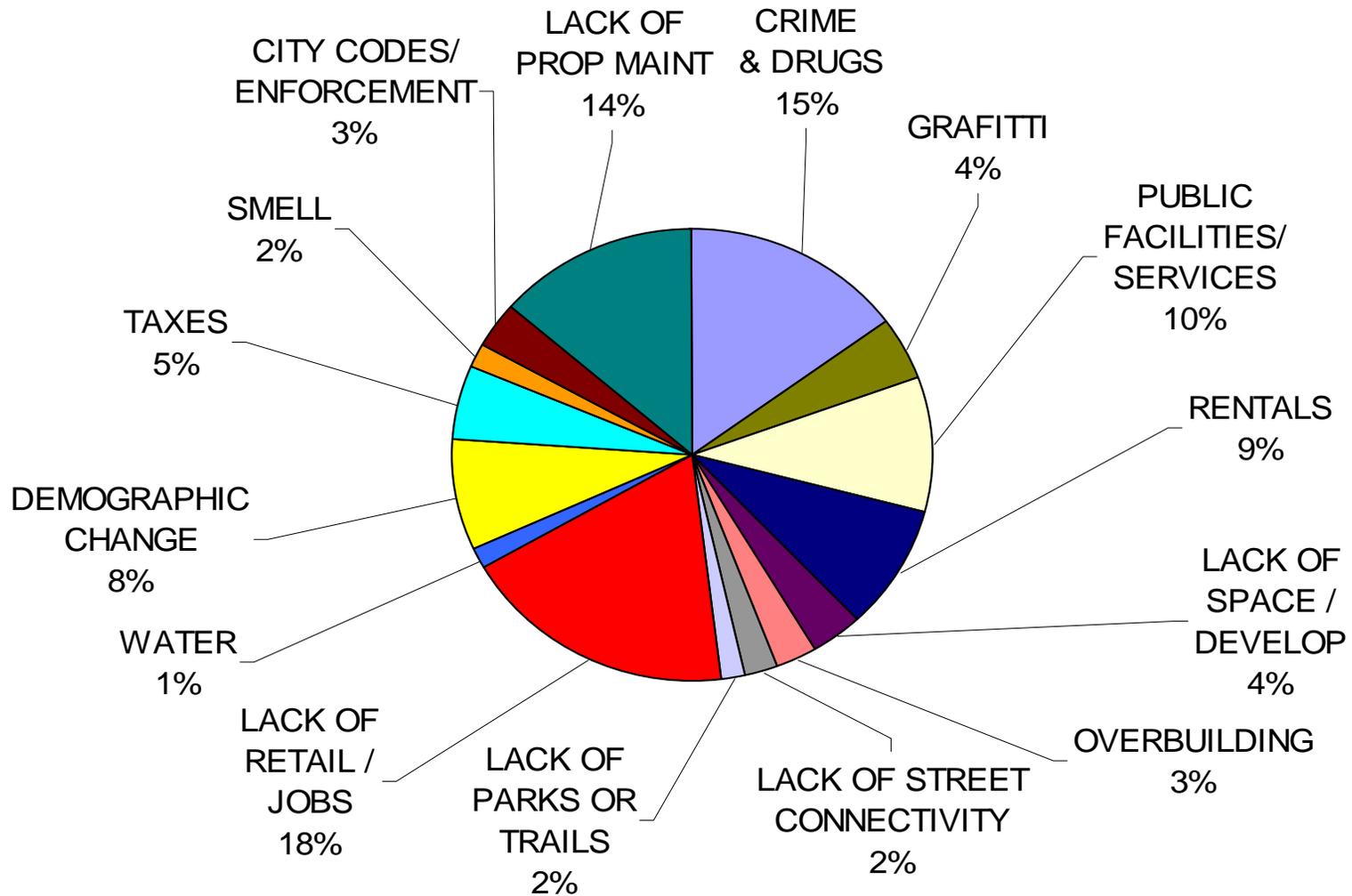
Aspects Contributing the Most to the Quality of Life



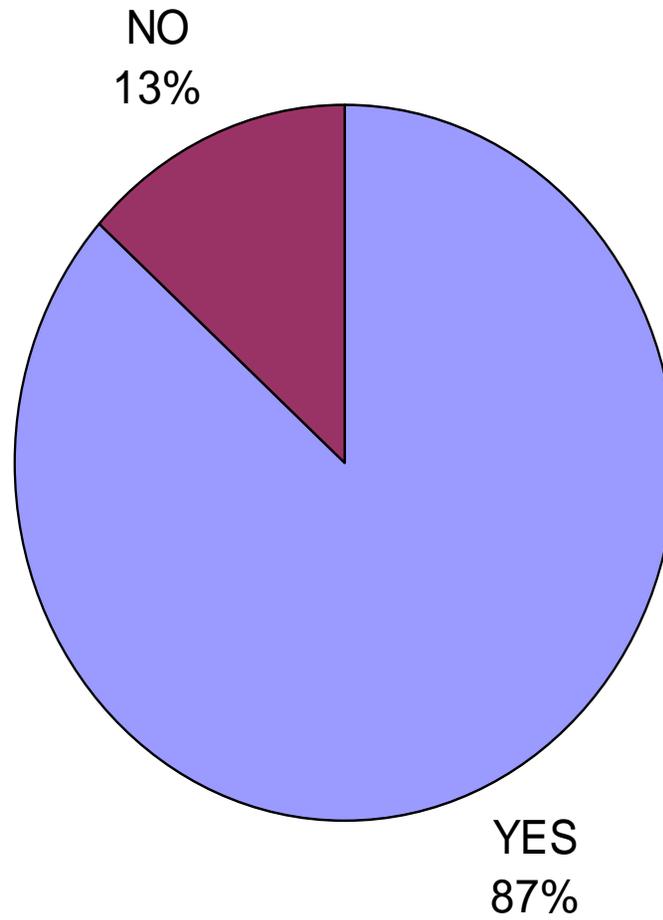
Best Aspects of South St. Paul



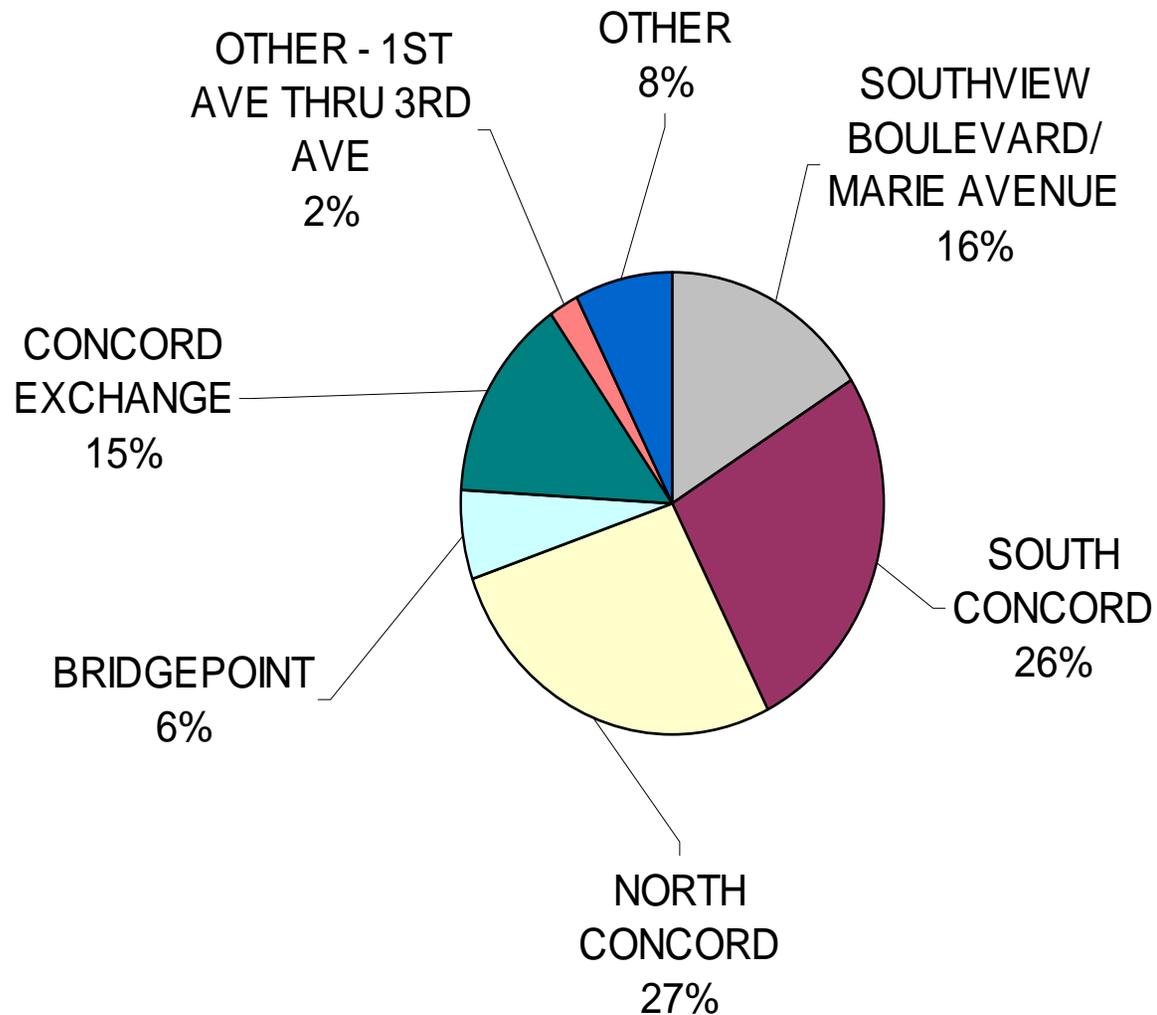
Least Desirable Aspects of South St. Paul



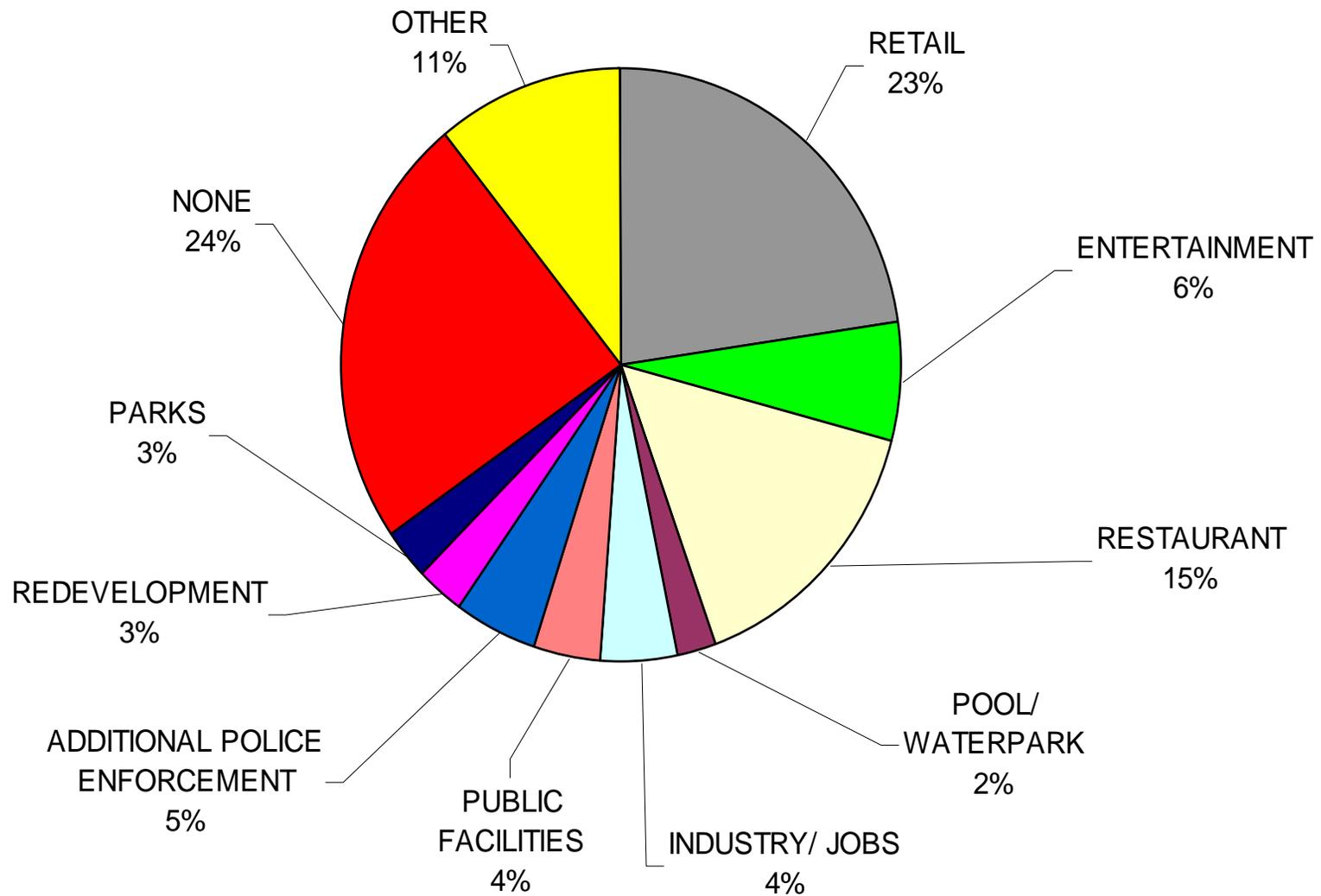
Need for Redevelopment



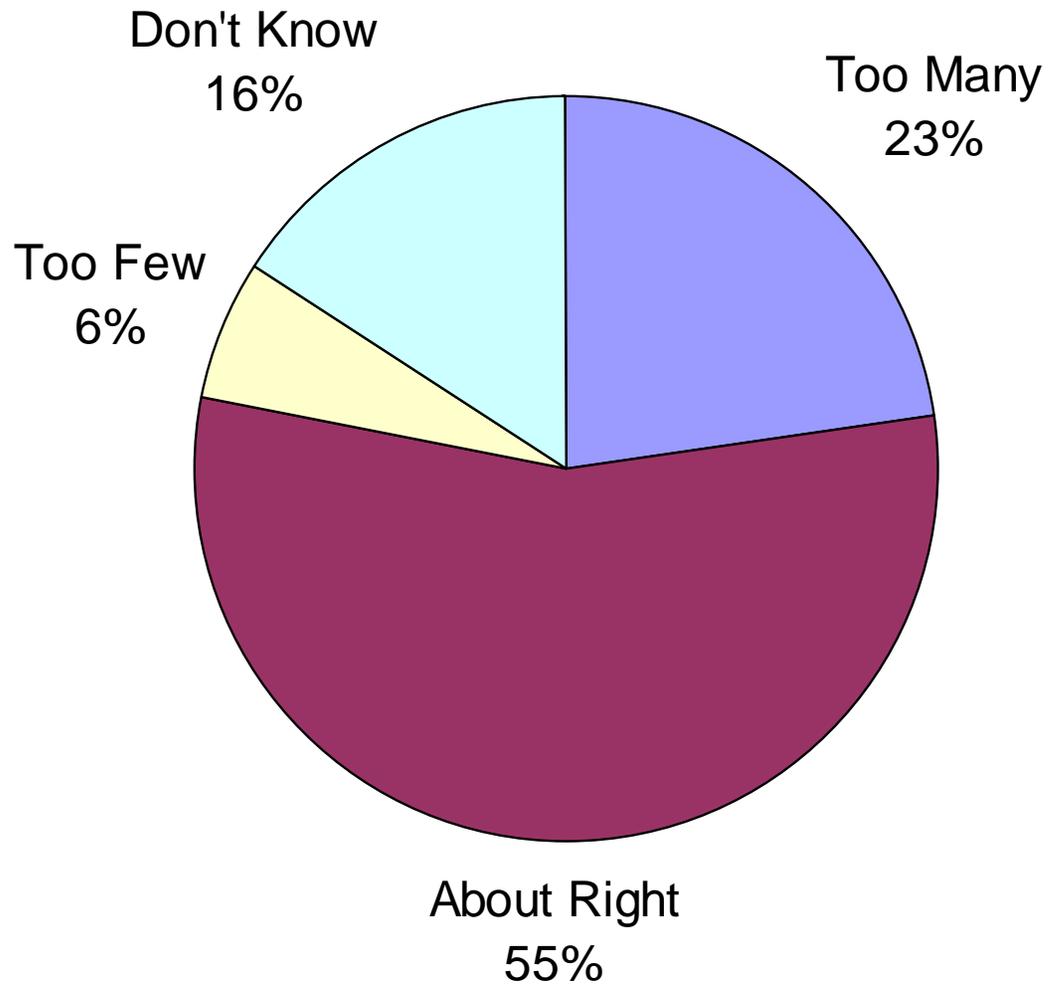
Areas in Need of Redevelopment



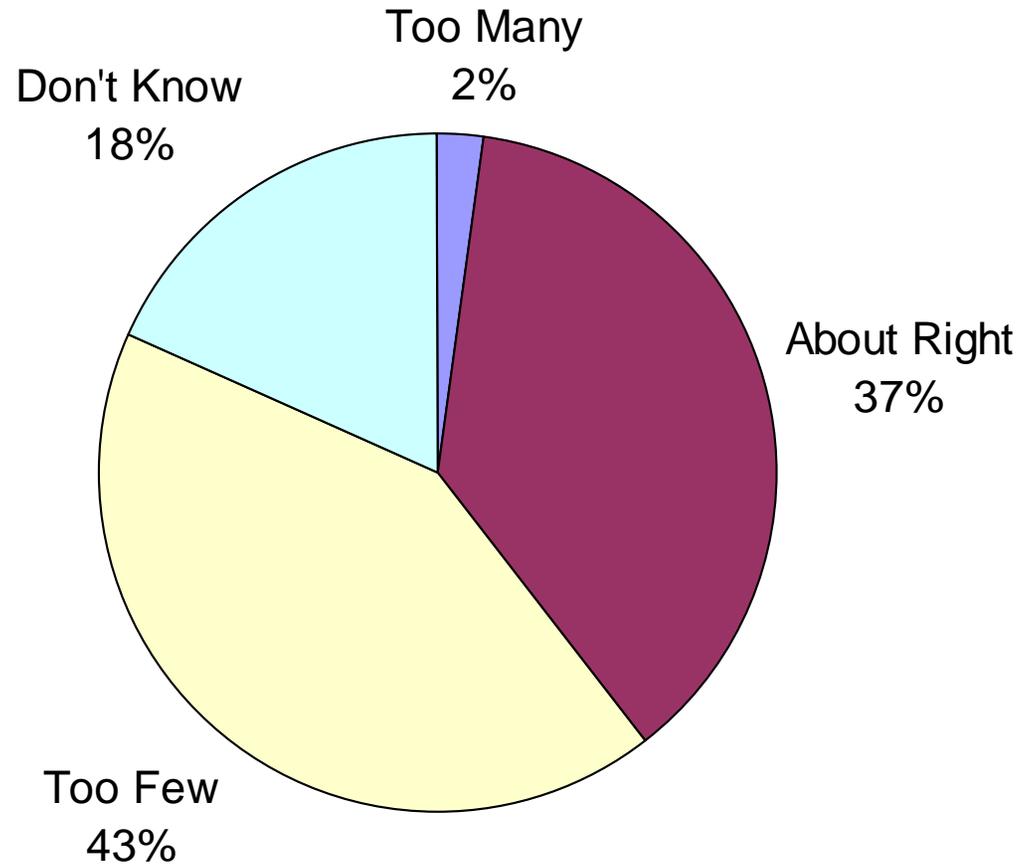
Missing Aspect from South St. Paul



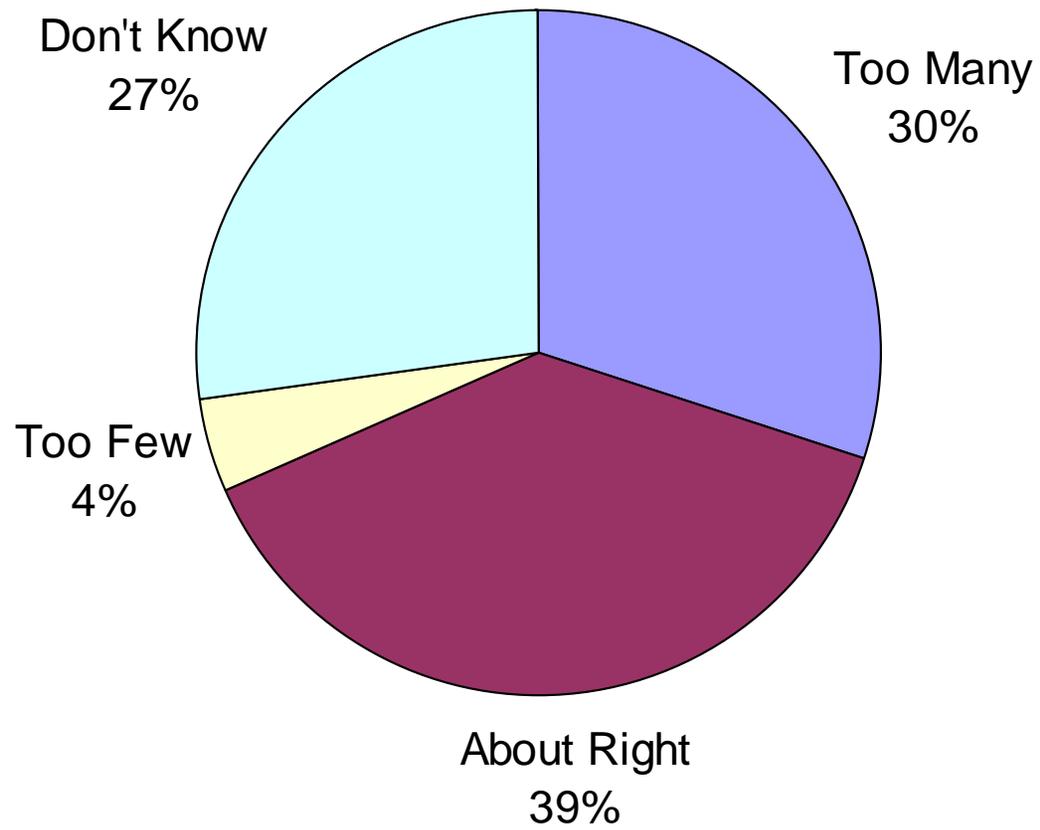
Starter Housing



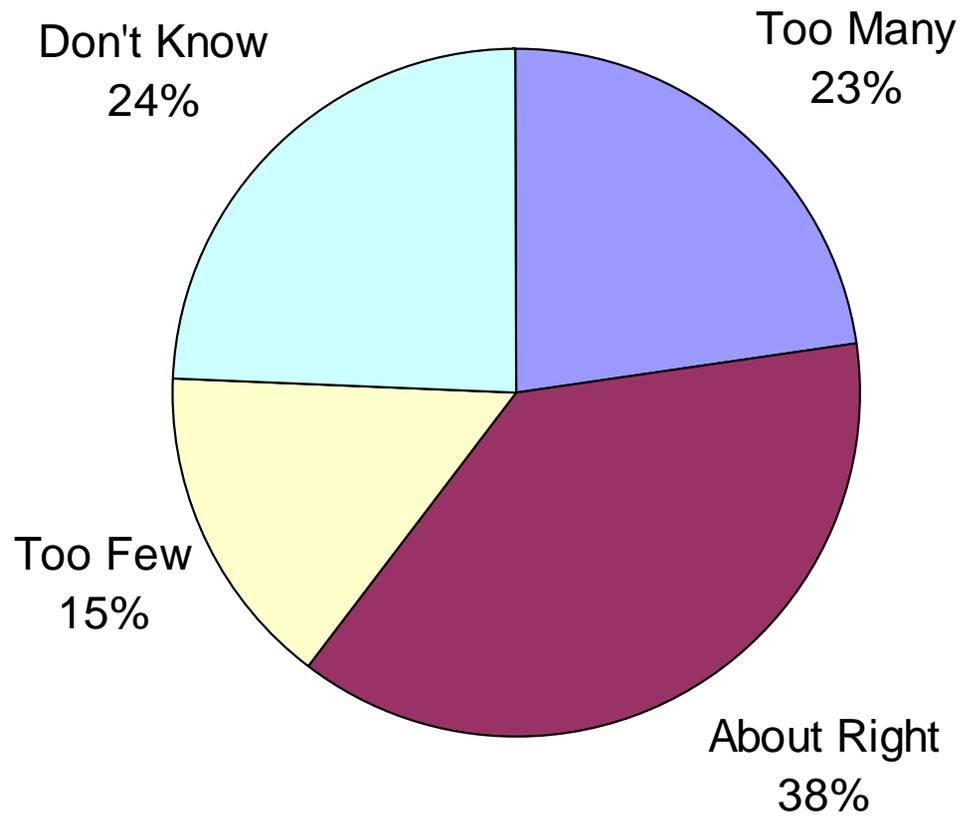
Move-up Housing



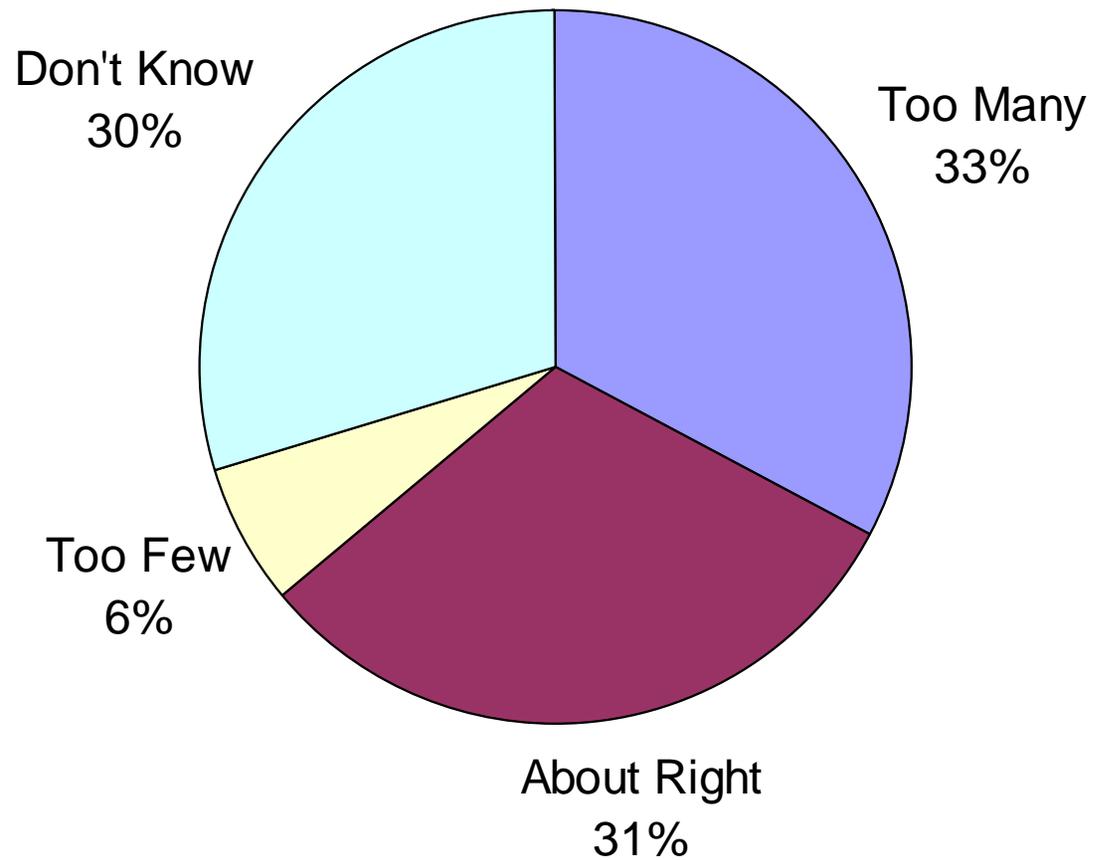
Duplexes



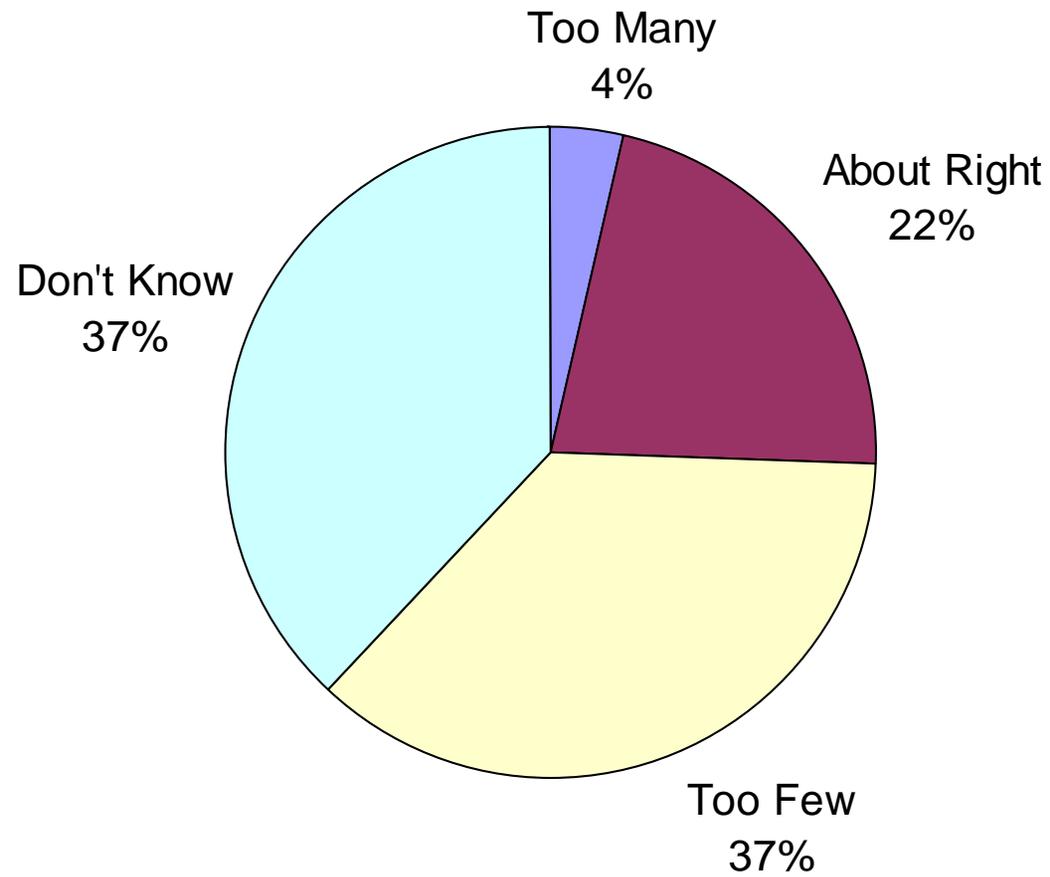
Condos/Townhouses



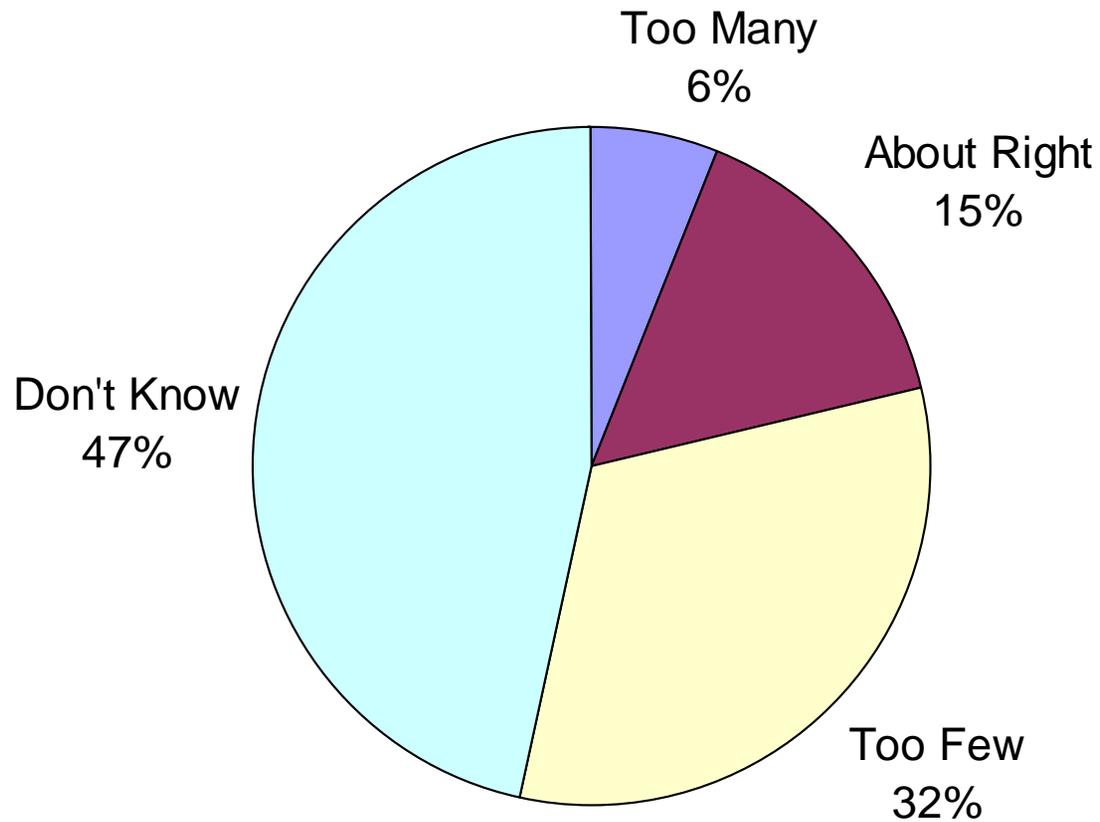
Small Apartments & Triplexes



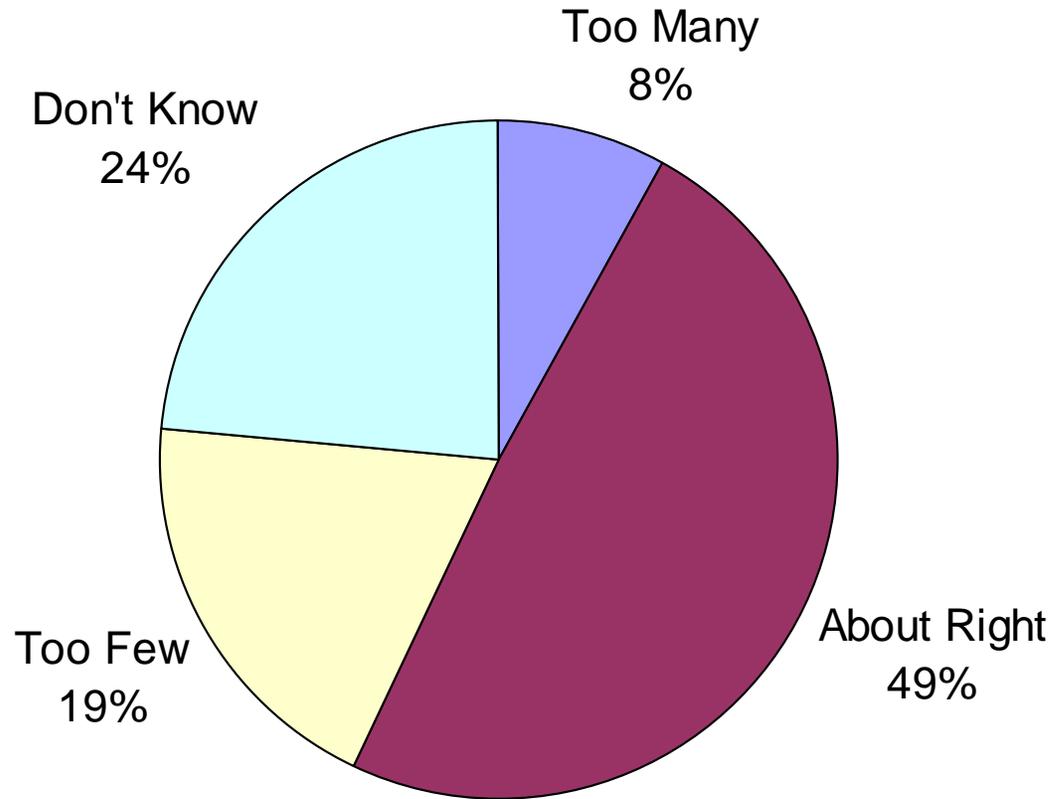
Upscale Apartments



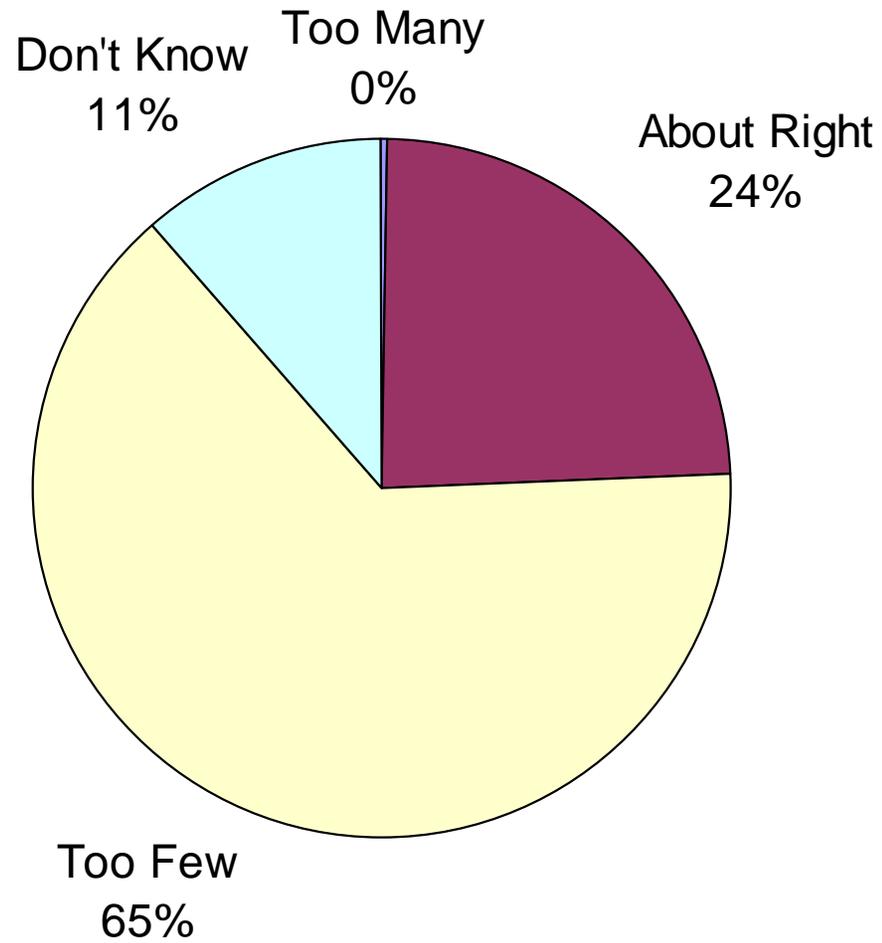
Mixed-Use Development (residential with retail or office)



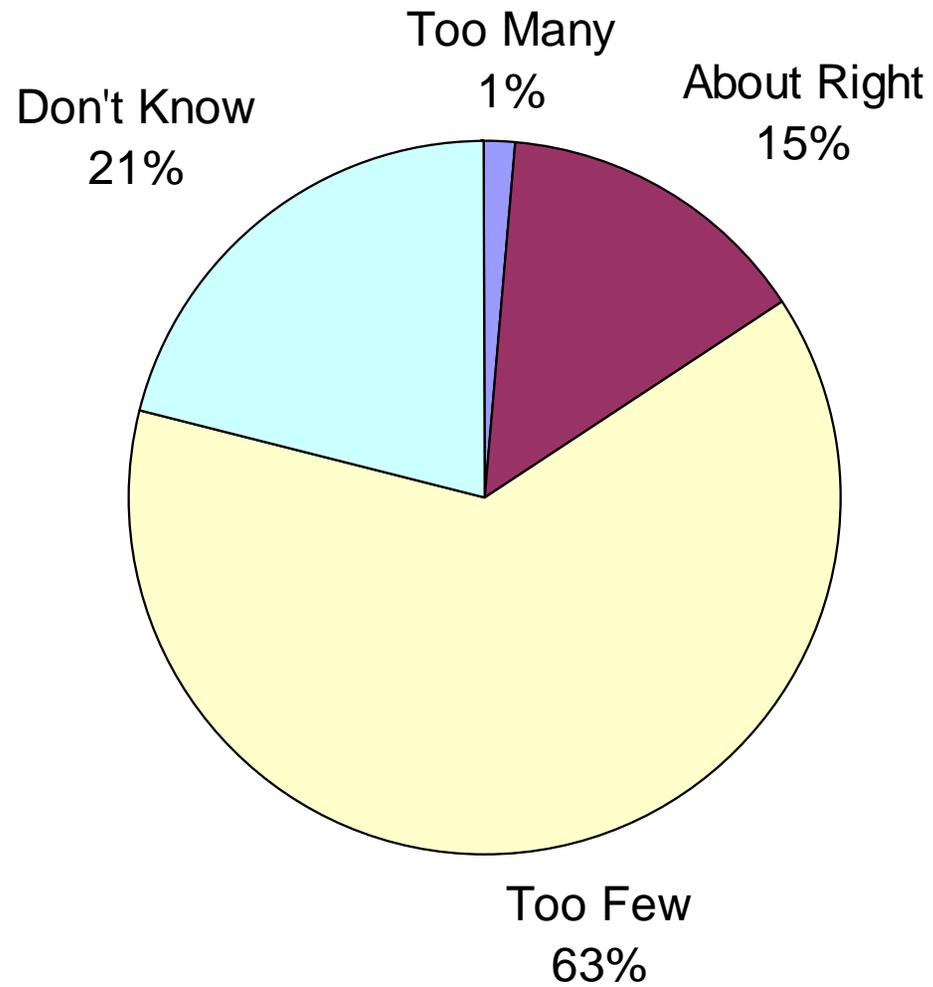
Senior Housing



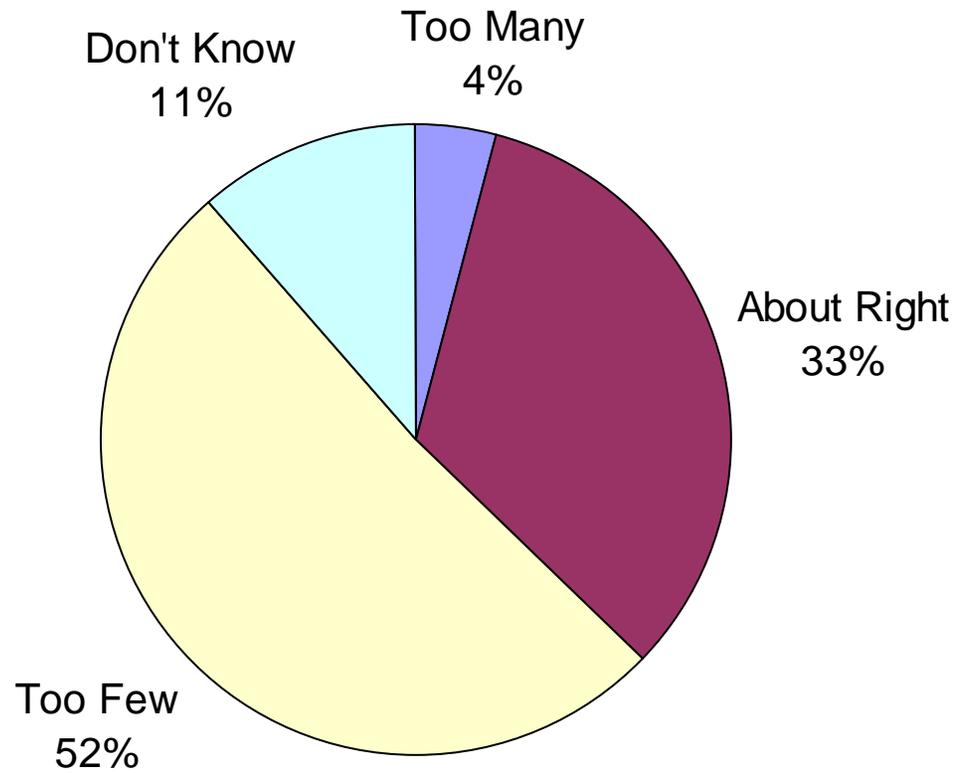
Service/Retail Businesses



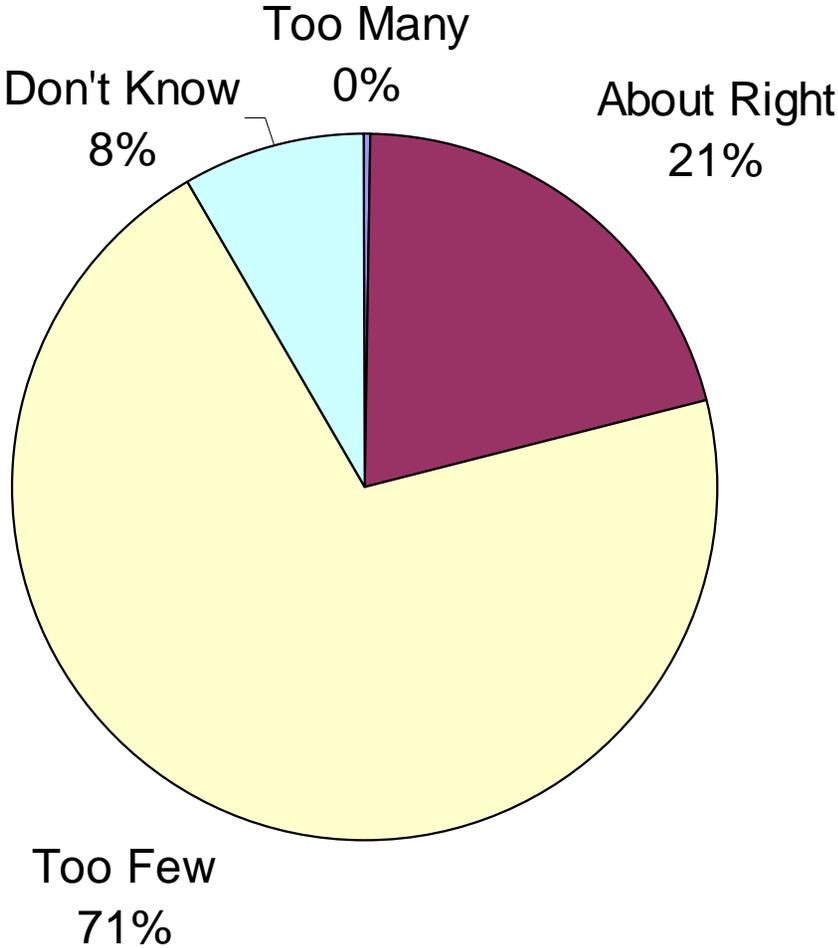
Upscale Retail



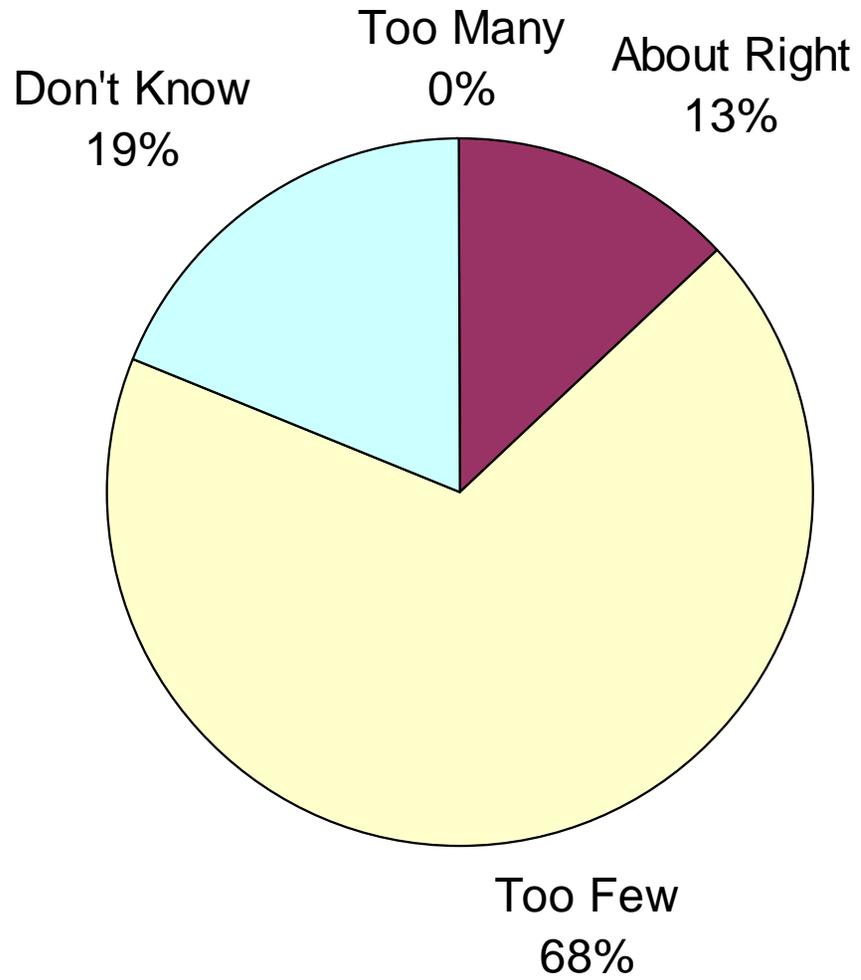
Fast-Food or Quick-Casual Restaurants



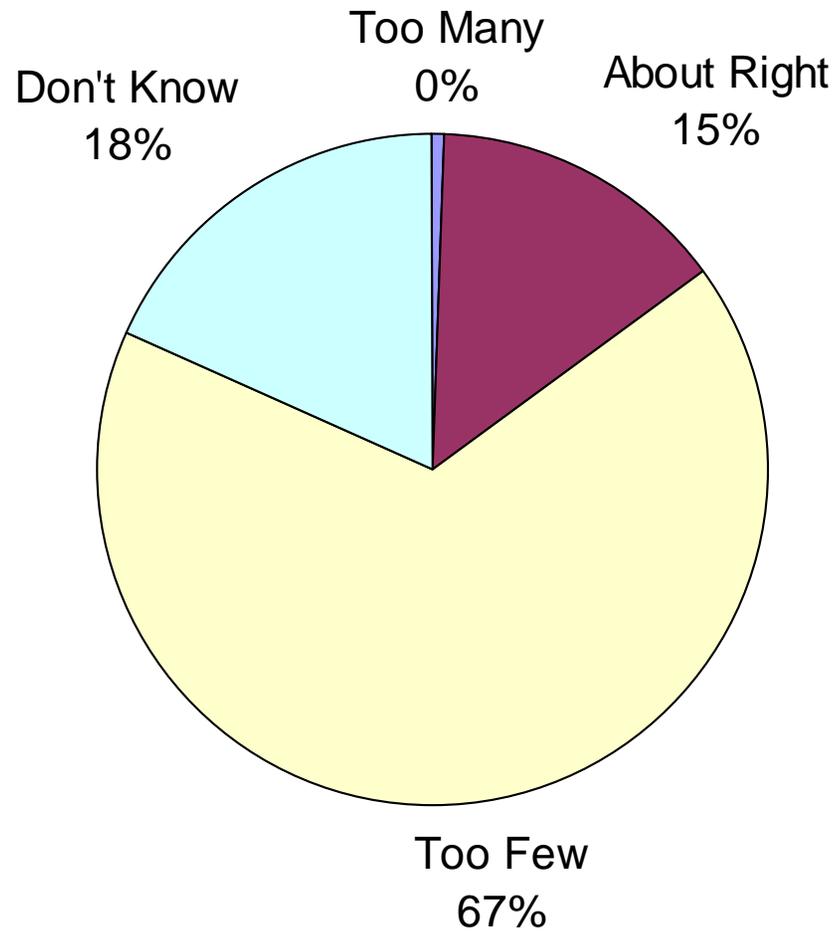
Family Restaurants



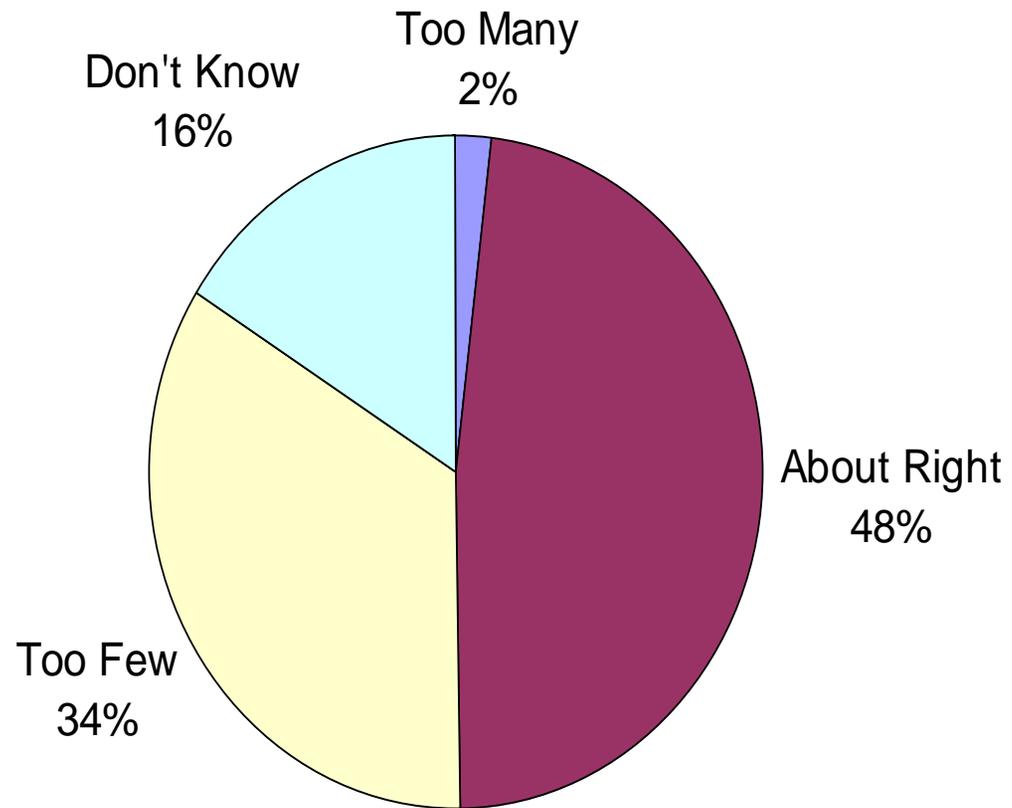
Fine Dining



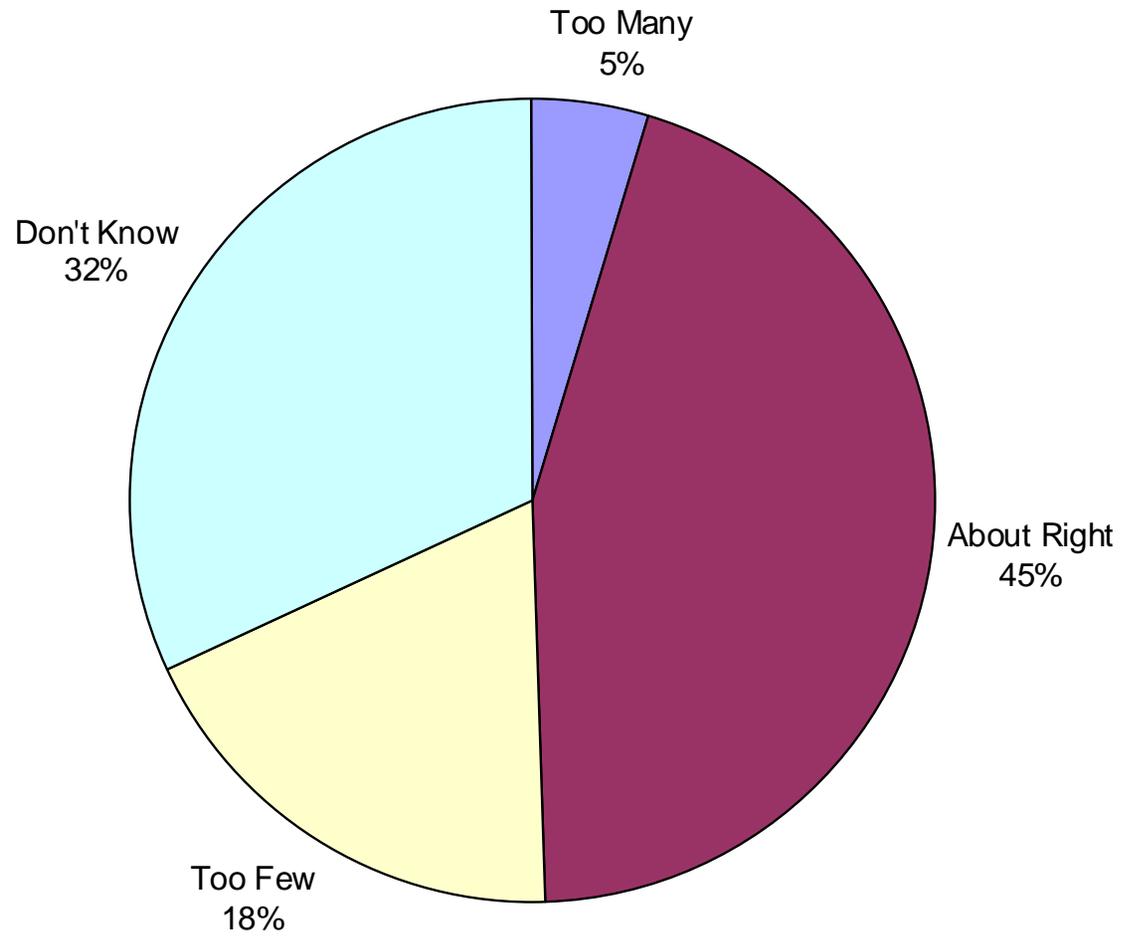
Entertainment



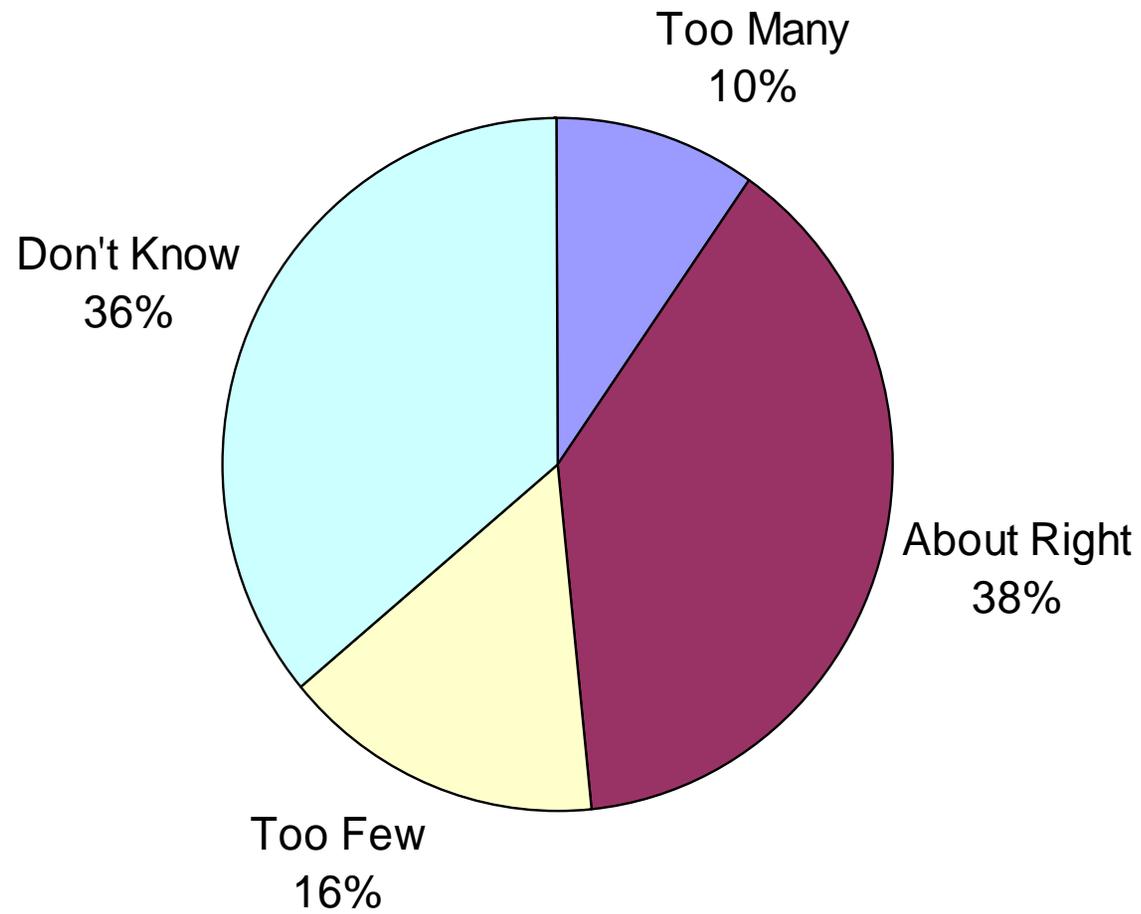
Recreation



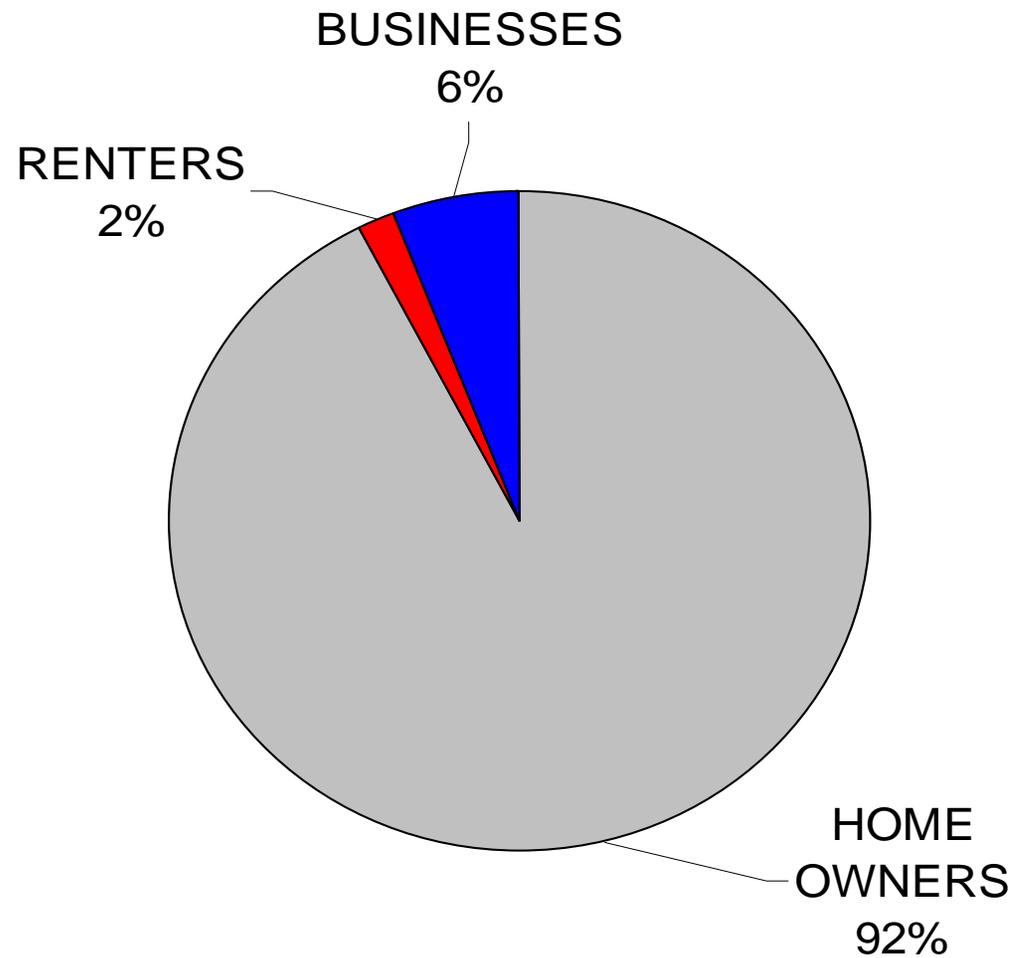
Light Industrial



Heavy Industrial

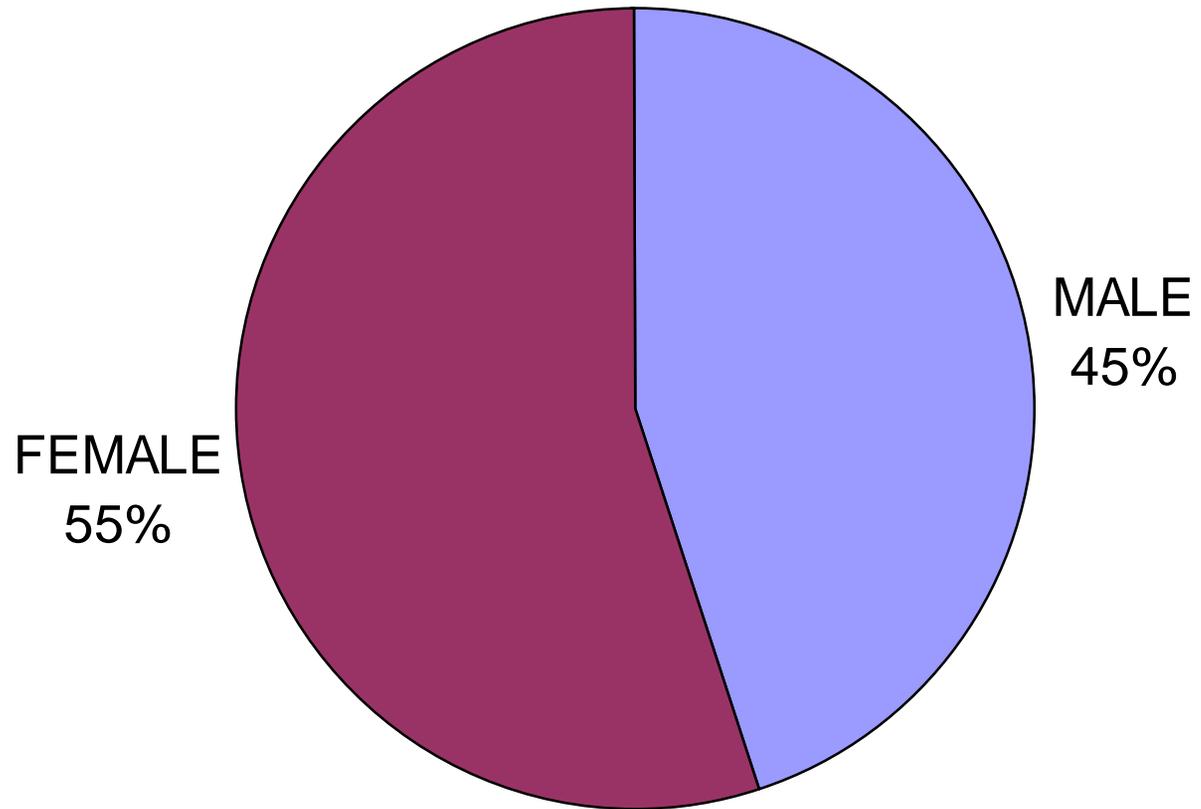


Breakdown of Survey Respondents

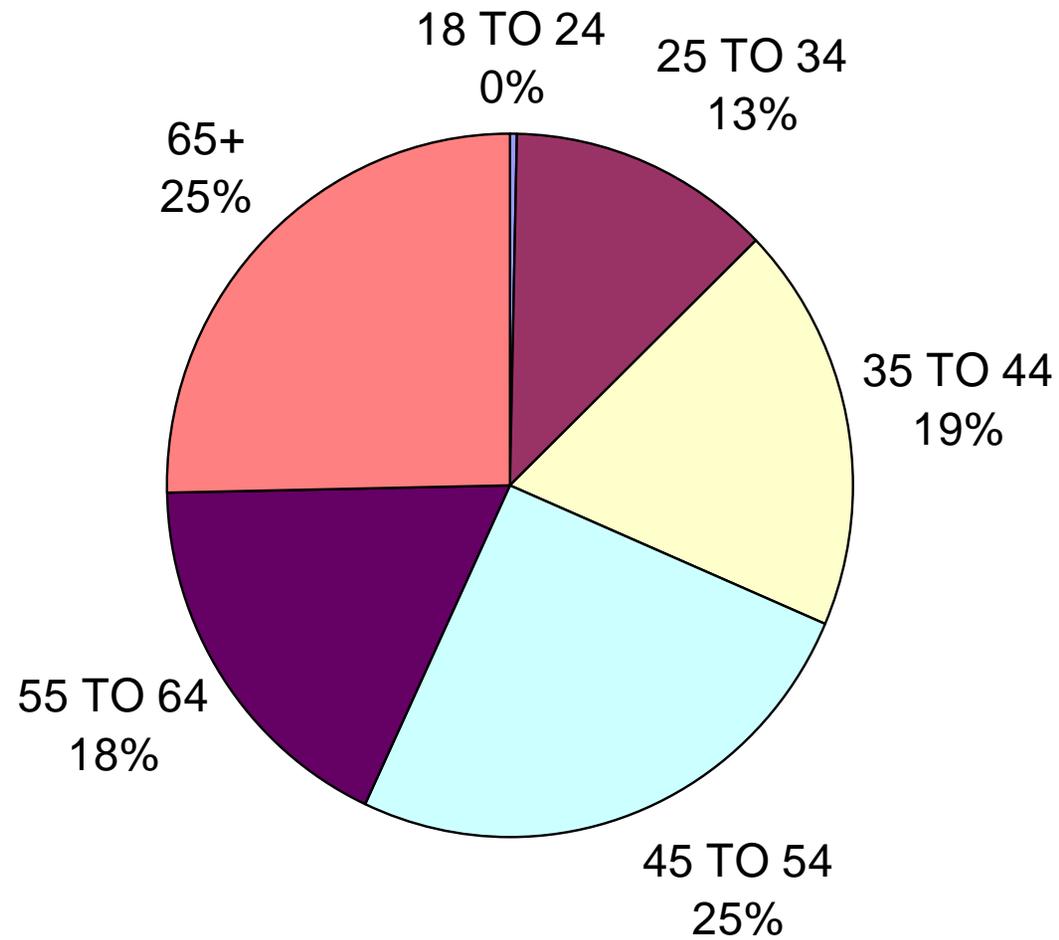


*718 Respondents as of 11/09/07 – Final date for compilation of results

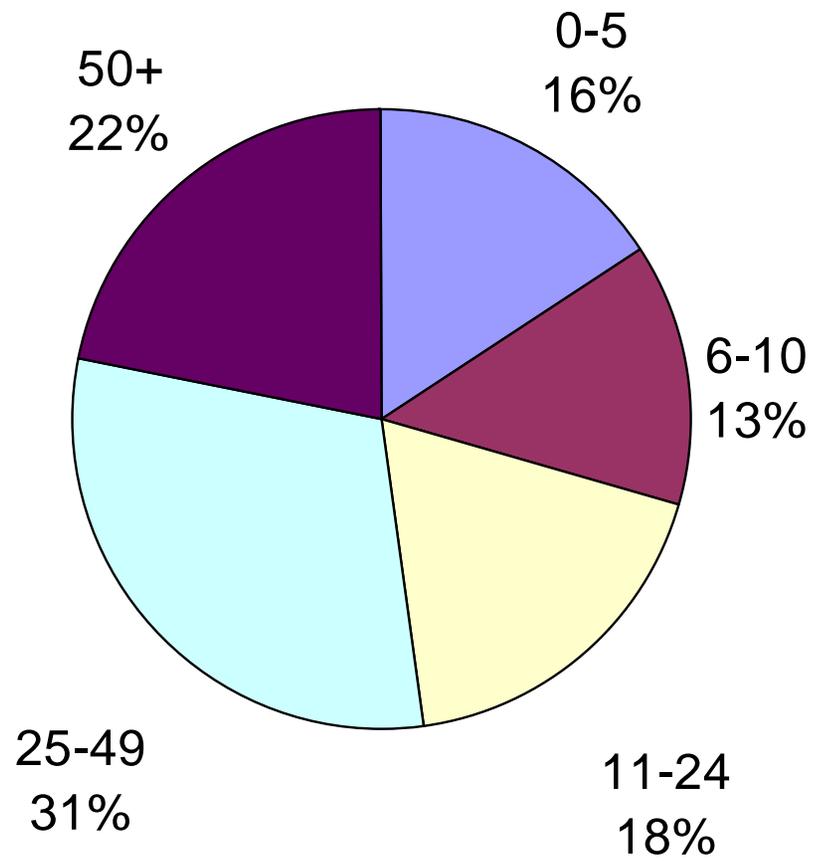
Gender of Survey Respondents



Age Breakdown of Survey Respondents



Length of Residency (Years)



*Thank you to everyone who
participated in the 2007
Citizen Survey!*

City of South St. Paul Comprehensive Plan – SSP/2030 Plan

Concept Plan

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

The Concept Plan is based on the findings of the Planning Commission and City Council and the comments received from the Comprehensive Plan Visioning Session on July 25, 2007. Major ideas voiced in the 2007 Comprehensive Plan Citizen Survey have also been incorporated to the extent possible. Major ideas from the 1999 Comprehensive Plan have been incorporated to the extent that they remain viable.

A draft of the Concept Plan was reviewed by the Planning Commission and the City Council at their joint work session on October 3, 2007. The Planning Commission, Parks and Recreation Committee, HRA, and City Council then met again at another joint work session on October 29, 2007. A revised draft of the document was presented at a public meeting on November 14, 2007.

The Council approved the final version of the Concept Plan on February 4, 2008. After approval by the Council, the Concept Plan will guide the preparation of the individual chapters for the Comprehensive Plan Update (SSP/2030 Plan).

Overall Goals

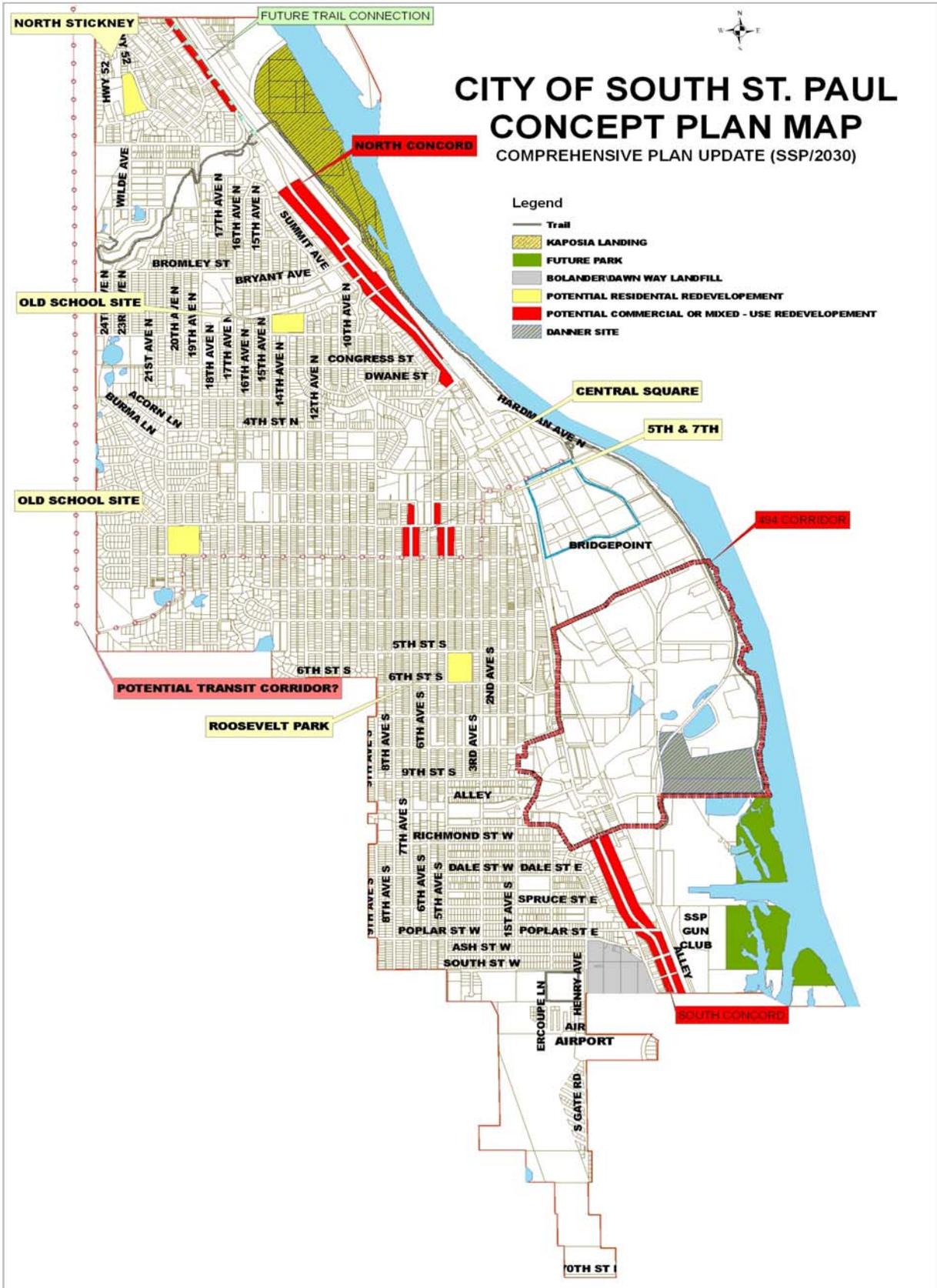
- 1. Small Town Character:** The character of South St. Paul is one of the most important aspects. Protect the look and feel of existing neighborhoods and the Southview Boulevard & Marie Avenue area (Southview & Marie) and seek to extend traditional urban design principles into new areas such as redevelopment on Concord Street.
- 2. Neighborhood Protection and Revitalization:** Keep older neighborhoods safe, attractive, and vital through; improved streets, parks and services, public safety, code enforcement, design standards and selective redevelopment. Encourage responsible property ownership
- 3. Housing:** Provide more opportunities for life cycle and move-up styles of housing. Make changes to zoning to accommodate these housing goals.
- 4. Natural Environment:** Protect and enhance the major natural features of South St. Paul such as wooded bluffs, ravines, wetlands, floodplains and waterfront.
- 5. Transportation and Circulation:** Provide adequate motorized and non-motorized transportation within and through South St. Paul that supports other objectives of this plan.

6. **Economic Development:** Continue to work with county, state and private organizations to diversify and expand the local economy while raising the standard of living. The City will dedicate funds to economic development programs.
7. **Education:** Continue to work with the South St. Paul Special School District # 6 to provide high quality education. Encourage interaction with Inver Hills Community College and other area institutions of higher education.
8. **Public Facilities/Services:** Continue to provide excellent public services especially in the areas of Police, Fire, Public Works, and Parks and Recreation. Utilize the Capital Improvement Program to budget replacement and repairs of existing public facilities and the creation of new facilities with the goal of providing excellent public facilities for South St. Paul residents and property owners.
9. **City Fiscal Health:** Safeguard City fiscal conditions by keeping cost increases commensurate with revenue growth.
10. **Redevelop or Encourage Redevelopment of Nuisance/Problem Sites:** Actively work to redevelop and encourage redevelopment of areas or land uses which inhibit the orderly development/redevelopment of the business park due to their nuisance qualities (i.e. noxious odors, excessive exterior storage, excessively poor aesthetics/ excessively poor property maintenance)

Major Assumptions

1. **Proactive local government is essential for creating a high-quality city.**
2. **It is critical to the long-term future of South St. Paul that it redevelop and reinvigorate underutilized areas.**
3. **Collaboration and Intergovernmental Cooperation among South St. Paul, the adjacent cities (Inver Grove Heights, Newport, Saint Paul, and West Saint Paul) and Dakota County is necessary.**
4. **Walkable mixed-use development that can support transit is desirable in commercial areas (i.e. Concord Exchange).**
5. **Prosperity is enhanced if growth is planned and managed.**
6. **Redevelopment sometimes requires public assistance.**
7. **Environmental protection is desirable.**
8. **The vitality of Concord Street, Southview and Marie, Thompson Avenue, and the existing residential neighborhoods are important.**

- 9. Existing neighborhoods should be enhanced and reinvested in through selective redevelopment (such as the Rediscover South St. Paul program administered by the South St. Paul HRA).**
- 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.**



CITY OF SOUTH ST. PAUL CONCEPT PLAN MAP

COMPREHENSIVE PLAN UPDATE (SSP/2030)

- Legend
- Trail
 - KAPOSIA LANDING
 - FUTURE PARK
 - BOLANDER/DAWN WAY LANDFILL
 - POTENTIAL RESIDENTIAL REDEVELOPMENT
 - POTENTIAL COMMERCIAL OR MIXED - USE REDEVELOPMENT
 - DANNER SITE

NORTH STICKNEY
FUTURE TRAIL CONNECTION
NORTH CONCORD
OLD SCHOOL SITE
OLD SCHOOL SITE
POTENTIAL TRANSIT CORRIDOR?
ROOSEVELT PARK
CENTRAL SQUARE
5TH & 7TH
BRIDGEPOINT
3RD CORRIDOR
SOUTH CONCORD
SSP GUN CLUB
AIRPORT
10TH ST

Streets shown include: HWY 52, WILDE AVE, 17TH AVE N, 16TH AVE N, 15TH AVE N, SUMMIT AVE, BROMLEY ST, BRYANT AVE, 10TH AVE N, CONGRESS ST, DWANE ST, HARDY AVE, 4TH ST N, 12TH AVE N, 18TH AVE N, 17TH AVE N, 16TH AVE N, 15TH AVE N, 14TH AVE N, 24TH AVE N, 23RD AVE N, 20TH AVE N, 19TH AVE N, 21ST AVE N, ACORN LN, BURMA LN, 5TH ST S, 6TH ST S, 8TH AVE S, 6TH AVE S, 3RD AVE S, 2ND AVE S, 9TH ST S, ALLEY, RICHMOND ST W, DALE ST W, DALE ST E, SPRUCE ST E, POPLAR ST W, POPLAR ST E, ASH ST W, SOUTH ST W, ERCOUIPE LN, HENRY AVE, S GATE RD.

Land Use

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

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

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

Actively work to redevelop 5th Avenue and 7th Avenue between Marie Avenue and Southview Boulevard to provide better linkages between the two streets. Plan streetscaping and street lighting for this area. Also, plan for office/commercial redevelopment of 6th and 7th Avenues north of Marie where adjacent to Central Square. Central Square is the town meeting space and center. Redevelop Central Square Park consistent with the Parks Master Plan.

3. **Riverfront:** Work to achieve a continuous band of public riverfront park land and river based recreational opportunities between the City’s borders, and establish new park facilities at the southeast corner of the City adjacent to the South St. Paul Gun Club. Work to establish better trails and linkages between the riverfront parks and the residential neighborhoods west of Concord Street where possible.
4. **Concord Street Corridor:** Plan the Concord Street corridor for an intensive mix of retail, entertainment, service, and office land uses flanked by mid- and high-density housing. Extend the Concord Street Corridor to South Concord.
5. **Interstate 494 Corridor:** Plan the 494 Corridor, the area stretching from the edge of the residential areas above the bluff to the Mississippi River (between Dale/Richmond Street and Armour Avenue), as an area for enhanced design and aesthetics. Develop architectural, signage, and landscaping standards to provide an area that will be attractive and present a positive image from Interstate 494, the “front door” of the community. Direct new development and redevelopment of existing sites and buildings to comply with these land use and design guidelines. New development and redevelopment will be high quality office/industrial/retail

comparable to the development standards set by the adjacent cities of Saint Paul and Cottage Grove.

6. **Retail Commercial Growth:** Concentrate new retail business in the Concord Street corridor / Concord Exchange area.
7. **Employment Center:** Continue to develop, redevelop, and expand the existing BridgePoint Business Park east of Concord Street to provide a vibrant employment center for the community. Encourage development of companies that will provide primary wage earner jobs. Provide better architectural standards, including the elimination of metal buildings.
8. **Redevelopment:** Support redevelopment primarily by planning and zoning certain sites for more intensive or different land uses than their present use. In special circumstances, the City will use tools such as tax increment financing and tax abatement to support redevelopment when it can be demonstrated that the monetary and other benefits to the City justify the investment risk. The City will also support public/private partnerships as an effective and innovative means to accomplish redevelopment.
9. **Environmental Protection:** Protect or restore through regulation and/or City investment sensitive or unique natural resources such as floodplains, steep slopes, ravines, major wooded areas, major vistas, streams, wetlands, water quality, shorelines and riverbanks.
10. **South Concord:** Study the use of South Concord Street (Concord Street south of I-494 to the City's southern border) to determine if changes need to be made for land uses. In particular, examine the area from Chestnut Street south to the City's border to see if the west side of the street should have mixed-use or residential land use or if it should remain guided as strictly commercial. Review the commercial land use standards for the east side of Concord Street and the west side of Concord Street north of Chestnut Street to I-494. Additionally, plan for the eventual redevelopment of properties within this South Concord corridor, in particular those properties that are also within the 494 Corridor.
11. **School Sites:** The potential redevelopment of the old Lincoln School/Thompson Heights School (15th Avenue/Thompson Avenue) and old Jefferson School/Miracle Centre (21st Avenue/Marie Avenue) schools have been discussed in recent years. These areas offer some of the few remaining opportunities for infill development/redevelopment. Study and plan for the eventual re-use of these sites for a mixture of residential uses and park spaces (preserving or redeveloping the existing parks). Roosevelt Park may also present an opportunity for infill residential redevelopment should the recreational facilities on the site be relocated to different City parks.
12. **Divine Redeemer Hospital Site:** The City will plan for the former Divine Redeemer hospital site to continue as a medial care campus. Future redevelopment of this property should be limited to the office building portion of the property.

13. **Dawn Way Construction Landfill Redevelopment:** Plan for the eventual reuse of the construction landfill site off of Poplar Avenue to be compatible with neighboring residential uses. Future redevelopment of the site may include a mixture of land uses with the intention of having some residential property at the northwest portion of the site and perhaps other means of buffering from any commercial/light industrial uses which may be on the site. Future redevelopment of the site may also include an east-west transportation link through the site to provide a better connection between main transportation routes and thoroughfares above the hill with Concord Street.
14. **North Stickney Redevelopment:** The area north of Wilson Heights and west of Stickney Avenue (while it presents challenging topography) provides another opportunity for infill move-up housing. Plan for the eventual reuse of the site similar to the Wilson Heights development with move-up style housing. Additionally explore zoning changes from the current Duplex Residence zoning to Single Family Residential zoning for this area and also for the areas west of 19th Avenue along Butler Avenue to Highway 52 to encourage single family housing development.
15. **Danner Site:** Plan for the eventual redevelopment of the area east of Hardman Avenue and South of I-494 to be a high-quality office or office/industrial development. Aesthetics for the site will be vitally important as the site is very visible from I-494 and is located within the 494 Corridor.

Existing Neighborhoods and Districts

1. **Public Facilities:** Continue to improve streets, sidewalks, parks and other public facilities in established areas in order to promote private reinvestment and infill, housing and business rehabilitation and confidence in those locations. (Refer also to the policies on local streets, sidewalks and alleys under Transportation.)
2. **Redevelopment:** Assist redevelopment of small areas (either housing or business) through plans and zoning and, when prudent and necessary, with public works or direct financial assistance.
3. **5th and 7th Avenue South Design Guidelines:** Develop and apply the urban design guidelines for the neighborhoods along 5th and 7th Avenues south of Southview Boulevard/Marie Avenue to I-494 to enhance the aesthetics of these main thoroughfares. Ensure that infill and redevelopment buildings are compatible with nearby structures and that they enhance rather than harm nearby investments. In future neighborhoods, the City will direct developers to follow design guidelines for these neighborhoods.

Transportation

- 1. Supportive Land Use Planning:** Through the Land Use Plan promote increased concentrations of jobs and housing in order to efficiently use existing transportation infrastructure and provide for the viability of walking and bicycling.
- 2. All Modes of Movement:** Provide safe systems for all users including motorists, pedestrians, and bicyclists.
- 3. Collector Street Connectivity:** Where possible, improve the connectivity of collector streets to provide efficient means of transportation. Use distinct street design and streetscaping to help identify collector streets from minor residential streets. Extend the established pattern of streets into new neighborhoods through the platting process, while being sensitive to work around natural topography like bluffs, ravines, and wetlands.
- 4. Minor Residential Streets:** Design and maintain local streets for land access while making them less attractive to sub-regional and regional traffic through the use of traffic calming techniques. Decrease the width of new local (minor) residential streets from current standards. Fully interconnect new local residential streets and discourage the construction of cul-de-sacs where other alternatives are feasible. Also reduce rebuilt residential streets in width to the extent that on-street parking and other demands allow. Extend the established pattern of streets into new neighborhoods through the platting process, while being sensitive to work around natural topography like bluffs, ravines, and wetlands.
- 5. Streetscaping:** Connect Southview Boulevard & Marie Avenue to Concord Street by means of streetscaping and other design features.
- 6. Access Management:** Manage access on major streets to improve traffic flow and road capacity, always with a concern for neighborhood livability.
- 7. North Concord Parkway:** Create a parkway to connect the Concord/Gateway and BridgePoint Business Park areas of South St. Paul to the new park currently known as “Port Crosby” and the City’s northern border.
- 8. Mass Transit:** Plan for the long-term possibility of light-rail transit (LRT) or bus rapid transit (BRT) on either Highway 52 or Robert Street (in West Saint Paul). Work collectively with Dakota County and other Dakota County communities to lobby for this transitway. Additionally, work collectively with these communities to develop express bus routes on Concord Street and Southview/3rd to connect BridgePoint Business Park and Southview & Marie with the new transitway lines, and also with a possible connection to the Hiawatha LRT line at Fort Snelling.
- 9. Bicycling:** Develop and construct a citywide network of interconnected off-street bicycle paths and on-street lanes serving both recreational and transportation functions. Require that on-street bicycle lanes be installed with arterial or collector roads where feasible. Also, coordinate with Dakota County to continue development and extension of the existing regional bicycling and pedestrian trails

along the Mississippi River, providing a connection from Simon's Ravine to the City's northern border at Annapolis, and through Simon's Ravine to connect with Thompson Regional Park in West Saint Paul.

10. **Walking:** Install public sidewalks along at least one side of each new or reconstructed local street and both sides of collector streets. Exceptions to this sidewalk policy may be granted to protect major natural features or short cul-de-sac streets.
11. **Street Reconstruction:** Continue the program of assessing the surface condition of local streets and budgeting for their systematic maintenance and periodic reconstruction.
12. **Alley Reconstruction:** Consider enhancing the program for reconstructing alleys.

Airport/Aviation

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

Economic Development

1. **BridgePoint Business/Industrial Park:** Maintain a balanced and competitive inventory of business and industrial sites with excellent infrastructure, telecommunications capacity and transportation access.

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

2. **Interstate 494 Corridor:** Support the redevelopment and economic revitalization of the Interstate 494 corridor east of the bluffs. Develop the area consistent with increased architectural design and use standards to provide a positive image of the City as seen from Interstate 494.
3. **Concord Street Corridor:** Support economic revitalization of the Concord Street and Concord Exchange corridor. Develop the area consistent with the 2003 Concord/Gateway Redevelopment and Streetscape Plan.
4. **Southview and Marie:** Support economic revitalization of the downtown South St. Paul areas of Southview and Marie Avenues. Develop the area consistent with the recommendations of the Economic Development Association of Minnesota (EDAM) team. 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 Boulevard and Marie Avenue area. Also review decreasing parking standards or adding community parking lots to provide adequate parking for businesses.
5. **Transportation and Telecommunications Infrastructure:** Support and facilitate cutting edge telecommunications and transportation infrastructure to all local centers of economic activity -- business, industrial and office areas.
6. **Economic Development Services:** Retain and expand existing industries and major employers. Organize and update information on the local economy. Work cooperatively with Progress Plus to market the City and the business opportunities.
7. **Changing Economy and Marketplace:** Periodically review and update economic development strategies, policies, investments, and programs to respond to changing economic conditions and opportunities.
8. **Fleming Field Airport:** Fleming Field Airport is and will continue to be an important community focal point and important piece in the City's economic development efforts. The City will continue to support economic development and redevelopment at the airport.

Parks, Trails, and Open Space

1. **Parks Master Plan:** Develop and Redevelop the City's park system consistent with the Parks Master Plan adopted in 2005. In particular the development of "Port Crosby" and the redevelopment of Central Square Park, consistent with the Parks Master Plan, are priorities and are vital to the long-term health of the City. Park dedication fees and the budgeting through the Capital Improvement Program (CIP) are ways that the City will achieve these improvements.
2. **Urban Form:** Use parks, public open spaces and trails as a means of shaping the form of the community.

3. **Riverfront Greenways:** Maximize the value of, and access to, natural and scenic areas along the Mississippi River and other natural greenway corridors defined by the system plan. Acquire and improve a continuous band of public park land along the Mississippi River between the City's northern and southern borders.
4. **Trail System:** Provide a system of attractive, connected trails that generate high numbers of users for recreation, fitness / health and alternative transportation.
5. **Trail Connections:** Provide numerous connections between the local and regional trail and parks systems so as to provide seamless and expansive service.
6. **Neighborhood Parks:** Meet neighborhood park needs with facilities designed in response to the unique needs of each neighborhood.
7. **Athletic Fields:** Ensure that City athletic facilities efficiently and effectively serve the needs of the community in concert with other providers such as the school district.

Urban Design

1. **New Residential Neighborhoods:** Design new neighborhoods to be attractive, walkable and interesting. These new neighborhoods will have better streetscape, site planning, building architecture, signage, and lighting.
2. **Established Residential Neighborhoods:** Require infill and redevelopment buildings 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.
3. **Concord Exchange and South Concord Street Corridor:** Implement the 2003 *Concord/Gateway Master Development and Streetscaping Plan*. Explore new design standards for the South Concord Corridor (the area along Concord from 494 to the City's southern border).
4. **Southview and Marie:** Study providing more of a mixture of uses into this area, decreasing parking standards or adding community parking lots, new streetscaping, better signage and wayfinding to help this area be the vibrant center of the city. This may include new streetscaping on Wentworth and 15th Avenues compatible with any new streetscaping on Southview Boulevard and Marie Avenue to provide visual linkages between the Highway 52 and the Southview/Marie area. Adjust planning and zoning controls to help achieve these goals.
5. **Major Natural Features:** Protect or enhance the appearance of the major natural features of South St. Paul such as steep slopes, ravines, floodplains, wetlands and the river edges as important elements in the appearance of the community and nearby neighborhoods.

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

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

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

Housing

- 1. Rediscover South St. Paul/Rehabilitation Loan Programs:** The City and South St. Paul HRA will continue working collaboratively to improve the existing residential neighborhoods through the Rediscover South St. Paul program for selective redevelopment with new homes and rehabilitation loans to assist the revitalization of existing homes. Review funding sources to support these programs and explore public private partnerships as means to provide new funding sources.
- 2. Affordable Housing:** The City and South St. Paul HRA will continue to lead the way in providing affordable housing. The City and South St. Paul HRA will also work with the Dakota County Community Development Authority, Minnesota Housing Finance Agency, and Metropolitan Council to assist in meeting the City's housing goals.
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- 5. Redevelopment, Remodeling, and Beautification:** The City will continue to support the redevelopment, remodeling, and beautification of existing residential areas which preserve the vitality of the City's neighborhoods. The City will celebrate some of the most striking enhancements each year by honoring the property owners with beautification awards.
- 6. Property Maintenance:** The City will also continue to encourage preservation of the livability of existing residential neighborhoods by the City's proactive graffiti abatement program and the code enforcement program to address property maintenance issues.
- 7. Residential Design and Streetscape Standards:** Explore revised residential design and streetscape standards for development of new residential neighborhoods and redevelopment of existing residential neighborhoods.
- 8. Rental Properties:** The City will continue to encourage responsible property ownership, including the maintenance of rental properties. Explore ways that the City can assist rental properties to achieve the goals of well-maintained properties.

Historic Preservation

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

Water and other Natural Resources

1. **Protections:** Wetlands, floodplains, shorelands, ravines, bluffs and slopes in excess of 12-18 percent will be protected through the zoning and subdivision review process.
2. **Riparian Open Space:** The City will continue to work with private developers to set aside or dedicate land along the Mississippi River, ponds, and wetlands for natural open space. Extending the public greenway/parks and trails along the Mississippi River is a high priority.
3. **Danner Site:** The City is committed to an area of natural resources on this site east of Hardman Avenue and South of 494, spanning from the Mississippi River west a distance of 300 feet. This area will provide natural areas along the River that will provide more natural resources along the river, additional area for the recreational trail along the river, will enhance the natural beauty of the City from the river, and will also help to enhance the appearance of the future redevelopment of the area to the west.
4. **Integrate Water and other Natural Resources with Other Parks:** The City will strive to integrate planning to protect, preserve, and enhance water and natural resources with City parks where it is possible and feasible.

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